

21/00535/FUM

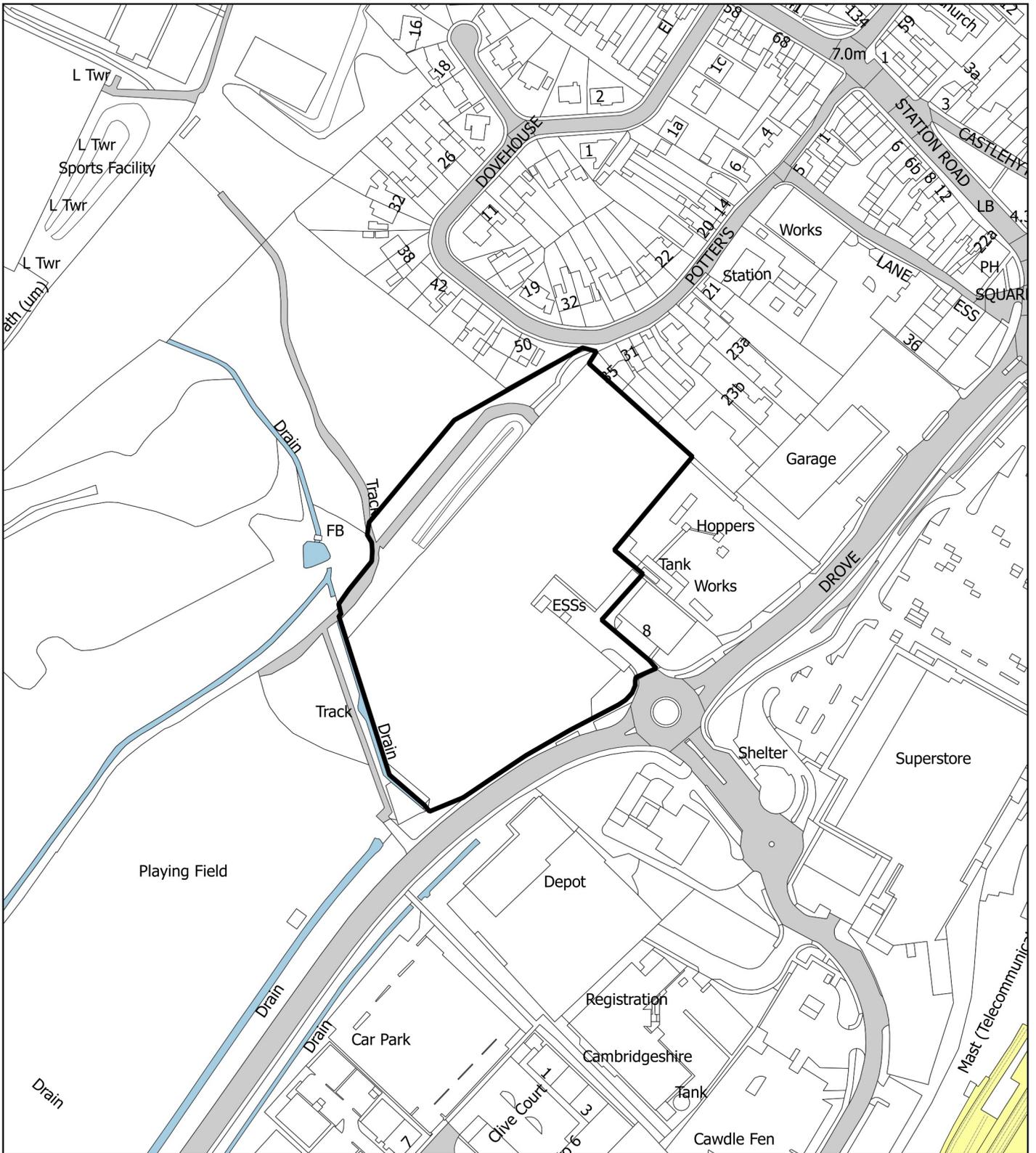
Land Opposite Roundabout
(Former Westmill Foods)
Angel Drove
Ely
Cambridgeshire

Mixed-use redevelopment comprising residential dwellings (Use Class C3), commercial floorspace (Use Class E) and associated landscaping and parking provision

To view all of the public access documents relating to this application please use the following web address or scan the QR code:

<http://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QQW5N3GGHBB00>





21/00535/FUM

Land Opposite Roundabout
(Former Westmill Foods)
Angel Drive
Ely



East Cambridgeshire
District Council

Date: 22/08/2022
Scale: 1:2,500



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MAIN CASE

Reference No: 21/00535/FUM

Proposal: Mixed-use redevelopment comprising residential dwellings (Use Class C3), commercial floorspace (Use Class E) and associated landscaping and parking provision

Site Address: Land Opposite Roundabout (Former Westmill Foods) Angel Drove Ely Cambridgeshire

Applicant: CL No.2 Limited (Godwin Developments)

Case Officer: Anne James Planning Consultant

Parish: Ely

Ward: Ely West
Ward Councillor/s: Sue Austen
Paola Trimarco
Christine Whelan

Date Received: 1 April 2021 **Expiry Date:** 2nd December 2022
Report Number X119

1.0 RECOMMENDATION

1.1 Members are recommended to APPROVE the application subject to the signing of the S106 Agreement, the Applicant agreeing to any necessary extensions to the statutory determination period to enable completion of the S106 Agreement, and the draft conditions below, with authority delegated to the Planning Manager and the Director Legal Services to complete the S106 Agreement and to issue the planning permission. The recommended planning conditions can be read in full within Appendix 1.

1. Approved Plans
2. Time Limit
3. Site Characterisation
4. Submission of remediation Scheme
5. Implementation of remediation scheme
6. Unsuspected contamination
7. Piling
8. Construction Hours and deliveries
9. Construction Environmental Management Plan
10. PROW Corridor
11. External noise

- 12 Materials
- 13 Soft Landscaping
- 14 Written Scheme of Investigation
- 15 Broadband
- 16 Fire Hydrants
- 17 Electric Plug-in vehicle scheme
- 18 Roads, Footways and Cycleways
- 19 No gates, fences or walls
- 20 Turning of vehicles
- 21 Management and maintenance of streets
- 22 Footways on site access
- 23 Controlled crossing on Angel Drove
- 24 Footways on Angel Drove
- 25 Sustainability and Energy Strategy
- 26 BREAAAM
- 27 Preliminary Ecological Appraisal
- 28 External lighting
- 29 Hard landscaping
- 30 Bin and Cycle storage
- 31 Emergency accesses
- 32 Welcome Travel Packs
- 33 Surface Water Drainage Strategy
- 34 Management and maintenance of communal areas

1.2 In the event that the Applicant does not agree any necessary extensions to the statutory determination period to enable the completion of the S106 Agreement, Members are recommended to delegate authority to the Planning Manager to refuse planning permission on the basis of the absence of a necessary S106 Agreement.

