

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Committee

24 April 2018

AUTHOR/S: Joint Director for Planning and Economic Development

Application Number: S/3567/17/FL

Parish: Thriplow

Proposal: Demolition of existing barn and construction of car repair workshop and works to site entrance

Site address: New Barn, Brook Road, Thriplow, SG8 7RG

Applicant(s): Thriplow Farms Ltd

Recommendation: Approval

Key material considerations: Principle of Development
Impact on the open countryside and openness of the Green Belt
Impact on the Grade II* listed Church and Conservation Area
Ecology, Trees and Hedging
Residential Amenity and Noise
Lighting and Emissions
Highway Safety and Parking
Flood Risk, Surface Water and Foul Water Drainage Contamination
Developer Contributions
Other Matters
Very Special Circumstances

Committee Site Visit: 6 February 2018

Departure Application: Yes – advertised on 08 November 2017

Presenting Officer: Lydia Pravin, Senior Planning Officer

Application brought to Committee because: The application is in the Green Belt and represents a significant departure from local policy

Date by which decision due: Extension of time agreed until 25 April 2018

Executive Summary

1. The application is for demolition of existing barn and construction of car repair workshop and works to site entrance. It is recognised that the proposed development represents inappropriate development by definition in the Green Belt.
2. The proposed development will have some impact on openness of this part of the Cambridge Green Belt, its purposes and the reasons for including land within it due to the parking and storage of vehicles on the land.
3. Essentially, this application can only be justified if planning permission for residential development is granted in respect of the site of the current car repair business. If planning permission for that development is refused, the existing car repair business can continue to operate and there are no very special circumstances which could justify the grant of permission for a second car repair business in the area. However, if planning permission is granted for the residential development, the existing car repair business would be lost (which is recognised to be an important factor in the residential application). If planning permission for the residential development were granted, it is the economic and social benefits through much needed housing together with the economic benefit to the local and wider economy of retaining a car business and the lack of alternative sites through undertaking a sequential test that are considered to collectively form very special circumstances in this instance. These very special circumstances are considered to clearly outweigh the in principle harm to the Green Belt and the other identified limited harm in accordance with paragraph 88 of the NPPF
4. Moderate weight can also be given the economic benefits of creating jobs during construction and to the use of local services and facilities from the housing development.
5. Approval is therefore recommended on this basis (subject to planning permission being granted for the residential development).

Relevant Planning History

6. SC/0070/58 – Erection of a barn – approved

S/0873/86/F – Convert cattle yard into office and laboratory facilities for cereal plant breeding – approved

Thriplow Farms site, Lodge Road, Thriplow - S/0713/05/0 – Outline planning application for residential development (estimate of 25-35 dwellings)– refused for the following reasons: in the open countryside, is not considered to represent previously developed land and does not represent 100% affordable housing; the redevelopment of the site used for a local farm would create the need for new replacement buildings in the Green Belt detracting from its openness and character; the redevelopment of the site would displace the existing car repair business; the scale of the development on the fringe of an infill village and adjoining Conservation Area requires a Design and Landscape Assessment to consider the impact

Environmental Impact Assessment

7. The development proposed in the application does not fall under Schedule 1 or

Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Further, even if the development, together with the grain store and housing development, are considered as a single project, it is not considered that the application falls under Schedule 1 or Schedule 2.

Planning Policies

National Guidance

8. National Planning Policy Framework (NPPF) 2012
Planning Practice Guidance (PPG)
9. **South Cambridgeshire Local Development Framework (LDF) Core Strategy, adopted January 2007**
ST/1 Green Belt
ST/6 Group Villages
10. **South Cambridgeshire LDF Development Control Policies, adopted July 2007**
DP/1 Sustainable Development
DP/2 Design of New Development
DP/3 Development Criteria
DP/4 Infrastructure in New Developments
DP/6 Construction Methods
DP/7 Development Frameworks
GB/1 Development in the Green Belt
GB/2 Mitigating the Impact of Development in the Green Belt
CH/4 Development Within the Curtilage or Setting of a Listed Building
CH/5 Conservation Areas
ET/8 Replacement Buildings in the Countryside
NE/3 Renewable Energy Technologies in New Development
NE/4 Landscape Character Areas
NE/6 Biodiversity
NE/7 Sites of Biodiversity or Geological Importance
NE/8 Groundwater
NE/9 Water and Drainage Infrastructure
NE/10 Foul Drainage – Alternative Drainage Systems
NE/11 Flood Risk
NE/14 Lighting Proposals
NE/15 Noise Pollution
NE/16 Emissions
NE/17 Protecting High Quality Agricultural Land
TR/1 Planning for More Sustainable Travel
TR/2 Car and Cycle Parking Standards
TR/3 Mitigating Travel Impact
TR/4 Travel by Non-Motorised Modes
11. **South Cambridgeshire LDF Supplementary Planning Documents (SPD)**
District Design Guide SPD – Adopted 2010
Development Affecting Conservation Areas SPD – Adopted 2009
Listed Buildings SPD – Adopted July 2009
Trees and Development Sites SPD – Adopted January 2009
Landscape and new development SPD – Adopted March 2010
Biodiversity SPD – Adopted July 2009

12. **South Cambridgeshire Local Plan Submission 2014**
 S/1 Vision
 S/2 Objectives of the Local Plan
 S/3 Presumption in favour of sustainable development
 S/4 Cambridge Green Belt
 S/5 Provision of New Jobs and Homes
 S/6 The Development Strategy to 2031
 S/7 Development Frameworks
 S/10 Group Villages
 CC/3 Renewable and low carbon energy in new developments
 CC/4 Sustainable Design and Construction
 CC/6 Construction Methods
 CC/8 Sustainable drainage systems
 CC/9 Water Quality
 CC/9 Managing flood risk
 HG/1 Design principles
 E/17 Conversion or Replacement of Rural Buildings for Employment
 NH/2 Protecting and enhancing landscape character
 NH/3 Protecting Agricultural Land
 NH/4 Biodiversity
 NH/5 Sites of Biodiversity or Geological Importance
 NH/8 Mitigating the Impact of Development in and adjoining the Green Belt
 NH/9 Redevelopment of Previously Developed Sites and infilling in the Green Belt
 NH/14 Heritage assets
 SC/10 Lighting proposals
 SC/11 Noise pollution
 SC/12 Contaminated Land
 SC/13 Air quality
 SC/15 Odour and other fugitive emissions to air
 TI/2 Planning For Sustainable Travel
 TI/3 Parking provision
 TI/8 Infrastructure and New Developments

