

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Committee

12 February 2020

**AUTHOR/S:** Joint Director of Planning and Economic Development

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<b>Application Number:</b>	S/3798/19/FL
<b>Parish(es):</b>	Thriplow
<b>Proposal:</b>	Two floodlighting poles on northern perimeter of forecourt (retrospective)
<b>Site address:</b>	Duxford Service Station, Car Showroom And Garage, Newmarket Road, Thriplow, Cambridgeshire, CB22 4QQ
<b>Applicant(s):</b>	EMG Motor Group
<b>Recommendation:</b>	Approval
<b>Key material considerations:</b>	Character Heritage Impact Residential Amenity Highway Safety
<b>Committee Site Visit:</b>	Yes
<b>Departure Application:</b>	No
<b>Presenting Officer:</b>	Julie Ayre, Area Development Manager
<b>Application brought to Committee because:</b>	The officer recommendation of approval conflicts with the recommendation of Thriplow Parish Council.
<b>Date by which decision due:</b>	19 February 2020 (extension of time agreed)

### Executive Summary

1. This application seeks full planning permission for the retention of two floodlighting poles on the northern perimeter of the forecourt. The application is retrospective as the two floodlighting poles have already been installed on the site.
2. The site comprises a two storey and single storey building with a car sales forecourt currently occupied by EMG Motor Group and is located at the main vehicular access from the A505 into Heathfield.
3. Officers consider that the development is in keeping with the character of the area, which is of a mixed commercial/industrial and residential nature, and preserves the setting of the adjacent heritage assets. The floodlighting is directed onto the forecourt and is therefore not considered to result in harm to the amenities of nearby residents or highway safety. Furthermore, the lights would be turned off at 7pm which can be secured by condition.

4. The scheme has therefore been recommended for approval subject to planning conditions.

### **Site History**

5. S/3744/19/VC – Variation of condition 3 (Soft Landscaping) of planning permission S/0938/19/FL – Approved.

S/3828/19/DC – Discharge of condition 3 (Soft Landscaping) of planning permission S/0938/19/FL – Approved.

S/0938/19/FL – Change of Use from highway verge to motor sales forecourt. Groundworks to extend hardstanding to side and rear of garage and repositioning of fence – Approved.

S/2268/11 – Advertisements – Approved.

S/1743/11 – 5 No. Illuminated fascia signs, 1 No. Non-Illuminated fascia sign and 2 No. illuminated free standing signs – Approved.

### **National Guidance**

6. National Planning Policy Framework 2019  
National Planning Practice Guidance 2018  
National Design Guide 2019

### **Development Plan Policies**

7. **South Cambridgeshire Local Plan 2018**  
S/1 – Vision  
S/2 – Objectives of the Local Plan  
S/3 – Presumption in Favour of Sustainable Development  
S/7 – Development Frameworks  
S/11 – Infill Villages  
HQ/1 – Design Principles  
NH/14 – Heritage Assets  
E/12 – New Employment Development in Villages  
SC/9 – Lighting Proposals

8. **South Cambridgeshire Supplementary Planning Documents (SPD):**  
District Design Guide SPD – Adopted March 2010  
Listed Buildings: Works to or affecting the setting of SPD – Adopted July 2009  
Development Affecting Conservation Areas SPD – Adopted January 2009

### **Consultation**

9. **Thriplow Parish Council** – Objects.

All parish councillors object to this application. It was not included in the initial application. The lights are inappropriate to the area and add to an increased industrial look in the area. EMG have not adhered to the plans submitted with the original application and have ignored local concerns. The area is becoming a very large industrial site which is inappropriate to a residential area. The lights themselves are very bright and are a source of light pollution.

10. **Environmental Health Officer** – No objection.

11. **Local Highways Authority** – No objection, subject to condition.

No part of the source of floodlighting or the illumination of signs shall be directly visible to users of the adjacent public highway.

### **Representations**

12. One representation has been received raising objection to the development on the grounds of the impact on residential amenity from the lights.

### **Site and Surroundings**

13. The site is located within the development framework boundary of Heathfield, within the Parish of Thriplow. The site lies adjacent to the Duxford Airfield Conservation Area which abuts its south-eastern boundary along the A505. The nearest listed building to the site is Building 48 (Works Services Building), South Camp, Imperial War Museum, a Grade II listing, approximately 172 metres east of the site. The areas immediately to the south-west and north-east of the site are residential areas, the area to the north-west contains a large light industrial unit along with some residential properties. The site is located in flood zone 1 (low risk).

14. The site is in use as a car showroom and garage, which comprises a two storey and single storey building with a surrounding forecourt, currently occupied by EMG Motor Group. The forecourt has recently been extended to the south and east of the site following planning consent S/0938/19/FL. The site has two points of access direct from the A505, which abuts the northern boundary of the site.

### **Proposal**

15. This application seeks full planning permission for the erection of two floodlighting poles on the northern perimeter of the forecourt of EMG Motor Group. The application is retrospective as the two floodlighting poles have already been installed on the site.

### **Planning Assessment**

16. The key issues to consider in the determination of this application are the impact of the development on the character of the area, adjacent heritage assets, residential amenity and highway safety.

### **Impact on the Character of the Area**

17. The site comprises a two storey and single storey building with a car sales forecourt currently occupied by EMG Motor Group and is located at the main vehicular access from the A505 into Heathfield.