2.0 SUMMARY OF APPLICATION

2.1 The original scheme proposed 116 dwellings, however, due to concerns identified with regard to highway safety, flooding/drainage and landscaping issues, amendments have been submitted and the scheme has now been reduced to 78 residential units of 'Build-to-Rent' accommodation as well as commercial office use, comprising the following:

26no 2 bedroom dwellings
 52no 3 bedroom dwellings
 1,845.5 sqm (19864sqft) of B1a (now classified as Class E) office accommodation

2.2 In terms of on-site parking, the scheme proposes:

- 78 with 7 visitor car parking spaces for residential use
- 17 car parking spaces and 3 disabled spaces for the commercial uses
- 2 cycle spaces per dwelling
- 66 cycle spaces for commercial units

2.3 The application is supported by the following documents:

- Air Quality Assessment
- Archaeological Evaluation Report
- Arboricultural/Tree Impact Assessment/Plan
- Design and Access Statement
- Biodiversity/Ecological Appraisal
- Biodiversity Impact Assessment
- Flood Risk Assessment/Drainage Strategy
- Heritage, Townscape & Visual Impact
- Landscape Stage II Strategy Report
- Noise Impact Assessment
- Phase 1 Geotechnical Report
- Planning Statement
- Statement of Community Involvement
- Sustainability Statement
- Transport Assessment/Travel Plan
- Financial Viability Assessment
- Addendum to Viability Assessment

2.4 The scheme proposes 78 Build to Rent (BTR) homes which would be owned and operated by one operator. The scheme also proposes approximately 1,845.5 sqm (19864sqft) office accommodation which would be aimed at Small Medium Enterprises (SMEs) and start-up businesses rather than one sole company using the space.

2.5 The scheme would not provide any affordable housing due to the unviability of the proposal. The applicant has submitted a Financial Viability Appraisal (FVA) and this has been independently assessed by the Council's consultant. A review of the FVA has also been undertaken and this has been independently assessed. A number of mechanisms are proposed and would be the subject of an s106 Agreement to ensure that a review is carried out if the scheme is not substantially implemented (eg: slab level on 10 plots) within two years. A late stage review at 75% of units being occupied has also been advised by the Council's independent Consultant which would reveal the final sales values and build costs.

2.6 The S106 Agreement would also require the following contributions/mechanisms:

- Education
- Libraries and Lifelong Learning
- Viability Review/Late Stage Review
- Mechanism to secure development as BTR
- Off-site biodiversity enhancement on CWS
- Off-site POS contribution
- Off-site Highway works
- SUDS
- Waste

2.7 The application is being considered by Committee in accordance with the Council's Constitution regarding developments of over 50 dwellings.

2.8 The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link <http://pa.eastcambs.gov.uk/online-applications/>.

3.0 **PLANNING HISTORY**

3.1

21/00087/SCREEN	SCREENING OPINION - Proposed development of approx 107 dwellings, new commercial floorspace, access and associated amenity space, landscaping and car parking	Environment Statement not required	24.02.2021
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4.0 **THE SITE AND ITS ENVIRONMENT**

4.1 The application site comprises an irregular shaped area of previously developed land measuring 1.99 ha (4.7 acres) located to the north of Angel Drove. The site was previously occupied by agro-industrial buildings which were demolished in 2011 and the site has been cleared and levelled.

4.2 To the north of the site is the Angel Drove Drains County Wildlife Site (CWS) with an industrial and retail estate to the south of Angel Drove. To the north-east of the site is the residential edge of Ely whereas to the south-east is an industrial estate. The Ely City Golf course and playing fields abut the site to the west.

4.3 A Public Right of Way (PROW) abuts the site to the north connecting Potters Lane to the east with the playing fields to the west. However, this is not currently accessible from the site.

4.4 A screen of trees and vegetation bound the site along the shared boundaries.

5.0 **RESPONSES FROM CONSULTEES**

5.1 Responses were received from the following consultees and these are summarised below. The full responses are available on the Council's web site.

City of Ely Council – 9th August 2022

The City of Ely Council objects to the application until the Lead Local Flood Authority is content with the information supplied by the developer

29th June 2022 -

No objection

17th May 2022 –

Previous comments apply.

22nd March 2022 –

No concerns with regards to this application.

28 April 2021

The City of Ely Council approves the application in principle but is concerned about the encroachment of the development over the right of way and into the valuable green space.

Ward Councillors - No Comments Received

Consultee For Other Wards In Parish - No Comments Received.

Anglian Water Services Ltd – 11th March 2022

See Comments on 1st July 2021

1st July 2021

The development site is within 15 metres of a sewage pumping station. This asset requires access for maintenance and will have sewerage infrastructure leading to it. For practical reasons therefore it cannot be easily relocated. Anglian Water consider that dwellings located within 15 metres of the pumping station would place them at risk of nuisance in the form of noise, odour or the general disruption from maintenance work caused by the normal operation of the pumping station. The site layout should take this into account and accommodate this infrastructure type through a necessary cordon sanitaire, through public space or highway infrastructure to ensure that no development within 15 metres from the boundary of a sewage pumping station if the development is potentially sensitive to noise or other disturbance or to ensure future amenity issues are not created.

The foul drainage from this development is in the catchment of Ely Water Recycling Centre that will have available capacity for these flows.

Discussions have taken place with the developer around the ownership of the foul sewer and associated foul pumping station on site. These sewers remain under private ownership and were not automatically adopted by Anglian Water under the private sewer transfer. We are unable to agree a connection to a private sewer, the developer will need to seek the permission of the current sewer owner. We have provided alternative connection points to the public foul sewer at manholes 1701 and 0602. We require the submission of a strategy with confirmation of either connection to the private sewer or public sewer at manhole 1701 or 0602. We therefore request a condition requiring an on-site drainage strategy.

The preferred method of surface water disposal would be to a sustainable drainage system (SuDS) with connection to sewer seen as the last option. Building Regulations (part H) on Drainage and Waste Disposal for England includes a surface water drainage hierarchy, with infiltration on site as the preferred disposal option, followed by discharge to watercourse and then connection to a sewer. Anglian Water has reviewed the submitted documents (Flood Risk Assessment) and can confirm that these are acceptable to us. We require these documents to be

listed as approved plans/documents if permission is granted. Note to applicant – Surface Water Hierarchy evidence will need to be submitted at 106 application stage.

The Ely Group Of Internal Drainage Board - 6 May 2021

The Consulting Engineer for the project have been in contact with the Board and they are currently applying for byelaw consent for the buildings adjacent to the Board's Catchwater Drain.

The Board understands that surface water will discharge downstream of the Board's District, so there will be no effect on our system.

The Flood Risk Assessment implies that surface water will discharge to an Anglian Water sewer. However, the Board believes this is called Cawdle Fen Pipe Drain and is an Environment Agency Main River.

Environment Agency –14th July 2021

No comments to make

25th June 2021

No comments to make on this planning application.

Natural England - 21 April 2021

The Town and Country Planning (Development Management Procedure) (England) Order 2015 requires local planning authorities to consult Natural England on "Development in or likely to affect a Site of Special Scientific Interest" (Schedule 4, w). Our SSSI Impact Risk Zones are a GIS dataset designed to be used during the planning application validation process to help local planning authorities decide when to consult Natural England on developments likely to affect a SSSI. The dataset and user guidance can be accessed from the data.gov.uk website Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

NHS England –

No comments received.

CCC – Archaeology – 8th July 2022

The impacts of previous developments, in particular the industrial units which appear on the O.S. 1978 map, are likely to have affected the survival of sub-surface archaeology. For this reason I can confirm that we no longer consider our recommendation for archaeological evaluation prior to grant of planning permission to be necessary. A condition securing archaeological works would in this case be more appropriate.

CCC - Education – 23rd March 2022

Request contribution towards Early Years Education and Libraries.

5 May 2021

No objection subject to contribution towards early years education, libraries and lifelong learning.