Consultation

13. **Thriplow Parish Council** - Supports the application.
14. **Local Highway Authority** – No objections. Recommend conditions governing: falls and levels of access (to prevent run-off); the proposed access is constructed using a bound material and a traffic management plan condition in the interests of highway safety.
15. **Contaminated Land Officer** - Though the proposed use is not one which is particularly sensitive to the presence of contamination, the current use as an agricultural barn does have the potential to give rise to contamination. Therefore recommend an informative that if during development contamination not previously identified is found to be present then no further development shall be carried out until a remediation strategy detailing how the unsuspected contamination should be dealt with.
16. **Environmental Health Officer** - Advises the following conditions:
- Working times at the business should be limited to 8am – 6pm Monday to Saturday and not at any time on Sundays or Bank Holidays.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with local planning policy

- No construction site machinery or plant shall be operated, no noisy works shall be carried out and no construction related deliveries taken at or despatched from the site except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturday and not at any time on Sundays or Bank or Public holidays.

Reason: To protect the amenity of the locality, especially for people living and/or working nearby, in accordance with local planning policy.

- There shall be no burning of any waste or other materials on the site, without prior consent from the environmental health department.

Reason: To ensure nuisance is not caused to local residents.

17. Informatives

- The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.
- Before any existing buildings are demolished, a Demolition Notice will be required from the Building Control section of the council's planning department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains and establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area.

18. **Ecology Officer** - The site comprises of a barn, hardstanding, some amenity grassland and scattered trees. The site sits within the impact zone of the nearby Thriplow Meadows SSSI; however the application does not meet the criteria which would require Natural England to be consulted. There are no County Wildlife Sites within the vicinity, and very few species records from the area.

19. The Ecological reports submitted with the application have outlined three ecological constraints that will require avoidance and mitigation strategies. These are the presence of nesting and roosting barn owls, breeding birds, and possible use of the terrestrial habitat by great crested newts. None of the strategies recommended within the ecological reports will require a licence to be issued by Natural England. Therefore as the recommended working methodologies are spread across three reports and to avoid excessive conditions for discharge, I would recommend these are brought together in a single document to be submitted pre commencement. I can suggest the following condition wording.

20. *No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.*

- A) *Risk assessment of potentially damaging construction activities.*
- B) *Identification of "biodiversity protection zones".*
- C) *Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).*
- D) *The location and timings of sensitive works to avoid harm to biodiversity features.*
- E) *The times during which construction when specialist ecologists need to be present on site to oversee works.*
- F) *Responsible persons and lines of communication.*
- G) *The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.*
- H) *Use of protective fences, exclusion barriers and warning signs if applicable.*

The approved CEMP shall be ahead to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

- 21. In addition some form of biodiversity enhancement will be required to compensate for the loss of roosting habitat for barn owls and to encourage a diversity of species to the area. Therefore I would also advise that the following Condition is added to encourage a gain to biodiversity and to meet both national and local policy.
- 22. *Prior to the commencement of the development a scheme of biodiversity enhancement shall be supplied to the local planning authority for its written approval. The scheme should include the inclusion of bat and bird nesting boxes, a barn owl box, provision for hedgehogs to access the site for foraging, and details of a sympathetic lighting scheme to maintain foraging habitat for bats. The approved scheme shall be fully implemented within an agreed timescale unless otherwise agreed in writing.
Reason: NPPF expects development to provide for biodiversity and this can be achieved at this site through enhancement measures as set out in the Preliminary Ecological Appraisal.*
- 23. **Urban Design Officer** - I was consulted on the proposals at the pre- app. I had no objection to the scale, form and design of the building subject to appropriate materials being agreed. No details of materials have been submitted with the application. Recommendation: No objection to the proposals subject to a condition requiring details of materials to be submitted to and approved by the LPA prior to construction of the workshop.
- 24. **Landscape Officer** - No objection with a development upon this site. Following appropriate landscape mitigation / enhancement works there would be limited landscape and visual effects.
- 25. The site is situated to the north of the village of Thriplow. The landscape is not subject to any national designations. The site forms part of the Greenbelt. The site is located outside the existing village development framework boundary. There are no Public Rights of Way running through or immediately adjacent to the site boundaries.

26. There are no TPO's within or adjacent to the site which would be effected by the development.
27. At National Level the site is situated within the National Landscape Character Area (NCA) 87: East Anglian Chalk. At Regional level the site is situated within the Lowland Village Chalklands as assessed by Landscape East. At local level the site is situated within The Chalklands as assessed by SCDC within District Design Guide SPD March 2010.
28. Landscape Value - The value attached to the landscape is Low Value. The landscape has limited recognisable elements of the landscape type. Landscape Sensitivity (The landscape's ability to accommodate change or development without detrimental effects on its character) - The overall sensitivity of the existing landscape resource is low.
- The landscape has few positive characteristics, poor condition, not particularly valued for its scenic quality, or where the loss of features would not result in substantial change.
 - The character of the landscape, existing land use, pattern and scale are tolerant of change and offer considerable opportunities for successful mitigation and landscape enhancement.
29. The features that would be introduced include car repair building located on the existing hard standing. The building will have the same ridge height with a larger foot print.
30. Magnitude of landscape effects and the judgement of size/scale, duration and reversibility of landscape effects - low. This is due to the:
- Minor loss of or alteration to the large scale arable landscape, a key landscape characteristic.
 - The effects would be confined to the development site.
31. Sensitivity of visual receptors – low to medium. This is due to views from travellers on Brook Road in a predominately rural landscape. Magnitude of visual effects and the judgement of size/scale, duration and reversibility of visual effects - negligible. This is due to
- New elements would not result in an easily discerned change to a view or views.
 - Only briefly glimpsed views are likely
32. Mitigation Works
Drawing Proposed Revivals Buildings 092-300 Rev D
 Measures to mitigate potential landscape and visual impacts can avoid potential adverse effects, or reduce the scale of unavoidable effects. Ideally, mitigation works can create beneficial effects in the landscape. The applicant has indicated some potential measures to enhance / mitigate the landscape and visual impacts. These included the following:
- Native hedge and tree planting along the northern boundary (post and rail fencing)
33. These measures I welcome to integrate the new development into the surrounding landscape and reflect the local landscape character.
34. Following enhancement works the predicted level of landscape and visual impact is therefore assessed by considering the sensitivity of the landscape resource or visual receptor, the magnitude of change (including duration and reversibility) and

professional judgement at varied stages through the process.

