

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 The red line boundary of the application site covers an area on the north eastern corner of the level crossing on Hauxton Road. It includes land within the ownership of the applicant, Network Rail, and adjacent land under separate ownership. Certificate B has been signed.
- 1.2 The site comprises part of the land immediately adjacent to the railway line and land to the north which includes boundary trees and vegetation and part of an adjoining agricultural field, including the gated agricultural access from Hauxton Road. A ditch runs approximately north-south through the site which is culverted beneath the agricultural access and railway line.
- 1.3 The site is outside the Little Shelford Development Framework and within the Cambridge Green Belt. The application site area is mainly located within Flood Zone 1, with the western part situated within Flood Zone 3. There are no Tree Preservation Orders (TPOs) on site, however a TPO area is located to the west of the site. It is within the Lords Bridge Consultation Area 2, and the Mineral Safeguarding Area. The site is not within a conservation area and there are no listed buildings within the immediate area. There is a scheduled monument to the north east of the site

2.0 THE PROPOSAL

- 2.1 The proposal is for change of use to Operational Railway Land, plus installation of Smart IO (SMIO) Housing Equipment and associated landscaping and fencing.
- 2.2 The SMIO Housing would be 2.5 metres wide and 6.1 metres long. It would be painted olive green. It would be installed on the edge of the railway embankment to north of Hauxton Road. A Crab Apple and a group of young Ash trees will be required to be felled. During the course of the application, a landscape enhancement scheme was submitted which proposes native scrub and four new trees on the north western side of the SMIO Housing.
- 2.3 Hardstanding comprising compacted granular fill is proposed to provide a walkway between Hauxton Road and the SMIO Housing, which would itself be situated on a slab concrete foundation. The new walkway would be timber staked on its boundaries and have a 1.1 metre high guardrail located along its northern edge and around the field side of the SMIO.
- 2.4 The site will be bounded by proposed post and wire fencing similar to the existing boundary fencing along Network Rail operational land. On the field side (north west boundary) the land will be slightly regraded between the post and wire boundary fence and the guardrail around the SMIO unit.
- 2.5 Temporary vehicular access to the site for construction will be provided via the existing agricultural farm gate. No permanent vehicular access is proposed, but intermittent access will be provided as needed for maintenance related

purposes (estimated at once/year). Following construction, the agricultural farm gate access will be retained for agricultural use.

- 2.6 Pedestrian access to the site will be provided from Hauxton Road via a new 1.0 metres wide pedestrian access that will be timber staked on its edges and filled with 100 millimetre granular fill.

3.0 SITE HISTORY

- 3.1 The applicant has submitted an application to the Secretary of State for Transport for a Transport and Works Act order (TWAo) to authorise Network Rail to compulsorily acquire land, rights in land and take temporary possession of same to facilitate the works required for the re-signalling of the Cambridge station interlocking area and the upgrade of relevant level crossings. This includes the application site for which the application for the TWAo seeks land for permanent and temporary acquisition and permanent rights. The application for the TWAo does not include an application for deemed planning permission. The application for the TWAo was submitted on 5 August 2022 and a public inquiry is being held from 12 April 2023. As the application for the TWAo only seeks acquisition and access rights in relation to this site, the current application can be determined on its own merits.
- 3.2 A previous application (reference 22/05027/FUL) for a similar proposal was submitted by the applicant in November 2022 and withdrawn in December 2022.
- 3.3 There is no other relevant planning history.

4.0 PUBLICITY

- 4.1. Advertisement: Yes
4.2. Adjoining Owners: Yes
4.3. Site Notice Displayed: Yes

5.0 POLICY

5.1 Central Government Advice

National Planning Policy Framework 2021
National Planning Practice Guidance
National Design Guide 2021
Circular 11/95 – The Use of Conditions in Planning Permissions (Annex A)
Planning Policy Statement – Green Belt protection and intentional unauthorised development August 2015

5.2 South Cambridgeshire Local Plan 2018

S/1 Vision
S/2 Objectives of the Local Plan
S/3 Presumption in Favour of Sustainable Development