CCC - Design Out Crime Officers – June 2021

I can confirm this office has reviewed the above application in terms of community safety and reducing vulnerability to crime. It is noted that the Design and Access Statements have not mentioned crime prevention for this proposal which considering the scale of the development with office accommodation, residential homes and several apartments included and a large area of open space development is disappointing. NPPF Section 8 Promoting healthy and safe communities under 91 (b) states 'achieve healthy, inclusive and safe places so that crime and disorder and the fear of crime, do not undermine the quality of life or community cohesion – through the use of clear and legible pedestrian routes, high quality public space, to encourage active and continual use of public areas. Section 127 (f) also states that to create spaces that are safe, inclusive and accessible which promote health and well-being and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

I am supportive of the proposed layout but I would like to be consulted when an external lighting plan is available for the site. I am pleased to note that Built to Rent properties will be managed as other Forces have reported back to me that without a clear management protocol in place they do see issues with anti-social behaviour. I would also like to see details of access control for the apartment blocks – developments of over 25 flats, apartments, bedsits or bedrooms can suffer adversely from anti-social behaviour due to unrestricted access to all areas and floors of the buildings. This office is happy to be consulted and advise as this proposal progresses.

I consider that this proposed layout should provide a high level of natural surveillance. Permeability limited away from access to rear of properties which encourages a high level of territoriality amongst residents deterring the searching/distraction behaviour that targets vulnerable or elderly occupants. Design and layout of the public space areas should allow for natural surveillance in their immediate area which also increases their use by residents and visitors. Communal areas, such as playgrounds, toddler play areas, seating facilities and youth shelters have the potential to generate crime, the fear of crime and anti-social behaviour. They should be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go with a programme in place for landscape management. The boundary between public and private space should be clearly defined and any open space should include features that prevent unauthorised vehicular access. Again this office is happy to be consulted in regards to this area's design.

The gated entrances to the rear alleyways that allow residents to access bins and rear of properties should have locks to the individual gardens. There is not a requirement to have locks on the front entrance along the building line. Experience shows they are often left open as no resident wants to take responsibility. I would prefer to see closures on these gates.

Cambridge Ramblers Association - No Comments Received

Cambs Wildlife Trust – 11th March 2022 (comments on amended scheme)

I have reviewed the updated biodiversity report and Defra Biodiversity Metric dated February 2022 and the submitted ecological management plan. The submitted Biodiversity Net Gain (BNG) assessment provides an accurate representation of the baseline conditions of the application site and appropriate predictions for the post-development biodiversity value. These results show a 10.99% loss in habitat Biodiversity Units and a significant net gain in hedgerow Biodiversity Units. Guidance on use of the Defra Metric makes it clear that habitat units and hedgerow units should not be compared to each other and the aim should be to achieve a gain in both. Likewise measures included in scheme to support individual species should be considered separately. The proposed development therefore does not demonstrate a net gain in biodiversity, however, in this case I acknowledge that the site was until recently occupied by derelict buildings which have since been removed. This factor alone mitigates against the net loss in habitat biodiversity units, because if an assessment had of been undertaken prior to removal of the buildings, the current proposed scheme may well have shown a net gain in habitat units. The biodiversity report also recommends provision of a number of other urban habitat features such as bat and bird boxes, hedgehog homes and reptile and amphibian hibernacula. These could be supplemented with the provision of hedgehog holes in fences between gardens and possibly changing some of the proposed bat boxes on trees with integrated bat bricks built into the new dwellings, where there are appropriately sited houses. These should be secured by way of planning conditions. The Ecological Management Plan submitted with the application provides a reasonable basis for implementing the proposed biodiversity measures and its implementation should be secured by way of an appropriately worded planning condition. My only other observation, is to express my continued disappointment that the current application is not providing for enhanced management of the adjacent County Wildlife Site (CWS), as set out in my previous comments on this application. As the CWS will undoubtedly be used by the new residents, it will receive an increase in recreational visits as well as likely increased disturbance and predation from the new occupiers pet dogs and cats. Enhancement of the CWS would help to demonstrate a clear and unequivocal net biodiversity gain and provide an enhanced green infrastructure asset for the new residents and existing community

23 April 2021

The submitted ecological report covers all the relevant species issues and makes appropriate avoidance, mitigation and enhancement recommendations, in respect of species.

The proposals include the creation of public open space and making use of the existing wooded vegetation along the northern edge of the site. However, this will potentially reduce the value of those habitats for wildlife, as more formal and intensive management is likely to be required to create suitable natural play spaces. While the natural play approach is welcome, there are opportunities to create biodiversity enhancements on the other adjacent land within the applicant's ownership, to offset any small losses from recreational use and disturbance.

An ecological management plan is proposed by way of a planning condition, to deliver the ecological mitigation and enhancement measures identified. However, overall the current proposals do not provide sufficient by way of biodiversity enhancement. In particular, no proposals or commitments are made with respect to the adjacent County Wildlife Site, which is also in the ownership of the applicants, other than it will not be directly impacted by the development. This is a significant missed opportunity that should be remedied.

This application provides the ideal opportunity to secure a favourable management regime and sustainable long-term future for the County Wildlife Site, but to also incorporate it into the proposed development as an area of natural greenspace, for the benefit of people and wildlife. Such an approach would also enable the applicants to better demonstrate a biodiversity net gain in accordance with planning policy and the ECDC Natural Environment SPD (Sept 2020). The application should therefore integrate the County Wildlife Site into the development proposals, to secure its long-term future as a natural greenspace for the residents of this development and beyond to enjoy.

If planning permission is granted, the recommendations in the ecological report should be secured through the use of appropriately worded planning conditions. However, in addition, a plan for the long-term protection and sustainable management of the County Wildlife Site should be brought forward. The design and access statement should be updated, as should the submitted landscape plans to set out how this will be achieved. The proposed ecological management plan should also incorporate positive management of the adjacent County Wildlife Site, for the benefit of biodiversity and new and existing residents, and set out how these will be delivered over the long-term (at least 30 years, though ideally in perpetuity).

CCC - Asset Information Definitive Map Team - 7 May 2021

The application proposes to divert and subsume the public footpath into the Non-Motorised User (NMU) network along the northern boundary of the development. The County Council's PRow service has no objection to the principle of what is proposed. The Transport Assessment and associated plans indicate that this corridor to Potters Lane will be improved to provide pedestrian and cycle connectivity. As the existing highway is currently recorded as a public footpath only, the provision of cycling connectivity will necessitate a legal change to the highway status.

It is further noted that the County Council will require additional information of the proposed specification of the diverted path and its associated infrastructure (signs, fencing, gates etc). The County Council's PRow service is content for these details to be provided via a condition.

CCC - Local Highways Authority – 6th May 2022 - No objection

Access & Off-site mitigation The roundabout design and that of the Angel Drove crossing and shared path, as shown on the drawing 001847-JPL-ZZ-DR-D-2015 Revision C08, have been amended to address my previous comments. This and the supporting vehicle tracking demonstrate that the proposals are acceptable. However, A Stage 2 Road Safety Audit is required at detailed design post planning which may result in minor refinement of the proposed scheme. I have no objection to the access proposals and recommend that the works on Angel Drove be fully implemented prior to first occupation of the site. Some minor refinement may be needed during detailed design post-planning (as part of the S278 process). Layout The revised site layout supported by drawing 001847-JPL-ZZ-ZZ-DR-D2005 Revision C01, addresses my previous comment.

Conditions required with regard to all roads, footways and cycleways to be constructed to at least binder course; no gates, fences or walls to be erected across vehicular access; sufficient space for vehicles to manoeuvre and future management and maintenance of proposed streets.

22nd March 2022 –

Roundabout design and vehicle tracking area acceptable.