35. Landscape – Slight beneficial. The proposed changes with mitigation works would fit in well with the existing character and would improve the character and value of the landscape.
36. Visual – Neutral. The proposed changes to the existing view would be in keeping with and would maintain the existing view. Recommended Landscape Planning Conditions: prior to the occupation of the building full details of hard and soft landscaping, compliance with these details and a landscape management plan due to the location in the Green Belt based on the amended drawing 17/060/RF.
37. **Sustainable Drainage Engineer** - The development is acceptable subject to the following comments and conditions:
38. The proposals are generally acceptable and discharge to an award drain. The discharge rate is too high as a reliable vortex flow control device can be employed down to 2.5l/s. This is the maximum flow rate acceptable. This requirement is reflected in the condition below. There are no details of how foul water will be disposed of either.
39. Recommend conditions requiring details of surface water and foul water drainage.
40. **Environment Agency** - The application falls within Flood Risk Standing Advice. In line with current government guidance on Standing Advice, it will be necessary, in this instance, for your Council to respond on behalf of the Environment Agency in respect of flood risk and/or surface water drainage issues. Please refer to the relevant standing advice which can be found at <https://www.gov.uk/flood-risk-assessment-standing-advice>
41. Infiltration drainage, including soakaways, will only be acceptable where it is has been demonstrated by the applicant that the land is uncontaminated.
42. Environment Agency position
The site is located above a major aquifer and consequently care must be taken to ensure that contaminants from the proposed commercial development, including foul water drainage and trade effluent are not allowed to enter controlled waters.
43. Recommend conditions regarding a scheme for the provision and implementation of pollution control of the water environment, including sustainable surface water drainage, domestic foul water drainage, trade effluent disposal (dirty water i.e. vehicle washdown etc) and onsite pollution prevention. Reason: To prevent the increased risk of pollution to the water environment. A condition ensuring that if during development contamination not previously identified is found to be present a the site no further development shall be carried out until this is resolved through a remediation strategy detailing how the unsuspected contamination shall be dealt with.
44. Informatives regarding surface water drainage ensuring soakaways should only drain to uncontaminated surface water and will not be permitted in contaminated areas. In respect of foul water drainage an acceptable method of disposal would be connection to foul public sewer. Pollution prevention – site operators should ensure there is no possibility of contaminated water entering or polluting surface or underground waters
45. **Trees Officer** – I have no arboricultural objections to this application. No further tree information is required. Should this application be approved, please ensure the Arboricultural Survey and Impact Assessment (dated 27 September 2017) and

associated plans are listed as an approved document.

46. **Historic England** - On the basis of the information available to date, we do not wish to offer any comments. We suggest you seek the views of your specialist conservation and archaeological advisers, as relevant.
47. It is not necessary for us to be consulted on this application again, unless there are material changes to the proposals.
48. **Historic Buildings Officer** - No objection. It is not considered that this site and the proposed new barn will have a harmful impact on the setting of the nearby heritage assets.
49. **Air Quality Officer** - The proposed site use will not require an air quality impact assessment and have no further comments for this application.

Representations

50. 85 letters of representation have been received, a summary is provided below.
51. 19 objecting to the proposals, raising the following concerns:
 - Not appropriate development in the Green Belt
 - Cars, vans, trucks and dismantled vehicles parked in the yard pending repair to the north will be unsightly and visible from the main road and entrance to the village. Inadequate screening is proposed.
 - Increase in number of cars visiting the development will cause a highway safety issue
 - Development will set a precedent
 - No guarantee that Revivals will continue to exist if the site is moved due to potential increase in rent which would be a great loss of local employment to the village
 - Site is outside the village framework and contrary to Local Plan Policies and National Government Guidance
 - No public footpath into the village for customers to walk from the site.
 - Inadequate number of car parking spaces proposed. With 5 full time employees there would only be 9 customer spaces and there are usually more than 14 cars at any one time parked at the current site.
 - Design and Access Statement is not properly available
 - As set out in the pre-application letter dated 26 July 2017 the development is inappropriate in the Green Belt, contrary to policy GB/1 of the LDF 2007, paragraph 89 of the NPPF 2012 and policy S/4 of the emerging Local Plan. Such development can only be justified in 'very special circumstances' as per paragraph 87 of the NPPF
 - Evidence is needed on the justification of the choice of site given the loss of employment and business as a result of the relocation, contrary to ET/6 of the adopted LDF 2007.
 - Projects should be screened to determine whether they are EIA development and an environmental statement detailing the likely significant effects, including the cumulative impact should be done.
 - The existing business is used by another business for repairing and customising sports cars which will be lost
 - Pedestrian safety

52. 66 letters of support have been submitted including Cllr Bradbury, Parish Councillor for Newton commenting:
- Well chosen site away from neighbours but still close enough to the village
 - New fit for purpose workshop will enhance the business and create jobs for the local economy
 - Proposed building is appropriate to the character of the area
 - Revivals has the support of the local community and is a much used local service which will be retained
 - Safer access taking traffic away from Lodge Road
 - The existing building doesn't have room for expansion
 - Paragraph 28 of the NPPF is clear and LPAs should support the sustainable growth and expansion of all types of business and enterprise in rural areas through well designed new buildings and the scheme fully accords with this principle.
 - Very special circumstances are present that cumulatively outweigh the harm to the green belt which includes the demolition of an unattractive barn and the erection of a modern, purpose-built facility.
 - Concern if the application is not approved it will result in the loss of a local business
 - Provides an important local service for other villages which reduces the need to travel further
 - Parking on the existing site is well managed and out of site
 - Comments were made about the friendly, responsible service offered
 - Revivals commented they have looked continually for other sites but none have been suitable and without will result in unemployment
 - Villagers already have to walk on the grass verge from the existing business into main part of the village and is the nature of a rural village