18. The front boundary of the site is bound by the A505 from which the site takes its vehicular access. The south-western side boundary of the site abuts residential properties while the rear boundary and north-eastern side boundary of the site are enclosed by a silver galvanised metal palisade fence, which encompass the sites forecourt, approximately 1.75 metres in height, bound by Hurdles Way. To the north-east of the site, beyond the public highway, are residential properties. The area to the north-west of the site comprises a large light industrial unit with perimeter fencing along with some residential properties.

19. Two floodlighting poles have been installed on the north-eastern edge of the site within the recently expanded forecourt. The poles are approximately 5 metres tall with two floodlights attached at the top, directing light onto the forecourt when in use. The floodlighting is not considered to be unduly prominent despite being evident in street scene views, or to result in significant harm to the visual amenity of the area, providing a similar appearance to the street lighting that serves the public highway.
20. While there are areas of residential development near to the site the character of the area is not wholly residential with the application site and the large light industrial site/unit of Heathfield House (Former Iceni Water Building) to the north present and evident in street scene views. The development is therefore not considered to be out of keeping with the character of the area which is of a mixed commercial/industrial and residential nature.
21. Officers also note that the site previously had a floodlight installed on the north-eastern boundary prior to the expansion of the forecourt of the same form that has now been installed.
22. Officers consider that the development accords with Policy HQ/1 of the Local Plan which requires all new development to make a positive contribution to its local and wider context and should, appropriate to their scale and nature, preserve or enhance the character of the local urban and rural area and respond to its context in the wider landscape and conserve or enhance important natural and historic assets and their setting.

#### **Impact on Adjacent Heritage Assets**

23. The site lies adjacent to the Duxford Airfield Conservation Area which abuts its south-eastern boundary along the A505. The nearest listed building to the site is Building 48 (Works Services Building), South Camp, Imperial War Museum, a Grade II listing, approximately 172 metres east of the site.
24. The development is considered to be in keeping with the character of the area, as noted above, and is not considered to detract from the setting of the adjacent conservation area. The site is a significant distance from the nearest listed building and is therefore not considered to form part of its setting.
25. Officers consider that the development accords with Policy NH/14 of the Local Plan which states that development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings

#### **Highway Safety**

26. The two floodlights are located on the north-eastern edge of the site adjacent to the public highway and provide light directly onto the forecourt. The covering letter submitted in support of the application details that the primary requirement for the lighting is for the safety of those engaged in work or visiting the premises after dark, where pedestrians and vehicles share the space.
27. The application has been subject to formal consultation with the Local Highways Authority, who raise no objection to the development and request that a condition be imposed that no part of the source of floodlighting or the illumination of signs shall be directly visible to users of the adjacent public highway.

28. Officers consider the condition to be reasonable and necessary, to ensure that the development does not result in significant harm to highway safety.
29. Subject to the recommended condition, the development is considered acceptable in highway safety terms and to accord with policy TI/2 of the South Cambridgeshire Local Plan 2018 and paragraphs 108 and 110 of the National Planning Policy Framework 2019.

### **Residential Amenity**

30. The two floodlight poles are located approximately 15 metres from the nearest residential properties. The floodlights are arranged so that they direct light directly onto the forecourt and not towards residential properties on the opposite side of the public highway.
31. As noted above, a condition is recommended that no part of the lighting is directly visible to the users of the adjacent public highway, a condition which will also protect the amenities of residential properties near to the site.
32. Officers note that the covering letter submitted in support of the application details that it is intended that the new lights will be illuminated at dusk and extinguished at 7.00pm, and that previous lighting has been allowed to run overnight, a requirement which can be secured by condition.
33. The application has been subject to formal consultation with the Council's Environmental Health Officer who has concluded that the lights would not cause significant harm from an environmental health standpoint.
34. Officers consider that the development accords with Policies HQ/1 and SC/9 of the Local Plan which states that development proposals should protect the health and amenity of occupiers and surrounding uses and that new external lighting will only be permitted where it can be demonstrated that there is no unacceptable adverse impact on the local amenity of neighbouring or nearby properties.

### **Conclusion and Recommendation**

35. Officers consider that the development is in keeping with the character of the area, which is of a mixed commercial/industrial and residential nature and preserves the setting of the adjacent heritage assets. The floodlighting is directed onto the forecourt and is therefore not considered to result in harm to the amenities of nearby residents or highway safety. Furthermore, the lights would be turned off at 7pm which can be secured by condition.
36. Officers recommend that Committee grants planning permission subject to planning conditions set out below.

### **Conditions**

37.
  - a) The development hereby permitted shall be carried out in accordance with the following approved plans: drawing numbers 03 Rev PL1 and 04 Rev PL1.  
(Reason - To facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.)
  - b) No part of the source of the illumination of signs shall be directly visible to users of the adjacent public highway.

(Reason – To ensure the safe and effective operation of the highway in accordance with policy TI/2 of the South Cambridgeshire Local Plan 2018 and paragraphs 108 and 110 of the National Planning Policy Framework 2019.)

- c) The floodlighting, hereby permitted, shall not be illuminated after 1900 hours.  
(Reason -To minimise the effects of light pollution on the surrounding area and to protect the amenities of neighbouring properties in accordance with Policies HQ/1 and SC/9 of the South Cambridgeshire Local Plan 2018).

**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 Plan 2018
- South Cambridgeshire Local Development Framework Supplementary Planning Documents (SPD’s)
- Planning File References: S/3798/19/FL

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