S/4 Cambridge Green Belt
S/7 Development Frameworks
S/8 Rural Centres
S/9 Minor Rural Centres
S/10 Group Villages
S/11 Infill Villages
CC/1 Mitigation and Adaptation to Climate Change
CC/6 Construction Methods
CC/7 Water Quality
CC/8 Sustainable Drainage Systems
CC/9 Managing Flood Risk
HQ/1 Design Principles
NH/2 Protecting and Enhancing Landscape Character
NH/3 Protecting Agricultural Land
NH/4 Biodiversity
NH/8 Mitigating the Impact of Development in and adjoining the Green Belt
NH/14 Heritage Assets
SC/10 Noise Pollution
SC/11 Contaminated Land
TI/2 Planning for Sustainable Travel
TI/3 Parking Provision

5.3 South Cambridgeshire Supplementary Planning Documents (SPD)

Sustainable Design and Construction (Adopted January 2020)
District Design Guide (Adopted 2010)
Maintenance of Sustainable Drainage Systems (Adopted 2016)
Greater Cambridge Biodiversity (Adopted February 2022)
Cambridge Water and Flood SPD (Adopted November 2018)
Health Impact Assessment SPD (Adopted March 2011)
Trees and Development Sites SPD (Adopted January 2009)

5.4 Area Guidelines

Little Shelford Village Design Guide SPD (adopted January 2022)

6.0 Consultees

Parish Council

6.1 No comments received.

Environmental Health - South Cambridgeshire District Council

6.2 No comments to make.

Scientific Support Officer (Environment Planning), Shared Waste & Environment - South Cambridgeshire District Council

- 6.3 Owing to the close proximity to neighbouring residents to the development, the primary concern would be in relation to the impact of the construction of the development. Recommend a condition which limits the working hours of construction between 8-6 Monday to Friday, 8-1 Saturday and no working on Sundays, Bank Holidays or other public holidays. However, it is not uncommon for infrastructure works (e.g., road, rail, etc.) to undertake work outside of these times, particularly for continuity of service. The applicant has advised that they wish to undertake night shift work in week 3 of the construction which may impact local residents. As such, recommend an informative advising the applicant to undertake community liaison.

Sustainable Drainage Engineer - South Cambridgeshire District Council

- 6.4 No objection. The site is in flood zone 1 with low risk of surface water flooding. No objection to the mode of surface water discharge presented in section 4 of the Flood Risk Assessment 157001-ALS-EDR-REP-000003 Rev P01 Dated Oct 2022.

Highways Engineer, Local Highways Authority - Cambridgeshire County Council

- 6.5 No objection subject to conditions for a traffic management plan, access gates, and informatives about works to the public highway. Confirmed submitted traffic management plan is acceptable.

Transport Assessment Team, Local Highways Authority - Cambridgeshire County Council

- 6.6 No further comment to make. The modelling work was reviewed for the TWAO and we content with the methodology and content that the proposals would not have a significant impact. We did note in our holding objection to the TWAO that, "there are significant concerns raised by local communities on the impact the crossing scheme may have in traffic at key pinchpoints in South Cambridgeshire and it is hoped that this continued dialogue will allow for opportunities to allay this concern and provide more information." It should be noted that the holding objection was in relation to highways assets and the information provided with the TWAO application and not related to transport planning.

Ecology Officer, Natural Environment - Greater Cambridge Shared Planning

Comments on additional information

- 6.7 The updated document shows that there is an 11 per cent net gain in biodiversity (BNG) achievable on site. Therefore, the BNG condition can be removed from the recommended list and replaced with a compliance condition for the updated documents. There is sufficient ecological information to determine the application.

Initial comments

- 6.8 The site consists of a scrub and grasslands, with a watercourse, woodland, and cropland adjacent. The site sits within the Impact Risk Zone of a nearby statutory protected site; however, the application does not meet the criteria that would require a consultation with Natural England. There are no non-statutory protected sites within the vicinity that are likely to be impacted by the application.
- 6.9 Species data shows great crested newt and other amphibians, barn owl and other breeding birds, flowering plants, invertebrates, reptiles, bats, badger, otter, and hedgehog have all been recorded locally. The report did not find any evidence that a protected species licence would be required from Natural England prior to works commencing. The report has recommended non-licensable avoidance and mitigation strategies for great crested newt, reptiles, nesting birds, and badgers. I agree with the analysis.
- 6.10 The report has provided evidence that a total of 0.03 habitat units will be lost to development, and that there are currently no plans to provide these on site. As this is one of several similar projects being undertaken by the applicant it would be practical to deliver biodiversity net gain for all applications at a single offsite location. This can be conditioned.
- 6.11 Recommended conditions for ecological measures, ecological enhancements, biodiversity net gain.