Site and Proposal

53. The site is located at New Barn, Brook Road and comprises 0.2 hectares with an existing open sided agricultural barn currently in use with hardstanding surrounding it and access leading onto Brook Road. There is 1.5m high post and wire fencing on the western rear boundary with approx. 8 m high trees further west. There is 1.5m high post and wire fencing on the northern boundary with a paddock beyond and approx.. 8m high trees in the distance. To the south there are trees, a ménage and stables as well as offices. On the eastern boundary there is 1.8m high hedging and trees along Brook Road.
54. The site is located outside of the village framework of Thriplow and in the open countryside. It is also located in the Green Belt. The Grade II* listed Parish of St George Church and the boundary of the Conservation Area are 300m south east and the site lies in Flood Zone 1.
55. The proposed development is for demolition of existing barn and construction of a car repair workshop and works to site entrance.

Planning Assessment

Principle of Development

56. Applications are to be determined in accordance with the adopted Development Plan, unless material considerations indicate otherwise. The adopted Development plan comprises South Cambridgeshire Core Strategy DPD, 2007 and Development Control Policies DPD, 2007.
57. As the application is in the Green Belt, the main issues are:
 - Whether the proposal is inappropriate development for the purposes of the framework
 - The effect of the proposal on the openness of the Green Belt
 - If the proposal is inappropriate development, whether the harm to the Green Belt by reasons of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify it.
58. Policy ST/1 of the Local Development Framework Core Strategy states that a Green Belt will be maintained around Cambridge. Amongst other things, the purposes of the Cambridge Green Belt are to maintain and enhance the quality of Cambridge's setting and to prevent communities in the environments of Cambridge from merging into one another and with the city. Moreover, in defining the Green Belt, regard will be given to the special character of Cambridge and its setting, including amongst other things, the distribution, physical separation, setting, scale and character of Green Belt villages (including Thriplow) and a landscape that retains a strong rural character.
59. Policy GB/1 of the Development Control Policies DPD states that there is a presumption against inappropriate development in the Cambridge Green Belt as defined on the Proposals Map. The supporting text to Policy GB/1 states that the main purpose of the Green Belt is to keep land open by placing a permanent and severe restriction on inappropriate development; therefore most types of development can only be permitted in exceptional circumstances. Such exceptional circumstances will be regarded as Departures from the Development Plan and will only be permitted where other considerations outweigh harm to the Green Belt. It is not sufficient justification to override Green Belt policies because a development would be inconspicuous or would not harm the site or locality.
60. Section 9 of the National Planning Policy Framework (NPPF) seeks to protect Green Belt land. Paragraph 80 of the NPPF sets out that the Green Belt serves 5 purposes, including to check unrestricted sprawl of large built up areas, to safeguard the countryside from encroachment and to preserve the setting and special character of historic towns.
61. Paragraph 87 of the National Planning Policy Framework states that inappropriate development, is by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
62. Paragraph 88 of the NPPF states that local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

63. Paragraph 89 of the NPPF states that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt subject to a number of exceptions. One of these exceptions is the:

“replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces”

64. The replacement of the existing agricultural building (which is considered to be a greenfield site) with the proposed car repair business creates a building with a larger floor space and within a different use class. The new building is therefore defined as inappropriate development in the Green Belt in policy terms contrary to Policy GB/1 of the LDF 2007 and paragraph 89 of the NPPF 2012.
65. It would also not comply with Policy DP/7 of the LDF 2007 that states outside village frameworks only development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside will be permitted.

Impact on the open countryside and openness of the Green Belt

66. Policy NE/4 (Landscape Character Areas) of the LDF seeks to respect and retain or enhance the local character and distinctiveness of the individual Landscape Character Area. The importance of the landscape is reflected in the National Planning Policy Framework adopted 2012 (NPPF) which in paragraph 109 states the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscape. This is also echoed through paragraph 17 which recognises the intrinsic character and beauty of the countryside.
67. Policies DP/2 and DP/3 are not considered to be housing supply policies and are not therefore considered to be out of date. Policy DP/2 of the LDF states that all new developments should preserve or enhance the character of the local area; conserve or enhance important environmental assets of the site; and be compatible with its location in terms of scale, mass and form.
68. Policy DP/3 of the LDF states that planning permission will not be granted where the proposed development would, amongst other criteria, have an unacceptable adverse on village character, the countryside and landscape character.
69. There is an existing agricultural building on site which has a significant area of hardstanding which the new building would be located on. The existing building is 6m high, 18m long and 17m wide. The proposed building will have the same height with the width reduced fronting Brook Road from 17m to 15m and is 27m long which is 9m longer than the current building. The existing agricultural building to be demolished is 310 square metres of gross internal floor space and this will be replaced with 405 square metres of gross internal floor space. In terms of the scale, form and design of the building subject to appropriate materials being agreed there is no objection from the Urban Design Officer. This is in accordance with policy ET/8 of the adopted LDF which states that replacement buildings in the countryside for employment use should be for the benefit of the design or in this case to integrate the development within its surroundings.
70. Brook Road slopes down from north to the south by approx. 1m towards the village. There is 2m high hedging on the eastern boundary of the site abutting the road to the north with interspersed trees. Only directly facing the site is the barn, hardstanding and grassed area visible. The 2m high hedging and interspersed trees continue along the

eastern boundary abutting the road. The Landscape Officer commented the magnitude of landscape effects from the development is low due to the minor alteration to the landscape character as a result of the development and as the effects would be largely confined to the development site. The sensitivity of visual receptors would be low to medium due to views from travellers on Brook Road still seeing a predominantly rural landscape and the magnitude of visual effects being negligible as the building and vehicles would only be visible directly opposite the site.