Offsite mitigation: The two-lane approach to the zebra crossing from the north does not facilitate safe pedestrian crossing. A D-shaped island should be included within the hatching on both the north and south of the crossing with repeater Belisha beacons and keep left bollards. The island should be 2m wide to provide adequate pedestrian refuge. Vehicle tracking will be needed to demonstrate that the Zebra crossing would not prevent right turn movements out of the industrial access immediately to the north. The proposed Zebra crossing on Angel Drove will require a Stage 1 Road Safety Audit and refinement of road markings (in particular the zig-zag markings) but the later can be done at detailed design post planning. I note ongoing dialogue with the County's Transport Assessment team regarding the provision of a shared use path along Angel Drove connecting the development to Station Road. Should such infrastructure be required, the proposed Zebra Crossing would need to be amended to a Parallel crossing in order to negate the need for cyclists to dismount.

Layout: The removal of the apartment buildings and replacement with terraced housing (Plots 59-78) results in stretches of continuous parking to the rear of the footway. This means that the footway will be dropped for a long length with no opportunity to raise it to full height between parking spaces. This footway therefore offers very limited protection to pedestrians and the design encourage vehicle over-running. I recommend that parking be staggered so that there are gaps where a full height footway can be re-instated (as per the road serving Plots 09-17). In any case, the parking to the front of Plots 07, 72 & 73 is not acceptable as it provides drivers with the opportunity to turn into or out of the adjacent shared private road quickly and at a shallow angle, risking collision with passing pedestrians. Three full height kerbs should be included between the private access and the nearest parking space. This amounts to approximately 4.6m (incl. dropper kerbs on either side). Otherwise, the layout is acceptable.

Vehicle Tracking The proposed use class of the commercial building is Class E which is unlikely to generate trips from large vehicles. Tracking has been provided which demonstrates turning for a car within the commercial car park, but no supporting information has been provided to demonstrate how the building will be serviced. **Visibility** The layout achieves appropriate visibility as shown on the drawing 001847-JPL-ZZ_ZZ-DR-D-2011 Revision C05.

Surface Water Drainage Private attenuation tanks are provided throughout the site. These tanks should not be placed within 5m of any adoptable highway. If the applicant is unable to achieve this offset, they will need to provide certainty during the Section 38 process that the tanks will not destabilise the highway proposed for adoption during operation, maintenance or replacement.

3rd August 2021

Do not consider the revised submission to be acceptable on safety grounds. There are also additional items which will limit the ability of Cambridgeshire County Council to adopt on-site infrastructure in the future.

7th June 2021

General Comments

The application in its current format lacks sufficient technical information to provide a meaningful response. I will require additional information including:

- A fully dimensioned and annotated plan showing the width of carriageways, footways, shared use paths (if there are any) and junction radii.
- Points of reference to enable me to provide comment more easily and accurately e.g. plot numbers or road references.
- A visibility plan (see detail below).
- A plan of proposed adoptable highway. All adoptable highway will need to be designed in line with Cambridgeshire County Council's Housing Estate Road Construction Specifications (HERCS). Although adoption agreements sit outside of planning, please note that aspects which impact upon adoptability can have knock on implications for planning e.g. highway gradients changing building heights.

Access & Off-site mitigation

The proposed changes to the access roundabout as shown on drawing 1718/05 Revision A within the Transport Assessment will need to undergo a Stage 1 Road Safety Audit. The existing roundabout arm which is proposed as the junction access will experience a notable intensification of use as a result of the development and the nature of traffic will also change. Furthermore, as the access is proposed to be re-aligned it will alter the swept path of vehicles entering and exiting the development. All of this can impact upon highway safety.

It is unclear why a new uncontrolled pedestrian crossing is proposed on the south-western arm only and not on the site access or the north-eastern arm. I would like to ask the applicant what the anticipated pedestrian desire lines are. If the crossing provision is placed remote from pedestrian desire lines, the risk of pedestrians crossing Angel Drove in an unsafe manner may increase.

For a development of this size a second emergency access point of 3.7m – 4.1m is needed in case the sole vehicular access is blocked. This access can function as a

If Cambridgeshire County Council's Transport Assessment deem off-site highway mitigation to be required, then detail should be submitted as part of the planning application. The Transport Assessment shows potential improvements to the A10 / A142 / Cambridge Road roundabout but it's unclear if they are proposed for approval or for information. Such mitigation would also require a Stage 1 Road Safety Audit.

The Definitive Map Officer will need to be consulted regarding the impacts of the development on the existing Public Right of Way (Footpath 76/41) which is proposed as a pedestrian connection to Potter's Lane.

I also note that there are no proposals for dedicated cycle access. The LPA should consider if this aligns with Local Plan policy.

Layout & Tracking

The priority at the first junction after entering the site is unclear. The junction geometry implies that the straight-ahead movement has priority while the indicative surface treatment implies that left turn on entering the site or right turn on existing the site has priority. The design needs to be amended to make the priority clear to road users.

For the Local Highway Authority to consider adoption of any new highway, the dimensions set out below should be adhered to.

- Traditional Street
 - o 5.5m carriageway
 - o 2m footways
- Shared Surface
 - o 6m shared space (with ramp and footway transition)
 - o 0.5m maintenance strips (this includes a 0.5m maintenance strip between carriageway and privately maintained parking bays).
- Maximum junction radii – 6m

Please note that the carriageway width of a traditional street can reduce to 5m where fewer than 100 homes are served from the street and where vehicle tracking allows. The above dimensions will apply to the shared accesses to the apartment buildings.

Turning heads are required within 20m of the end of any estate road, or in advance of the commencement of a shared surface street. The 20m distance is measured to the centreline. The turning head lengths in the west and east of the site appear to be in excess of 20m.

The Local Highway Authority will not adopt estate roads which solely serve the proposed commercial premises. Therefore, the road spur which provides access to the parking bays outside the commercial premises would not be adoptable, meaning a turning head is required as part of the adoptable highway which serves

the nearby residential dwellings. It is also unclear how these units will be serviced. Please provide vehicle tracking showing servicing arrangements.

The layout on drawing 100-644/(P)102F shows some indicative highway surface treatment. Generally speaking, it is preferable to place contrasting surface materials at locations of activity (e.g. junctions or bends) rather than on straight sections to encourage slow vehicle speeds.

A vehicle tracking plan for a refuse vehicle has been provided (100-644/(P)106C) but it is unclear what the specifications are for the traced vehicle. The applicant will need to add this information and confirm that the vehicle used is as per ECDC waste team's requirements.

There are some buildings on the submitted plans which lack annotation, but it is presumed that are a sub-station or similar. If so, please clarify how said buildings will be serviced in a safe manner.

Visibility

No detail has been provided regarding highway visibility within the site (or at the modified access roundabout). I require a visibility plan containing the information set out below.

All new estate roads should have a 20mph design speed. As such the Stopping Sight Distance (as per Manual for Streets) for this road is 25m. All priority junctions should therefore have a 25m inter-vehicle visibility splay (y-distance) measured from a 2.4m setback. Where carriageway sits outside the visibility splay on the nearside, a tangential visibility from a 2.4m setback should also be shown. These inter-visibility requirements are also needed for the access to shared drives and the apartment buildings.

Where there is a sharp change in a carriageway's horizontal alignment, a forward visibility should be shown for a 25m SSD to ensure drivers can see obstacles in the carriageway (e.g. people) with sufficient time to stop. Guidance for measuring forward visibility is available in Manual for Streets.

All land which falls within an inter-vehicle visibility splay will need to form part of the public highway if the roads are to be adopted.

A 2m x 2m pedestrian inter-visibility splay is required at all private drives, shared drives and parking spaces which front onto adoptable highway (note that the splays themselves do not need to be adoptable but must remain clear for the lifetime of the development). This visibility will be measured to the nearside of the footway (or carriageway if no footway is present) and be maintained clear and unobstructed from a height of at least 0.6m.