Environment Agency

- 6.12 All equipment will be sited within Flood Zone 1. No comment to make on this application.

Tree Officer - South Cambridgeshire District Council

- 6.13 No objection.
- 6.14 The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

7.0 Representations

- 7.1 The owners/occupiers of the following addresses have made representations:
- 65 Hauxton Road, Little Shelford (support)
67 Hauxton Road, Little Shelford (support)
- 7.2 The representations can be summarised as follows:
- Support subject to a condition for the existing box south of the gates is removed within 6 months of the replacement being built.

- Report recent clear out of the body of water 85 metres to the south west revealed no newts or other amphibians.
- Led to believe that this is part of re-signalling project that will include the removal of some very bumpy/noisy joints in the rail, the resulting quieter running will be a great benefit to me living very close to the track.

7.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 Planning Assessment

8.1 The key considerations in this application are:

- Principle of Development
- Character and Appearance of the Area
- Highway Matters
- Residential Amenity/ Environmental Health
- Trees
- Flooding
- Biodiversity
- Heritage
- Other Matters

Principle of Development

Transport

8.2 From a strategic perspective, South Cambridgeshire Local Plan 2018 policy S/2 outlines the broad vision for which the Local Plan seeks to deliver, including part 'f' which states that one of its key objectives is to, 'maximised potential for journeys, to be undertaken by sustainable modes of transport including walking, cycling, bus and train., The applicant has put forward that the proposal would enhance the safety, reliability and efficiency of the railway infrastructure in the region, ensuring sustainable transport options remain well maintained. This is acceptable. Therefore the principle of development is supported in accordance with policy S/2.

Green Belt

8.3 South Cambridgeshire Local Plan 2018 policy S/4 sets out how the Green Belt will be maintained around Cambridge and that this will define the extent of the urban boundary. The policy confirms that new development in the Green Belt will only be approved in accordance with Green Belt policy as set out within the NPPF.

8.4 South Cambridgeshire Local Plan 2018 policy NH/8 seeks to protect the Green Belt from the impacts of development. The policy states that, 'Any development proposals within the Green Belt must be located and designed so that they do

not have an adverse effect on the rural character and openness of the Green Belt’.

- 8.5 Chapter 13 of the NPPF provides the overall policy framework related to the protection of the Green Belt. Paragraph 137 details that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristic of the Green Belts are their openness and their permanence. Paragraph 138 further sets out that the Green Belt serves five purposes:
- a) to check the unrestricted sprawl of large built-up areas;
 - b) to prevent neighbouring towns merging into one another;
 - c) to assist in safeguarding the countryside from encroachment;
 - d) to preserve the setting and special character of historic towns; and
 - e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 8.6 Paragraph 147 states ‘inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances’. Paragraph 148 further states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt and that ‘very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 8.7 Paragraph 150 contains various forms of development which are considered not to be inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. One of these exceptions (part c) include, ‘local transport infrastructure which can demonstrate a requirement for a Green Belt location’.
- 8.8 The applicant has put forward that the proposed works provide vital improvements to the safety, reliability and efficiency of the railway infrastructure in the region, ensuring sustainable transport options remain well maintained and managed. During the course of the application, the applicant provided further information on the locational, operational and deliverability constraints which require the siting of the works to the east of the level crossing on land within the Green Belt. Conversely, the land to the west of the level crossing which is outside the Green Belt does not provide sufficient land between trackside and adjacent residential houses nor sufficient clearance to overhead cabling equipment to install the SMIO Housing unit with a crane. The application has satisfactorily demonstrated a requirement for a Green Belt location and therefore the proposal is not inappropriate development in the Green Belt under part ‘c’ of paragraph 150 of the NPPF.
- 8.9 In terms of whether the works preserve the openness of the Green Belt and do not conflict with the purposes of including land within it, the applicant has put forward that the location and layout of the proposed development will not affect the openness or the character of the Green Belt. The applicant explains that the SMIO Housing would be set back from Hauxton Road. The design of the