71. Mitigation works through a native hedge and tree planting along the northern boundary (post and rail fencing) are proposed to mitigate any potential landscape and visual effects. The Landscape Officer welcomes these measures and they are considered to reflect the local landscape character concluding following these works the effect on the landscape from the development is slightly beneficial and the visual effect would be considered neutral.
72. In landscape terms there is no objection in principle to the likely significant landscape and visual effects with regard to the impact of the building and using the hardstanding for vehicle parking. The proposed changes to the existing view would not cause harm to the character of the area in accordance with policies DP/2, DP/3 and NE/4 of the adopted LDF 2007.
73. Conditions are recommended regarding full details of hard and soft landscaping, compliance with these details and a landscape management plan in order to ensure the development is properly assimilated into the open countryside in accordance with policies DP/2, DP/3 of the adopted LDF 2007.
74. In terms of the impact on the openness of the Green Belt it is important to note there is an existing agricultural building presently on site which will be demolished. The new building is reduced in width by 2m fronting Brook Road and the design in keeping with the agricultural nature of the site. Landscaping is proposed on the northern and western boundaries to mitigate the additional length of the building in accordance with policy GB/3 of the adopted LDF 2007. There is also a significant area of hardstanding around the existing building.
75. At present agricultural vehicles come and go and would not have the degree of permanency that using the hardstanding for vehicle parking would have. Whilst in landscape terms the development would not result in an easily discerned change to the landscape with only views directly opposite the site, in Green Belt terms the vehicle parking in connection with the development would result in some harm through loss of openness and visual intrusion into Green Belt.

Impact on the setting of the Grade II* listed Church and Conservation Area

76. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special regard shall be paid to desirability of preserving or enhancing the character or appearance of that area.
77. Planning policy CH/5 (Conservation Areas) of the LDF and policy NH/14 (Heritage Assets) aim to ensure development within and impacting the setting of Conservation Areas which consist of areas of special architectural or historic interest and because the overall quality of the area, its mix of uses, historic layout, characteristic materials, scale and detailing of buildings and open spaces preserve or enhance the character and appearance of the area.
78. These policies are consistent with the NPPF paragraph 129 which seeks to ensure the

significance of the heritage asset is taken into consideration that may be affected to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal. It is also consistent with paragraph 131 of the NPPF which states in determining planning applications local planning authorities should take account of the desirability of new development making a positive contribution to local character and distinctiveness. Therefore policy CH/5 can be given significant weight.

79. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that special attention shall be paid to preserving or enhancing the character or appearance of a Listed Building.
80. The *Barnwell* judgement indicates that any harm caused to a listed building via its setting should be given great weight in any such balancing process derived from paragraph 134. This directly stems from S66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This places a statutory duty on the decision maker to 'have regard to the desirability of preserving', i.e. keeping from harm.
81. With regard to policy CH/4 (Development Within the Curtilage or Setting of a Listed Building) of the LDF and policy NH/14 (Heritage Assets) of the draft Local Plan aims to ensure development does not cause adverse harm by dominating the Listed Building or building in its curtilage by scale, form, mass or appearance or harm the visual relationship between the Listed Building and its formal or natural landscape surroundings.
82. These policies are consistent with the NPPF paragraph 129 which seeks to ensure the significance of the heritage asset is taken into consideration that may be affected including development affecting the setting of a heritage asset to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal. Therefore existing policy CH/4 can be afforded considerable weight.
83. Paragraph 132 of the National Planning Policy Framework states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.
84. Paragraph 134 of the National Planning Policy Framework 2012 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
85. The Grade II* listed Parish of St George Church and the boundary of the Conservation Area are 300m south east, a significant distance from the site. The proposed new building is the same height as the existing and the bulk is to the rear. The building is set back a fair distance within the site and is of an appropriate scale, mass and form as noted by the Urban Design Officer. The existing boundary treatment on the opposite side of the road contains 2m high hedging and given the presence of hedging further along the road the development, which includes vehicle parking on the site will preserve the setting of the Grade II* listed Church and setting of the Conservation Area and this is supported by the Historic Buildings Officer.
86. The development is considered to preserve the setting of the Grade II* listed Church and Conservation Area in accordance with policies CH/4 and CH/5 of the adopted LDF

2007.

Ecology, Trees and Hedging

87. The Ecology Officer has no objections to the application. The site sits within the impact zone of the nearby Thriplow Meadows Site of Special Scientific Interest; however the application does not meet the criteria which would require Natural England to be consulted. The Ecological reports submitted with the application have outlined three ecological constraints that will require avoidance and mitigation strategies. These are the presence of nesting and roosting barn owls, breeding birds, and possible use of the terrestrial habitat by great crested newts. None of the strategies recommended within the ecological reports will require a licence to be issued by Natural England. Therefore it is recommended working methodologies through the provision of a Construction Environmental Management Plan (CEMP: Biodiversity) and a biodiversity enhancement condition. This will be required to compensate for the loss of roosting habitat for barn owls and to encourage a diversity of species to the area in accordance with policy NE/6 of the adopted LDF 2007 and NPPF 2012.
88. The Trees Officer has no objections to the application subject to ensuring the Arboricultural Survey and Impact Assessment (dated 27 September 2017) and associated plans are listed as an approved document to ensure there is not significant harm in accordance with policy DP/2 and NE/6 of the adopted LDF 2007.

Residential Amenity and Noise

89. The nearest building which contains offices is just over 40 metres away and the nearest residential building is the farmhouse at Thriplow Farm, 100m away. Given the degree of separation between the proposed development and as there are no windows proposed on the southern side elevation there is not considered to be a significant overlooking, overshadowing or overbearing impact in accordance with policy DP/4 of the adopted LDF 2007.
90. The building has been designed so that the roller shutter doors and rolling road are on the northern side of the building and the rolling road will be fitted with silencers. Given the distance to the nearest residential property it would be reasonable to enable working hours of 8am until 6pm Monday to Saturday which would not cause a significant noise concern in accordance with policy NE/15 of the adopted LDF 2007. It would be reasonable to restrict the hours of construction site machinery, plant and construction related deliveries except between the hours of 0800-1800 Monday to Friday, 0800-1300 Saturday and not at any time on Sundays or Bank or Public holidays in accordance with policy DP/3 and NE/15 of the adopted LDF 2007. However, the condition regarding burning of waste is dealt with under separate legislation and will be added as an informative.