Surface Water Drainage

The submitted documents do not specify how highway surface water is to be drained. I will require a plan/strategy setting out the drainage proposals which also includes means of preventing private surface water from entering the adoptable highway. Please note that adoptable highway surface water systems may not discharge directly to any private SuDS system. Accordingly, the intervening piped system must be adopted by the local drainage authority to enable the adoption of the adjacent streets to be undertaken.

CCC - Highways Transport Team – 12th April 2022 (comments on amended scheme) – No objection

These comments are provided in response to the additional information produced by Jackson Purdue Lever (JPL) to accompany the revised planning application for the mixed-use development comprising 78 residential dwellings and 1,092sqm of B1 office use on land off Angel Drove, Ely.

Transport Assessment Review

Site Access and Layout Site access, internal layout and servicing details are to be agreed with Highways Development Management who will provide separate comments.

Trip Generation

The total development is anticipated to generate 76 two-way vehicle trips in the AM peak (51 residential and 25 commercial) and 68 two-way vehicle trips in the PM peak (40 residential and 28 commercial).

Traffic Impact Assessment

The junction capacity assessments undertaken for this application are acceptable for use. It is noted both the Site Access roundabout and the Ely Southern Bypass roundabout are anticipated to operate within capacity under all assessment scenarios. Whilst the A10/Cambridge Road roundabout is anticipated to operate over capacity under all scenarios in the PM peak, the development is anticipated to have negligible impact to capacity at this junction adding worst case 1 vehicle and 3 seconds to queues.

Mitigation The following mitigation packaged proposed by the developer is acceptable:

- 2m wide footways to be delivered on both sides of the site access road and widening of the splitter islands on the site access arm and western arm of the site access roundabout. Dropped kerbs and tactile paving to also be delivered on the splitter island across the site access arm
- A controlled crossing in the form of a zebra crossing to be delivered across Angel Drove east of the site access roundabout to intersect the desire line for Tesco and Ely Station
- Pedestrian and cycle access from the site to Potters Lane via the diverted PROW No.41
- A shared use footway/cycleway of 3m in width (where possible within the highway boundary) to be delivered on the southern side of Angel Drove between Station Road and the zebra crossing to be delivered as part of the proposals. The existing footway on the northern side of Angel Drove between the site access and zebra crossing is to be widened to 2m in width
- Travel Plan

The Travel Plan will be subject to a condition should approval be given. This should include suitable measures and incentives inclusive of bus taster and/or cycle discount vouchers to promote sustainable travel and reflect the existing location of the site within vicinity of Ely Railway Station. Conclusion

The Highway Authority do not object to the proposals subject to the following:

1. Prior to first occupation of the development, the developer shall be responsible for the provision and implementation of a Travel Plan to be agreed in writing with

the Local Planning Authority. The Travel Plan shall include bus taster tickets and/or cycle discount vouchers. The Travel Plan is to be monitored annually with all measures reviewed to ensure targets are met.

2. Prior to first occupation of the development, the developer shall deliver the off-site highway works as shown indicatively in drawing no. 2015 Rev C07. Detailed design of the works to be agreed in writing with the Local Planning Authority

11th March 2022

Baseline Traffic Data

The AM peak counts are similar and thus acceptable for use within this assessment however, to PM peak counts are 13.9% lower between 2019 and 2021. To take into account both the impact of Covid on baseline traffic counts and changing working patterns, the June 2021 PM peak baseline counts have been uplifted by 10%. This is agreed.

Traffic Impact Assessment –

It is noted given the development will generate an increase in traffic of 30+ vehicle movements at the Site Access roundabout, the A142 Angel Drove/Ely Southern Bypass roundabout, and the A10 Cambridge Road/A142 Angel Drove roundabout, a detailed junction capacity assessment has 3 been carried out for these junctions. This approach is agreed. The junction capacity assessments undertaken for this application are acceptable for use.

Mitigation –

The developer proposes the following mitigation package to mitigate the development: 2m wide footways to be delivered on both sides of the site access road and widening of the splitter islands on the site access arm and western arm of the site access roundabout. Dropped kerbs and tactile paving to also be delivered on the splitter island across the site access arm A controlled crossing in the form of a zebra crossing to be delivered across Angel Drove east of the site access roundabout to intersect the desire line for Tesco and Ely Station Pedestrian and cycle access from the site to Potters Lane via the diverted PROW No.41 Travel Plan As previously mentioned, the pedestrian and cycle link to be delivered within the site to Potters Lane via the diverted Footpath No.41 should be of minimum 3m in width.

Furthermore, the proposed zebra crossing should be subject to a Stage 1 Road Safety Audit with the outcome agreed prior to determination of this application. Additionally, as previously mentioned, a shared use footway/cycleway of 3m in width (where possible) should be delivered on Angel Drove between the site and Station Road to enable future residents and staff to cycle to and from Ely Station separate from the Angel Drove carriageway. To facilitate cycle trips into the site, a short length of shared path would also be needed on the northern side of Angel Drove between the crossing and the site access.

18th August 2021

The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development. In particular:

Baseline Traffic Data where the PM peak counts are 13.9% lower between 2019 and 2021. Therefore, to take into consideration the impact of Covid, the June 2021 PM peak baseline counts should be uplifted by 13.9%.

Traffic Impact Assessment - modelling for the A10/Cambridge Road roundabout considers the WSP improvement layout supposedly secured as part of the permitted Octagon Park development. Following a review of the Octagon Park development permission, no such scheme was secured as part of the proposals and there is no scheme in place or proposal to improve capacity at this roundabout. Therefore, the modelling of this roundabout should be revised to incorporate the existing junction layout.

Mitigation - At this stage, with no agreement on what impact the development will have on the surrounding highway network, it is not possible to determine what further mitigation if required, is needed to make the development acceptable. Once the full impact of the development is known, mitigation measures can be assessed.

Were the above issues addressed the Highway Authority would reconsider the application. The Highway Authority therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed

6 May 2021

The document reviewed is the Transport Assessment dated March 2021 produced by Jackson Purdue Lever (JPL) to accompany the planning application for the mixed-use development comprising 116 residential dwellings (57 houses and 59 apartments) and 1,060sqm of B1 office use on land off Angel Drive, Ely.

Highway Network

The audit of the surrounding highway network is acceptable for use. It is noted Angel Drive is a single carriageway road subject to 30mph in the vicinity of the site. The following study area included within the assessment is agreed:

- o SJ1 - Site/A142 Angel Drive/The Dock roundabout
- o SJ2 - Back Hill/A142 Bridge Road/A142 Angel Drive mini-roundabout
- o SJ3 - A142 Angel Drive/Ely Southern Bypass roundabout
- o SJ4 - A10 Cambridge Road/A142 Angel Drive roundabout

Accident Data

The latest available 60 months accident data obtained from the County Council has been provided for the study area. This is acceptable for use within this assessment. No accident cluster sites have been identified.