structure and its olive green colour would allow it to integrate with its surroundings. Views of the SMIO Housing unit will be limited from the roadside given the retained vegetation, and the existing vegetation on the eastern side of the rail corridor will ensure views of the SMIO Housing will be limited from neighbouring residential properties. During the course of the application, a landscape enhancement scheme was submitted which includes native scrub planting and four new trees on the north western side of the SMIO Housing to provide additional screening. Any limited views of the SMIO Housing would be in the context of the existing railway infrastructure. The application has satisfactorily demonstrated that it would preserve the openness of the Green Belt and would not conflict with its purposes, and would not have an adverse impact on the rural character. The landscape enhancement scheme would be secured via condition.

- 8.10 For these reasons, the proposal would be appropriate development in the Green Belt in accordance with the NPPF and South Cambridgeshire Local Plan 2018 policies S/4 and NH/8.

Agricultural Land Quality

- 8.11 The proposal includes the change of use and loss of agricultural land. The site includes land within the Grade 2 agricultural land classification. South Cambridgeshire Local Plan 2018 policy NH/3 states that planning permission will not be granted for development which would lead to the irreversible loss of Grade 2 agricultural land unless, among other factors, sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land. The loss of land would be minimal and would be marginal verge land, which would not have a significant impact on agricultural productivity. For the reasons set out above, the need for the development for improvements to the railway line is sufficient to override any minimal loss to the agricultural value of the land. For this reason, the proposal is acceptable in accordance with policy NH/3.

Context of site, design and external spaces

- 8.12 The proposed development is located along the western periphery of Little Shelford Village. The Little Shelford Village Design Guide SPD (2022) shows the site to be located outside of the defined 'Village Development Framework Area' and adjacent to a 'Major Tree Groups and Hedgerows' designation in relation to the woodland west of the site covered by a TPO. Chapter 4 of the SPD states that development proposals within the wooded village setting should protect and enhance the strong wooded setting of the village in views across open fields and from all approaches; safeguard green frontages / verges and the rural feel of village roads, tracks and walks; preserve and where possible enhance the existing tree cover and layers of tree belts surrounding the village; and retain the soft wooded edge between the village boundary and the open countryside.
- 8.13 Chapter 5 of the SPD identifies the site as being located within 'Character Area 6 - Hauxton Road and village approaches'. The character area description

states that, 'Views over the open arable fields to the east are contained by the wooded backdrop of the Cam corridor and woodland adjacent to the railway line. Roadside hedgerows and trees frame views and create a gateway feature into the village.' Furthermore, the design guidance for the character area states, 'Development proposals should maintain trees along the railway and Parish ditch, limiting visibility of the village from the north and west; preserve the 'Gateway' entrance into the village with strong wooded character to the road frontage to the east and a wooded backdrop enclosing long distance views; respect the setting of the landmark village buildings fronting onto Hauxton Road; and enhance the wooded setting to the village to soften the village edge.'

- 8.14 The proposal would not harm the wooded area covered by the TPO. The proposal would involve the removal of a Crab Apple tree and a group of self-seeded young Ash. These have been classified with the applicant's tree survey as Category C trees due to their small size, low amenity value and limited longevity due to the presence of ash dieback. The loss of these trees is not considered to have a significant impact on the tree cover along the railway or the wooded character of the village setting or approach. Moreover, the landscape enhancement scheme submitted during the course of the application would include four new trees on the north western side of the SMIO Housing which would mitigate for the loss of the existing trees. This is acceptable and the proposal would respect the design guidance within the SPD. The proposal is compliant with South Cambridgeshire Local Plan (2018) policy NH/2, subject to conditions to secure tree protection measures and the landscape enhancement scheme.
- 8.15 Third party representations have requested a condition to remove the existing signalling equipment to reduce clutter in the interests of visual amenity. The applicant has confirmed that their intention is to remove the old equipment within 30 days of the new equipment coming into use. The existing equipment is on land within the blue line and therefore within the applicant's ownership. However, as the proposal has been found to be acceptable in terms of its impact on the character of the area for the reasons given above, it is not considered to be reasonable or necessary to require removal of the existing infrastructure, and such a condition would not meet paragraph 55 of the NPPF and the National Planning Practice Guidance, which among other factors requires conditions to be necessary. Nonetheless, an informative is used to remind the applicant of their commitment to remove the existing infrastructure within six months of it becoming redundant.