Lighting and Emissions

91. Given the nature of the business and its location in the open countryside it would be reasonable to conditions details of any lighting to ensure the character of the open countryside is protected in accordance with policy NE/14 of the adopted LDF 2007.
92. The Air Quality Officer has raised no concerns regarding any impact from the development on emissions in accordance with policy NE/16 of the adopted LDF 2007.

Highway Safety and Parking

93. The Highways Authority raises no objection to the proposal subject to the imposition of conditions regarding falls and levels of access (to prevent run-off); the proposed access is constructed using a bound material and a traffic management plan condition. It would be reasonable to add these conditions in the interests of highway safety in accordance with policy DP/3 of the adopted LDF 2007. The proposal is thereby acceptable in this regard. In terms of the access there is sufficient width to enable two cars to enter and exit the site.
94. Policy TR/2 of the adopted LDF 2007, Appendix 1 states for use class B2, 1 space is required for 50m² of gross floor area which totals 8 spaces based on the 405 sq metres of gross new internal floorspace. Therefore whilst the proposed number of spaces which is shown on the plans is for 9 customer spaces slightly exceeds this would not give rise to significant harm sufficient to sustain refusal of the application in accordance with policy TR/2 of the adopted LDF 2007.
95. There is a requirement for a minimum of 1 secure cycle space for 40m² of gross floor area for use class B2. Therefore a total of 10 cycle spaces would be required. It would be reasonable to condition details of cycle parking, including their location, design and materials to support the increase in use of non-motorised modes by all sectors of society in accordance with policy TR/4 and TR/2 of the adopted LDF 2007.

Flood Risk, Surface Water Drainage and Foul Water Drainage

96. The site lies in Flood Zone 1. The Environment Agency commented, it will be necessary in this instance, for the Council to respond on behalf of the Environment Agency in respect of flood risk and/or surface water drainage issues
97. Flood Zone 1 is considered to be land having a less than 1 in 1,000 annual probability of river or sea flooding. The type of development proposed is considered to be in the less vulnerable category as outlined in Table 2: Flood Risk Vulnerability Classification of the NPPG paragraph 066. Therefore based on this classification development is considered appropriate in line with Table 3: Flood risk vulnerability and flood zone 'compatibility' in accordance with paragraph 067 of the NPPG.
98. The Council's Drainage Manager raises no objection in principle to the proposal, subject to the imposition of conditions requiring details of the surface water drainage system and foul water drainage to ensure there is not a significant flood risk in accordance with policies NE/9, NE/10 and NE/11 of the adopted LDF 2007.
99. It would also be reasonable to condition for trade effluent disposal (dirty water i.e. vehicle washdown etc) and onsite pollution prevention to prevent the increased risk of pollution to the water environment in accordance with paragraph 121 of the NPPF 2012.

Contamination

100. The Contaminated Land officer considered the implications of the proposals and though the proposed use is not one which is particularly sensitive to the presence of contamination, the current use as an agricultural barn does have the potential to give rise to contamination. Therefore they recommend an informative that if during development contamination not previously identified is found to be present then no further development shall be carried out until a remediation strategy detailing how the unsuspected contamination should be dealt with. It would be reasonable to add this as a condition to ensure that risks from land contamination to the future users of the land

and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development does not cause significant harm to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007.

Developer Contributions

101. With regard to developer contributions development plan policies state that planning permission will only be granted for proposals that have made suitable arrangements towards the provision of infrastructure necessary to make the scheme acceptable in planning terms.
102. Regulation 122 of the CIL Regulations states that a planning obligation may only constitute a reason for granting planning permission for the development of the obligation is: -
 - i) Necessary to make the development acceptable in planning terms;
 - ii) Directly related to the development; and,
 - iii) Fairly and reasonably related in scale and kind to the development.
103. Concerns have been raised that there is no footpath from the proposed site into the village. The village framework boundary wraps around number 1 Brook Road and a footpath commences on School Road outside the Primary School approx. 0.2 miles into the village from the site which equates to 320 metres. The Manual for Streets (MfS), which provides guidance for practitioners involved in the planning, design, provision and approval of new streets, and modifications to existing ones produced by Central Government states in paragraph 4.4.1 "Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.
104. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents. Therefore the distance is considered to be acceptable and although would be along grass verges and at certain points there is no grass verge or street lighting whilst the current business is located much nearer to the village people using the current business have walk 160 metres with no footpath or lighting to cross Lodge Road until they meet the footpath on Fowlmere Road. Given the nature of the business people use their car to travel to it from other villages and therefore although the business will be located further from the village it is within reasonable distance and this is not considered to cause significant harm.
105. The cost of a providing a footpath along Brook Road into the village is £280 per linear metre costing £89,600 for the 320 metre distance required. Officers consider this would not meet Regulation 122 of the CIL Regulations as it would not be fairly and reasonably related in scale and kind to the development.

Other Matters

106. Concerns were raised that this application would set a precedent. The very special circumstances are set out in the next section as to why this development is considered an exception.
107. Representations raised there is no guarantee that Revivals will continue to exist if the site is moved due to potential increase in rent which would be a great loss of local

employment to the village. The planning system can only control the use of land and buildings, this is not considered to give significant concern sufficient to refuse the application.

108. Concerns were raised regarding the Design and Access Statement not being available. This document has been available since the validation of the application online on the public register.
109. If planning permission is granted for the housing scheme under S/3591/17/FL the housing scheme will provide economic and social benefits through much needed housing. Moderate weight can also be given the economic benefits of creating jobs during construction and to the use of local services and facilities from the housing development.