Baseline Traffic Data

Given Covid prevented new traffic surveys from being undertaken at the time of writing the TA, traffic count surveys undertaken on 6th May 2016 for junctions SJ1, SJ2, and SJ4 have been used within this assessment. It is noted baseline traffic data has not been obtained for SJ3 in 2016 as the Ely Southern Bypass was not constructed at the time of the 2016 surveys. It is unclear what baseline data has been used within this assessment to obtain baseline traffic flows for SJ3. It should

be noted that the Highway Authority are now accepting new traffic surveys in exceptional circumstances where suitable alternative baseline data is not available. The 2016 baseline data used within this assessment is not acceptable for use as it is 5 years old and was obtained prior to construction of the Ely Southern Bypass which itself has changed traffic flow characteristics on Angel Drove. Whilst, a reduction factor has been applied to the 2016 survey data to consider the Ely Southern Bypass, given the Bypass is now constructed, new traffic surveys would obtain baseline data that is more representative of traffic movement characteristics associated with the Bypass. New traffic surveys should therefore be undertaken at all junctions included in the study area in a neutral month avoiding school holidays and roadworks as per DfT Guidance. The Highway Authority therefore request that the developer undertakes new traffic surveys to obtain turning count and queue length data for use within this assessment. All raw survey data should be appended to TA for review.

Walking and Cycling Accessibility

It is noted several key facilities and amenities are located within acceptable walking and cycling distance to the site.

It is noted footways are present on both sides of Angel Drove within the vicinity of the site. The widths of these footways should be outlined within the TA. A splitter island with dropped kerbs facilitate pedestrian crossing across the site access arm of the Site access/Angel Drove/Tesco access roundabout. A staggered crossing point with tactile paving and guard rails also facilitates pedestrian crossing on the Tesco arm of this roundabout. There are no pedestrian crossing points on the Angel Drove arms of this roundabout. It is noted there is no identifiable crossing on Angel Drove east of the site within the vicinity of the access roundabout. At the Angel Drove/Back Hill roundabout, a staggered crossing with guard rails facilitates pedestrian crossing across Angel Drove. A staggered pelican crossing is also situated circa 55m south of this roundabout to facilitate crossing across Station Road. It should be outlined within the TA what pedestrian crossing points across Station Road are present north of the Back Hill roundabout on the pedestrian desire line into Ely city centre and facilities in eastern Ely. It is noted the majority of cycle trips within Ely use on the road routes.

Public Transport Accessibility

The closest bus stop to the site is located within the Tesco supermarket circa 170m from the site centroid. Two further bus stops are situated on both sides of Angel Drove circa 400m north of the site. The bus stop in the Tesco supermarket serves the 9, X9, 125, and Ely Zipper services whilst the bus stops on Angel Drove serve the 12 and 117 bus services. The 9, X9, and 12 services operate between Ely and Cambridge Monday to Saturday at an hourly frequency, the Ely Zipper provides services between Ely and Haddenham, Wilburton and Stretham at an hourly frequency with 11 trips per day, whilst the 117 and 125 services operate on a less frequent basis. The existing infrastructure available at these bus stops should be detailed within the TA. There are no pedestrian crossing points across Angel Drove within the vicinity of the bus stops on Angel Drove. It is noted 2m wide footways will be delivered on both sides of the site access road in addition to dropped kerbs and tactile paving on the existing splitter island (which will be widened) on the

southwestern arm of the site access roundabout to facilitate crossing of Angel Drove and access to the Tesco bus stop from the development site.

Ely Railway Station is the nearest train station to the site situated circa 450m east of the site. The station provides services to destinations including Cambridge, Kings Lynn, Peterborough, and London Kings Cross. The station comprises 143 car parking spaces and 330 cycle parking spaces.

Development Proposals

The development proposals comprise the erection of 116 residential dwellings inclusive of 57 houses and 59 apartments in addition to 1,060sqm of B1 office use.

Site Access and Layout

Vehicular access into the site is proposed to comprise an extension to the existing access road into the site off the Site/A142 Angel Drove/The Dock roundabout. It is noted footways will be provided on both sides of the access road extending into the site connecting to the existing footway provision on Angel Drove. The widths of these footways should be outlined within the TA. The access proposals also comprise a second point of pedestrian and cycle access into the site via Potters Lane/Dovehouse Close. The existing splitter island with dropped kerbs across the access arm of the site access roundabout should be widened and upgraded with tactile paving to facilitate safe crossing across the access road.

Site access, internal layout and servicing details should be agreed with Highways Development Management who will provide separate comments.

Parking Provision

Car parking provision for the development is noted to comprise 111 spaces for the residential development (57 bays for the houses, 48 bays for the apartments, and 6 visitor bays), and 17 spaces for the commercial development (14 standard bays and 3 disabled bays). Such provision is far less than the parking provision calculated using the standards listed in the East Cambridgeshire Local Plan (2015) which would seek provision for 325 spaces (232 residential spaces, 58 visitor spaces, and 35 office spaces). The reduced parking provision has been determined in consideration of the site's location close to Ely Railway Station and a range of local amenities.

Cycle parking provision is noted to exceed the cycle parking standards listed in the East Cambridgeshire Local Plan. Cycle parking provision is noted to comprise 66 spaces for the commercial development, 64 spaces for the apartments, and 144 spaces for the houses. It is noted all cycle parking will secure and covered.

It is ultimately up to the Local Planning Authority to agree the car and cycle parking provision for the development.

Committed Developments

The following committed developments were requested for inclusion within this assessment during pre-application discussions:

- o Angel Drove industrial (Octagon Park Phase 1)
- o Lancaster Way Business Park, Witchford
- o North Ely

- o Mepal Road, Sutton
- o Grange Lane, Littleport

It is noted that JPL have considered most of these developments within this assessment as background traffic growth using the National Transport Model (NTM) growth factors on the basis that the East Cambridgeshire 003 and 004 MSOA's estimate a total of 2,191 new dwellings and 599 new jobs between 2016 and 2028. This is not agreed. Evidence needs to be provided that TEMPRO has got all the above committed development included within it, if evidence cannot be provided then all committed developments needs to be included within the assessment. Committed development traffic flows should be obtained from the latest TA documents for each site and committed development traffic flow diagrams should be appended for the Highway Authority to review.

Assessment Scenarios

As per our Transport Assessment Requirements (2019), the assessment should consider a base year, future year (year of full occupation), and design year (5 years post full occupation). The following assessment scenarios should be modelled for the weekday AM and PM peak periods:

- o 2021 Base Year (2021 baseline survey data)
- o Future Year (year off full occupation) = 2021 Base + TEMPRO Growth + Committed Development + With/Without Development
- o Design Year (5 years post completion of development) = 2021 Base + TEMPRO Growth + Committed Development + With/Without Development

Background traffic growth should be calculated using the latest TEMPRO software as per our pre-application guidance. The inputs entered into TEMPRO must be appended to the TA for the Highway Authority to review before the growth factors can be agreed.

Trip Generation

TRICS total person trips in conjunction with 2011 Census mode share data for the East Cambridgeshire 004 MSOA has been used to determine the multi-modal trip generation for the development. The methodology used to determine the development trip generation is agreed. Full TRICS outputs have been appended to the TA.

The total development is anticipated to generate 89 two-way vehicle trips in the AM peak (65 residential and 24 commercial) and 85 two-way vehicle trips in the PM peak (58 residential and 27 commercial).

Whilst multi-modal trip generation for the development has been calculated, trip generation by mode for the proposed development should be outlined within the TA.

Trip Distribution and Assignment

Development traffic has been distributed and assigned onto the surrounding highway network using 2011 Census 'Journey to Work' data for the East Cambridgeshire 004 MSOA. This is agreed. It is anticipated 29.5% and 28.8% of residential and commercial development traffic respectively will travel to/from Angel Drove (E), and 68.8% and 69.6% of residential and commercial development traffic respectively will travel to/from Angel Drove (W) in the peak periods.

Traffic Impact Assessment

It is noted given the development will generate an increase in traffic of 30+ vehicle movements at SJ1, SJ3, and SJ4, a detailed junction capacity assessment has been carried out for these junctions. This approach is agreed.