Residential Amenity

- 8.16 The nearest residential properties are a row of properties on the western side of Hauxton Road opposite the site to the north of the level crossing, No. 65 Hauxton Road on the opposite side of Hauxton Road to the south of the level crossing, and No. 46 Hauxton Road on the opposite side of the railway line and on the eastern side of Hauxton Road.
- 8.17 The Environmental Health team has not identified any operational concerns in terms of the impact on residential amenity, and the proposals would not have

an impact in terms of the physical form of the development on residential amenity in terms of overbearing, overshadowing or enclosure, due to the location and siting of the buildings.

- 8.18 The applicant has submitted a Construction Management Plan. This includes a commitment to produce a Stakeholder Engagement Plan and appointment of a consultant to manage community consultations. Letter drops will be carried out to residents in the proximity of the work to inform them of the duration and nature of the works, including contact details for any complaints. No objections have been raised by the Environmental Health Team and a condition is recommended to secure compliance with this document. The informative advising the applicant to carry out consultation is not considered to be necessary due to the commitments already within the Construction Management Plan.
- 8.19 The Environmental Health team has recommended standard construction hours, however has also noted that the applicant intends to undertake works outside of standard construction hours. Instead, the Environmental Health team has recommended an informative to require consultation with local residents on any works outside standard hours. An informative is not considered to be adequate and instead a condition is recommended to secure compliance with standard construction hours during 'day shifts' and to secure prior notification of works during 'night shifts' to residents and the local planning authority. This is a reasonable approach which balances the needs of the applicant to undertake out-of-hours works with protecting residential amenity.
- 8.20 Subject to these conditions, the proposal is compliant with South Cambridge District Council Local Plan (2018) policy CC/6.

Highway Matters

- 8.21 The Highways Engineer at the local highway authority has no objection to the proposals subject to securing a traffic management plan and ensuring that gates are not hung so as to open outwards onto the public highway. During the course of the application, a Traffic Management Plan was submitted which was updated to respond to comments from the local highway authority and was considered to be acceptable. Conditions are recommended to secure compliance with the approved Traffic Management Plan and in relation to the gates. Subject to this, the proposal is acceptable in accordance with South Cambridge District Council Local Plan (2018) policy CC/6.
- 8.22 The Transport Assessment Team has reviewed the proposals during the consultation on Network Rail's application for a Transport and Works Act Order and has no further comment to make on the current application. The local highway authority is content with the methodology and content of the transport modelling undertaken and the proposals would not have a significant impact. Therefore, the advice of the Transport Assessment Team is supported and the proposal is acceptable in this regard and complies with South Cambridgeshire Local Plan 2018 policy HQ/1 and the NPPF.

Ecology

- 8.23 The application was accompanied by a Preliminary Ecological Appraisal (PEA) and Ecological Impact Assessment (EclA). The PEA outlines that the site currently comprises a grassy arable field margin with a narrow strip of scrub and rail infrastructure such as tracks and ballast. The EclA considers potential direct and indirect effects upon: the River Cam County Wildlife Site (CWS), the adjacent ditch and surrounding habitats and potential impact to the following protected species: great crested newt, reptile, nesting birds, foraging and commuting bats and notable mammals such as badger, otter and hedgehog.
- 8.24 Mitigation measures include pollution prevention measures, appropriate site clearance methods with suitable timing, establishment of exclusion zones to safeguard protected species and/or habitats and sensitive lighting for bats. The implementation of mitigation measures outlined within Section 5 of the EclA should provide for no residual effects on great crested newts, reptiles, nesting birds, bats and notable mammals following the completion of the development. The recommended ecology mitigation measures have also been specified in the site-specific Construction Management Plan (CMP), however a condition is used to secure compliance with the EclA.
- 8.25 During the course of the application, a Landscape Screening and Ecological Enhancement Plan (LSEEP) was submitted detailing measures to create new shrub habitat for landscape screening. Proposals include planting a diversity of native shrubs to provide landscape screening and installing bat and bird boxes on a semi-mature tree on the site. The proposals were accompanied by a biodiversity net gain assessment which showed there would be an 11 per cent net gain in biodiversity as a result of the proposals. The LSEEP was updated during the course of the application to include a 30 year management period. This is supported by the Ecology Officer and is acceptable in accordance with South Cambridgeshire Local Plan 2018 policy NH/4, the Greater Cambridge Shared Planning Biodiversity SPD 2022 and the NPPF. A condition is used to secure the ecological enhancements to achieve the biodiversity net gain including management and monitoring.