Very Special Circumstances

110. The development is considered to amount to inappropriate development in the Green Belt and a limited amount of other harm has been identified through the additional vehicles used in connection with the business when standing directly opposite the site.
111. The current car repair business is located at Thriplow Farm, Lodge Road, Thriplow, SG8 7RN which is the subject of another planning application S/3591/17/FL. Therefore very special circumstances will need to be demonstrated as to why the car repair business being moved to this site should be permitted in this location, in the Green Belt. It is considered that it would only be if planning permission were granted for the residential development that the car repair business could be justified. It is acknowledged in that application that the loss of the car repair business is a consideration of some importance (albeit not one that would outweigh the need for housing).
112. An assessment was undertaken of the village of Thriplow which is tightly wrapped by the Green Belt. There are a few parcels of land which are within the village framework and not in the Green Belt but these sites are constrained as they are in the Conservation Area, in the setting of Grade II listed buildings, bordered by important countryside frontages or protected village amenity areas as well as neighbours. Even if the issue of the impact on these constraints could be overcome there would still be harm through the noise created from the business. Therefore Officers are satisfied there are no sites available within or adjoining the village framework which are not in the Green Belt suitable for this use.
113. The agricultural buildings to the south are owned by Thriplow Farms and the retention of the car business on this new site will enable consolidation of their business. Facilitating the continuation of the car repair business on this site will enable 5 full time and 3 part time employees and purpose built premises which will provide a public benefit through job opportunities for the local economy. This is in accordance with paragraph 28 of the NPPF which states planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. To promote a strong rural economy, local and neighbourhood plans should seek to support the sustainable growth and expansion of all types of businesses in rural areas through well designed new buildings.
114. The site is considered to be within walking distance of the village enabling residents to continue to drop their car off and be repaired. There is support from the Parish Council

and a local petition which is included in Appendix 3 as part of the Planning Heritage Design and Access Statement and includes 272 signatures of support. It would be important to retain this business as near as possible to Thriplow where it has been for 25 years and all of the land they own is in the Green Belt. The retention of a locally important business and local jobs for the economy would be considered to represent very special circumstances and constitute a public benefit, This would outweigh the in-principle and identified harm to the openness and character of the Green Belt. It would also overcome any displacement to the Green Belt identified under outline planning application S/0713/05/O on Thriplow Farms site, Lodge Road, Thriplow where outline planning application for residential development (estimate of 25-35 dwellings) was refused due to the redevelopment of the site used for a local farm creating the need for new replacement buildings in the Green Belt detracting from its openness and character.

115. If planning permission for the residential development were granted, it is the economic and social benefits through much needed housing together with the economic benefit to the local and wider economy of retaining a car business and the lack of alternative sites through undertaking a sequential test that are considered to collectively form very special circumstances in this instance. These very special circumstances are considered to clearly outweigh the in principle harm to the Green Belt and the other identified limited harm in accordance with paragraph 88 of the NPPF.
116. Moderate weight can also be given the economic benefits of creating jobs during construction and to the use of local services and facilities from the housing development.
117. If planning application S/3591/17/FL – Thriplow Farm, Lodge Road Demolition of existing buildings and redevelopment for 36 dwellings together with new vehicle access from Lodge Road, parking, drainage infrastructure and public open space to include children's play facilities is refused it is recommended this application is refused as this will facilitate another car repair business in the Green Belt. There would not be considered to be very special circumstances to outweigh the in principle and other harm to the openness of the Green Belt in accordance with paragraphs 87 and 88 of the NPPF 2012.

Conclusion

118. The application is for demolition of existing barn and construction of car repair workshop and works to site entrance. It is recognised that the proposed development represents inappropriate development by definition in the Green Belt.
119. The proposed development will have some impact on openness of this part of the Cambridge Green Belt, its purposes and the reasons for including land within it due to the parking and storage of vehicles on the land.
120. Essentially, this application can only be justified if planning permission for residential development is granted in respect of the site of the current car repair business. If planning permission for that development is refused, the existing car repair business can continue to operate and there are no very special circumstances which could justify the grant of permission for a second car repair business in the area. However, if planning permission is granted for the residential development, the existing car repair business would be lost (which is recognised to be an important factor in the residential application). If planning permission for the residential development were granted, it is the economic and social benefits through much needed housing together with the economic benefit to the local and wider economy of retaining a car business and the

lack of alternative sites through undertaking a sequential test that are considered to collectively form very special circumstances in this instance. These very special circumstances are considered to clearly outweigh the in principle harm to the Green Belt and the other identified limited harm in accordance with paragraph 88 of the NPPF

121. Moderate weight can also be given the economic benefits of creating jobs during construction and to the use of local services and facilities from the housing development.
122. Approval is therefore recommended on this basis (subject to planning permission being granted for the residential development).

Recommendation

- 123 Approval subject to:

Legal Agreement

124. A Section 106 (or other appropriate) legal agreement as set out below, final wording to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission. This is to ensure the workshop is not commenced or occupied until a contract is let for construction of the housing development in connection with application S/3591/17/FL - Thriplow Farm, Lodge Road, Thriplow, SG8 7RN - Demolition of existing buildings and redevelopment for 36 dwellings together with new vehicle access from Lodge Road, parking, drainage infrastructure and public open space to include children's play facilities. There are no very special circumstances which could justify the grant of permission for the second business in the area.

Conditions and Informatives

125. Planning conditions and Informatives as set out below, with the final wording of any amendments to these to be agreed in consultation with the Chair and Vice Chair prior to the issuing of planning permission:
 - (a) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.
(Reason - To ensure that consideration of any future application for development in the area will not be prejudiced by permissions for development which have not been acted upon.)
 - (b) The development hereby permitted shall be carried out in accordance with the following approved plans: 17/060/RF, 092-300 Rev D, 092-305, 2280,EC, AR/016/Rev 0; 2280,EC,AR/017/Rev 0; 2280,EC,AR/005/ Rev 1 and Arboricultural Survey and Impact Assessment by Geosphere Environmental Ltd dated 27 September 2017
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
 - (c) No development shall take place above base course level until details of the materials to be used in the construction of the external surfaces of the building, hereby permitted, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the

approved details.

(Reason - To ensure the appearance of the development is satisfactory in accordance with Policy DP/2 of the adopted Local Development Framework 2007.)