The traffic impact of the development cannot be reviewed until such a time as the Highway Authority are satisfied with the baseline traffic data, future assessment year scenarios, TEMPRO growth factors, and committed development flows submitted within this assessment. The junction capacity assessments will need revising to consider the above. Traffic flow diagrams will also need revising for each assessment scenario in consideration of the above.

Junction modelling should be undertaken using Junctions 9 ARCADY software with a DIRECT profile type as this will give the most accurate results and does not rely on assumptions to be made. Full ARCADY outputs should be appended to the TA for review. Furthermore, a scale topographical drawing should be also be submitted for each junction showing the geometric measurements for each of the junctions assessed for the models to be checked.

Mitigation

At this stage, with no agreement on what impact the development will have on the surrounding highway network, it is not possible to determine what mitigation is needed to make the development acceptable. Once the full impact of the development is known, mitigation measures can be assessed.

Travel Plan

The Highway Authority have not reviewed any detail of the Travel Plan at this stage. This should include suitable measures and incentives inclusive of bus taster and/or cycle discount vouchers to promote sustainable travel. Travel Plan targets should be SMART and be reflective of the existing location of the site within vicinity of Ely Railway Station. The Travel Plan will be subject to a condition should approval be given.

Conclusion

The application as submitted does not include sufficient information to properly determine the highway impact of the proposed development. Were the above issues addressed the Highway Authority would reconsider the application.

The Highway Authority therefore requests that this application not be determined until such time as the additional information above has been submitted and reviewed.

CCC Lead Local Flood Authority – 8th August 2022 – No objection subject to condition.

Based on these, as Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. The above document demonstrates that surface water from the proposed development can be managed through the use of geo-cellular tanks and basins restricting surface water discharge to 7.9 L/s for the 1 in 20 year event and 15 L/s for all other events as agreed with Anglian Water. The above document also demonstrates that the capacity of the culverted watercourse located along the site's southern boundary does not pose a constraint to the proposed surface water outfall of the site for all storms up to and including the 1 in 200 year event with a 50% blockage of the culvert. While flooding of this culvert

does occur during greater blockage scenarios and would surcharge the surface water outfall from the site, levels around the site indicate proposals would not be at risk from such an event, with any flood waters being conveyed away from the site.

It should be noted that while the surface water concerns have been addressed, the Environment Agency may wish to provide further comment on the fluvial aspects.

6th July 2022

We have reviewed the revised information but still have concerns regarding the proposed drainage strategy and object to the grant of planning permission for the following reason: 1. Correspondence with the Environment Agency identified the requirement for fluvial modelling to ensure that there is no flood risk to the site associated with the Northern Catchwater Drain. The Environment Agency have stated that due to the size of the watercourse's catchment it has not been included within their indicative model. As such there is currently insufficient information available to draw conclusions regarding the fluvial flood risk to the site. The Environment Agency have stated that "modelling would be required to assess this risk". The hydrological regime around the site is quite complex due to the presence of: - A culvert located upstream of the site restricting flows resulting in flooding; - A surface water flow path traversing the site; - Fluvial flooding located downstream of the site. The above conditions could also indicate that the culvert becomes surcharged during flood events, which could affect the proposed surface water outfall from the site. This could impact the surface water drainage design of the site and as such it is important to establish the culvert conditions during flood events through site specific hydraulic modelling.

1st June 2022

Objects - Fluvial Modelling Correspondence with the Environment Agency identified the requirement for fluvial modelling to ensure that there is no flood risk to the site associated with the Northern Catchwater Drain. The Environment Agency have stated that due to the size of the watercourse's catchment it has not been included within their indicative model. As such there is currently insufficient information available to draw conclusions regarding the fluvial flood risk to the site. The Environment Agency have stated that "modelling would be required to assess this risk". The hydrological regime around the site is quite complex due to the presence of: - A culvert located upstream of the site restricting flows resulting in flooding; - A surface water flow path traversing the site; - Fluvial flooding located downstream of the site. As such we support the Environment Agency's statement in regard to fluvial flood risk to the site.

29th July 2021

Objects with regard to:

1. Hydraulic Calculations;
2. Discharge rates;
3. Water Quality
4. Easements
5. Drainage Hierarchy

6. Maintenance Plan
7. Insufficient information on reinstatement of drainage route.

11th May 2021

More Information Required The application has insufficient information to support the surface water drainage design proposed. For a full application the following should be included within the surface water strategy:

- i. Existing impermeable area
- ii. Proposed impermeable area / developable area (including an allowance for urban creep)
- iii. A description of site topography
- iv. A description of ground conditions (using site investigation where possible)
- v. Identification of any surface water flood risk
- vi. Existing site drainage arrangements
- vii. Proposed method of surface water disposal
- viii. Existing and proposed runoff rates (if discharging off-site)
- ix. Existing and proposed runoff volumes (if discharging off-site)
- x. Required volume of attenuation (m³ per m² of impermeable area)
- xi. Preliminary SuDS proposals
- xii. Infiltration test results in accordance with BRE365 (or second viable option for surface water disposal if testing hasn't yet been undertaken)
- xiii. Drainage layout drawing and supporting hydraulic calculations
- xiv. Details of proposed phasing Notably drainage layout drawings should be labelled to match hydraulic calculations and detailed calculations should be provided. The quick storage estimation output is not sufficient to support the drainage design for a full planning application. It is observed that only approximately half the site drains via the proposed pond therefore suitability of water quality mitigation proposed should be discussed further.

CCC – Education, Library and Strategic Waste – 23rd March (comments on amended scheme)

Contributions required towards early years, libraries and lifelong learning.

ECDC – Conservation Officer – 28th June 2024 – (comments on amended scheme).

No objection

ECDC - Environmental Health – Scientific Officer - 12 May 2021

Thank you for consulting me on the above proposal. I have read the Preliminary Risk Assessment report dated 15th September 2011 prepared by DTS Raeburn and accept the findings. The report recommends that further investigation is carried out to assess any contamination risks on the site. I recommend that standard contaminated land conditions 1, 2, 3, and 4 are attached to any grant of permission.

I have read the Air Quality Assessment prepared by Redmore Environmental and accept the findings that the site is suitable for its proposed use from an air quality

perspective. A condition should be attached to any grant of permission requiring the applicant to prepare a Construction Environment Management Plan (CEMP) to demonstrate how any impacts on air quality during the construction phase will be mitigated.

Environmental Health - (Domestic) – 18th March 2022 (comments on amended scheme)

I have read the revised NIA dated the 3rd February 2022 which states – “2.17 Comments have been received from the Environmental Health Department in relation to the planning application 21/00535/FUM who agreed that noise from the commercial element can be conditioned, however in relation to the residential element although it was accepted that acceptable internal noise levels could be achieved by using the building envelope, he advised that local planning authority will need to be satisfied that acceptable internal sound levels can be achieved with windows partially open. 2.18 The above approach is not consistent with the advice in ProPG or with similar developments granted planning permission by ECDC.”

This will be a matter for the Planning team to consider.

Section 4.29 states – “To ensure that internal noise levels comply with the guidance contained in BS 8233:2014/WHO Guidelines it will be necessary to have windows closed. Background ventilation, to comply with Building Regulations Part F, will be provided to these rooms by alternative means of ventilation.” For these reasons my previous comments remain unchanged but I will repeat them here for clarity –

“The report recommends closed windows and acoustic ventilators in order to achieve acceptable internal levels. This is in line with national policy and guidance so I am not in a position to object to this but I am aware that the LPA will not find this method acceptable and will expect internal sound levels to be met with a partially open window.