Trees

- 8.26 The applicant has submitted a Stage 1 & 2 Arboricultural Report. The site survey identified two individual tree specimens (T1 – Crab Apple and T2 – young Ash) and a tree group (G1 – self-seeded young Ash) within the application site boundary. These were classified as Category C due to their small size, low amenity value and limited longevity due to the presence of ash dieback. The proposal includes removal of T1 on the footprint of the proposed SMIO Housing and G1 to provide access. T2 would be retained and would not be impacted by the works. This is acceptable.
- 8.27 The trees to the north of the site within the wooded area are protected by a TPO. These will not be directly affected by the proposed works. However, as a precaution, the applicant proposes ground protection mats are used over the

construction access to avoid compaction, as shown on the submitted Tree Removal Plan. This is supported.

- 8.28 A condition is recommended to secure compliance with the submitted Stage 1 & 2 Arboricultural Report. Subject to this, the proposal would have an acceptable impact on trees in accordance with South Cambridgeshire Local Plan 2018 policy HQ/1.

Flooding

- 8.29 South Cambridgeshire Local Plan 2018 policy CC/9 seeks to minimise flood risk by only permitting development where it complies with the requirements as set out within the policy including the use of suitable flood protection and mitigation measures. The policy also requires the submission of site-specific Flood Risk Assessments (FRA).
- 8.30 The applicant has submitted a Flood Risk Assessment which confirms that all permanent works including the position of the proposed SMIO compound are within Flood Zone 1. The existing culvert passing under the railway and culvert under the access road to the agricultural field are within Flood Zone 3 but this will be limited to construction access over the culvert. The site falls within an area of 'very low' surface water flood risk.
- 8.31 The Flood Risk Assessment states that the proposed works will have approximately 44 square metres in the impermeable area due to the SMIO unit and its surrounding walkways. This new impermeable area is located away from the residential properties and is located near to agricultural land which is naturally draining away from the railway line so will be able to follow natural flow paths as per the existing conditions.
- 8.32 The proposed works will increase the surface water runoff from the site but will not change the flow paths through the area. The 100 year plus 40 per cent for climate change discharge from the SMIO footprint is 3.7l/s which is below the standard limits to attenuate. Therefore, no additional drainage will be required and there will be no significant increase to the existing flood risks to the site. The Sustainable Drainage Engineer has no objection to the proposals.

Heritage

- 8.10 The level crossing is located approx. 250 metres southwest and south of two designated sites which make up the Settlement NW of Little Shelford Scheduled Monument (SM). Given the distance between the two locations, and the minor scale of the proposals, the proposed development would not result in any impacts or harm to the character or setting of the SM. The proposal would not give rise to any harmful impact on the identified heritage assets and is compliant with the provisions of the Planning (LBCA) Act 1990, the NPPF and South Cambridgeshire Local Plan 2018 policy NH/14.

Third Party Representations

8.11 These have been addressed in the relevant sections of this report.

Conclusion / Planning Balance

8.12 The principle of development is supported by development plan policies in respect of transport, Green Belt and Agricultural Land Quality. The proposal would have an acceptable impact on the character of the area, residential amenity, highway matters, ecology, trees, flooding and heritage matters, subject to mitigation secured via condition. For these reasons, the proposal accords with the development plan and the NPPF, and there are no other material considerations that outweigh.

9 Recommendation

APPROVE, subject to conditions.