- (d) No development shall take place until full details of both hard and soft landscape works including management plan, have been submitted to and approved in writing by the Local Planning Authority. The details shall include specification of all proposed trees, hedges and shrub planting, which shall include details of species, density and size of stock.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- (e) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. If within a period of five years from the date of the planting, or replacement planting, any tree or plant is removed, uprooted or destroyed or dies, another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the Local Planning Authority gives its written consent to any variation.
(Reason - To ensure the development is satisfactorily assimilated into the area and enhances biodiversity in accordance with Policies DP/2 and NE/6 of the adopted Local Development Framework 2007.)
- (f) Prior to the commencement of any development, a scheme for the provision and implementation of surface water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.
(Reason - To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding in accordance with Policies DP/1 and NE/11 of the adopted Local Development Framework 2007.)
- (g) Prior to the commencement of any development, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed in writing with the Local Planning Authority.
(Reason - To reduce the risk of pollution to the water environment and to ensure a satisfactory method of foul water drainage in accordance with Policy NE/10 of the adopted Local Development Framework 2007.)
- (h) No demolition or construction works shall commence on site until a traffic management plan has been agreed with the Local Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
- (i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the adopted highway)
 - (ii) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on street
 - (iii) Movements and control of all deliveries (all loading and unloading shall

be undertaken off the adopted public highway)

(iv) Control of dust, mud and debris, in relationship to the functioning of the adopted public highway

Development shall commence in accordance with the approved details.

(Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)

- (i) No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.
- Risk assessment of potentially damaging construction activities.
 - Identification of "biodiversity protection zones".
 - Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - The location and timings of sensitive works to avoid harm to biodiversity features.
 - The times during which construction when specialist ecologists need to be present on site to oversee works.
 - Responsible persons and lines of communication.
 - The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - Use of protective fences, exclusion barriers and warning signs if applicable.

The approved CEMP shall be implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

(Reason: To provide habitat for wildlife and enhance the site for biodiversity in accordance with the NPPF, the NERC Act 2006 and Policy NE/6 of the adopted Local Development Framework 2007.

- (j) Prior to the first occupation of the approved use hereby permitted a scheme of biodiversity enhancement shall be supplied to the local planning authority for its written approval. The scheme should include the inclusion of bat and bird nesting boxes, a barn owl box, provision for hedgehogs to access the site for foraging, and details of a sympathetic lighting scheme to maintain foraging habitat for bats. The approved scheme shall be carried out prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.
- (Reason: To provide habitat for wildlife and enhance the site for biodiversity in accordance with the NPPF, the NERC Act 2006 and Policy NE/6 of the adopted Local Development Framework 2007.
- (k) Prior to the commencement of any development, a scheme for the provision and implementation of pollution control including trade effluent disposal shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved

plans prior to the occupation of any part of the development or in accordance with the implementation programme agreed with the Local Planning Authority. (Reason - To reduce the risk of pollution to the water environment in accordance with Policy DP/1 of the adopted Local Development Framework 2007.)

- (l) Prior to the first occupation of the building hereby permitted details of the location, design and materials at a scale of 1:100 for covered and secure cycle parking shall be provided within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. (Reason - To ensure the provision of covered and secure cycle parking in accordance with Policy TR/2 of the adopted Local Development Framework 2007.)
- (m) No external lighting shall be provided or installed within the site other than in accordance with a scheme which has been submitted to and approved in writing by the Local Planning Authority. (Reason - To ensure there is not significant harm to the open countryside in accordance with policy DP/3 and NE/14 of the adopted Local Development Framework 2007.)
- (n) During the period of construction, no power operated machinery shall be operated on the site, and there shall be no construction related deliveries taken at or dispatched from the site, before 0800 hours and after 1800 hours on weekdays and before 0800 hours and after 1300 hours on Saturdays, nor at any time on Sundays and Bank Holidays, unless otherwise previously agreed in writing with the Local Planning Authority. (Reason - To minimise noise disturbance for adjoining residents in accordance with Policy NE/15 of the adopted Local Development Framework 2007.)
- (o) The proposed access hereby approved shall be constructed so that its falls and levels are such that no private water from the site drains across or onto the highway and shall be constructed from a bound material to prevent displacement of materials onto the highway. The development shall be retained as such thereafter. (Reason - In the interest of highway safety in accordance with Policy DP/3 of the adopted Local Development Framework 2007.)
- (p) The hours of operation of the business hereby permitted shall be limited to 8am – 6pm Monday to Saturday and not at any time on Sundays or Bank Holidays. (Reason: To protect amenity in accordance with policy DP/3 of the adopted Local Development Framework 2007.)
- (q) If during development contamination not previously identified is found to be present then no further development shall be carried out until a remediation strategy has been submitted to and approved in writing by the Local Planning Authority detailing how the unsuspected contamination should be dealt with. (Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy DP/1 of the adopted Local Development Framework 2007).

Informatives

- (a) The granting of planning permission does not constitute a permission or licence to a developer to carry out any works within, or disturbance of, or interference with, the Public Highway, and that a separate permission must be sought from the Highway Authority for such works.
- (b) The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents in terms of noise and dust during the construction phases of development. This should include the use of water suppression for any stone or brick cutting and advising neighbours in advance of any particularly noisy works. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service.
- (c) There shall be no burning of any waste or other materials on the site, without prior consent from the Environmental Health Department to ensure nuisance is not caused to local residents.
- (d) Before any existing buildings are demolished, a Demolition Notice will be required from the Building Control section of the council's planning department establishing the way in which the property will be dismantled, including any asbestos present, the removal of waste, minimisation of dust, capping of drains establishing hours of working operation. This should be brought to the attention of the applicant to ensure the protection of the residential environment of the area.

Background Papers:

The following list contains links to the documents on the Council's website and / or an indication as to where hard copies can be inspected.

- South Cambridgeshire Local Development Framework Core Strategy (adopted January 2007)
- South Cambridgeshire Local Development Framework Development Control Policies DPD (adopted July 2007)
- Planning File Ref: S/3567/17/FL

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