22 April 2021

Due to the proposed number of dwellings and the close proximity of existing properties I would advise that construction times and deliveries during the construction phase are restricted by condition and that a Construction Environmental Management Plan (CEMP) as well as a piling condition.

I have read the Noise Impact Assessment produced by Sharps Redmore and dated the 26th March.

I note that the intention is for an office block on the part of the site which is closest to the Hanson site.

The report advises that -

"The impact of noise from the proposed office space is not considered significant and beyond suggesting conditions relating to noise from any fixed plant associated with the offices, no comments are required"

I am inclined to agree with this and would recommend conditioning to control noise from any fixed plant -

Existing noise levels were established during measurements between the 25th and 26th Jan.

Attended measurements were carried out between 1100 and 1200 on 26th January 2021 and during this time the Hanson Cement Depot was operating. The report finds that noise from the site was just audible at the boundary of the works but did not affect noise levels measured as levels are dominated by road traffic on Angels Drove. I have reached out to the Hanson site to try and establish what works were taking place that day but so far have not received a response. At this time I have no issues to raise with this element of the assessment.

To summarise, the LPA will need to be satisfied that the apartments can achieve acceptable internal sound levels with an open window.

ECDC - Housing Section – 10th November 2022

The Strategic Housing Team note that there is no planned delivery of affordable homes on this site and that a viability assessment has been submitted to support this. In light of this we would request that suitable clawback mechanisms be included within the Section 106 agreement to recoup the value of the affordable housing provision if the private rent homes are converted to another tenure or open market sale as well as Viability Review mechanisms to secure the provision of affordable housing should the viability position change – as also recommended in the viability assessment.

26 April 2021

The Strategic Housing Team supports the above application in principle, as it will meet Policy HOU 3 of East Cambridgeshire Local Plan 2015 to deliver 30% affordable housing on site. (116 dwellings will secure 35 affordable dwellings)

I note within the Design and Access Statement that the developer intends to bring forward the housing scheme as a Build to Rent product. We have highlighted our concerns as to whether Ely has a need for such a large-scale Built to Rent scheme, owned and managed by one single company. The Built to Rent model is a fairly new product and I currently don't feel that there is enough information within the planning application to determine how the product will work, whether the model will only be available for certain household groups and how the affordable private rent will be managed and allocated.

The draft Housing Needs Study for Cambridgeshire and West Suffolk has also indicated that there is no requirement in East Cambridgeshire for the council to allocate sites for Build to Rent. The evidence shows that the private rented market is an increasingly important way for households to access accommodation, however our main concern is over the scale in which the Build to Rent development is proposed. It is our recommendation that the development should consider a greater balance of tenures, including market housing and affordable housing, alongside a small scale Built to Rent product.

With regards to meeting the affordable housing provision we would be seeking to secure 30% affordable housing and based on the indicative mix proposed within the Design and Access Standard this would need to be secured as a mix of apartments and houses, ranging from one to four bedroom homes.

Should consent be granted, I would request the s106 Agreement contains the following Affordable Housing provisions:

1. That the dwellings will be Affordable Housing in accordance with the definition contained in NPPF.
2. That the dwellings will transfer to a provider of social housing approved by the Council, either a Private Registered Provider or an alternative affordable housing provider (including but not limited to a housing trust or company, a community land trust or an almshouses society).
3. That the tenure of each dwelling will be Affordable Rent, Social Rent or Affordable Private Rent, and no subsequent alteration will be permitted without the Council's prior approval.
4. That the rent charged for the Affordable Rented properties will not exceed Local Housing Allowance rate for the equivalent property size.
5. That the Affordable Dwellings are constructed to DCLG, National Described Space Standards or as a minimum all new dwellings should meet Building Regulation Part M (Volume 1), Category 2, unless there are exceptional design reasons why this is not possible.
6. That the Provider will not dispose of any dwelling by outright sale
7. That occupation will be in accordance with a nomination agreement.
8. That these affordable housing conditions shall be binding on successors in title, with exceptions for mortgagees in possession and protected tenants.

ECDC Trees Team – (comments on amended scheme) 27th June 2022

The realigned path on the northern boundary is now acceptable and will allow the retention of the existing trees growing on the earthen bund. I will look forward to seeing a soft landscaping scheme provided by condition that will take into account my previous landscaping comments should this application be approved.

19th May 2021

The removal of low grade trees (G4) adjacent the current location of the footpath at the Potters Lane entrance would open up views directly into the site and there does not appear to be any replacement planting planned for this area to offer screening of the site from the existing residents of Potters Lane. This could be an ideal location for some native species hedging to soften the views into the site and as an added bit of habitat creation, the hedge could also be used to reduce the likelihood of the boundary path for residents to access their rear gardens being used as a short cut or the creation of desire line paths that could lead to additional issues such as antisocial behaviour and littering.

The indicative landscape master plan shows lots of new trees planned for relatively close proximity to the front of the new properties which would be unsustainable as this position and proximity will cause shading issues as the trees develop likely leading to their early removal. I would suggest running a shade analysis for the

proposed trees planting locations with the trees being 10m in height with crown spreads of 5-8m this will show any future potential issues from shade. It should also be noted that the soil type in this area could be liable to shrinkage leading to subsidence and that the presence of trees in close proximity to the buildings could make this situation worse also leading to the removal of trees early. The design of footings does not normally take account of new tree planting and their potential effect as they grow. The photographs in the design and access statement showing the condition of the existing site as well as the character of the surrounding area are between 4 and 11 years old and therefore do not provide an accurate representation of the site. The landscape strategy report in its Tree Planting Strategy makes reference to the use of native tree species for the woodland walk planting yet has pictures of Himalayan Birch a purely ornamental species and Horse Chestnut which was introduced to the UK in the 16th century as a parkland tree not a woodland species. When the soft landscaping scheme is finalised it would be good to see some locally native Willow trees included in the planting adjacent the attenuation pond these have numerous environmental benefits and could be maintained as pollards in the traditional manner which would also boost the biodiversity of the attenuation pond. I have no tree related objections to the development of this site but the soft landscaping will be key to its successful integration into the wider landscape. It would be beneficial if there was a long term management plan (20 years) for this site including the CWS as this will aid the continuity of the works and the designers vision for the site at maturity.

ECDC Waste Strategy (ECDC) – No comments on amended scheme.

6 May 2021

- The Refuse plan provided is NOT acceptable to the waste team as, whilst it shows storage points for wheeled bins it gives no indication of where resident will present bins or the drag distances for a significant number of properties, also the freighter routing plan seems to miss a large part of the development in the centre of the plan despite the collection point not being near the adjacent adopted highway?
- Storage points for apartments are also not acceptable as at least one of these is not directly adjacent to the public highway, this would need to be moved accordingly.

Technical Officer Access - 27 April 2021

- 1) Only 3 accessible parking bays in the far corner near the commercial office.
- 2) Dull elevations and very high density,
- 3) Very uninspiring design of street scene, looks like something out of the sixties; the commercial blocks are completely out of character with those high roofs.
- 4) This could be such an opportunity for an imaginative development with that little stream nearby.
- 5) Access point - the route from the lifts to the offices looks like a nightmare for a wheelchair user - two doors in narrow corridors; no measurement shown but 1500mm needed for turning 90 degrees, corners should be splayed. is that an accessible toilet cum shower in the office block? if so it should be laid out to part M.

6) Are there any lifetime homes?

7) For this to go ahead it would be best for the pavement on Angel Drove to be improved so there is pavement on both the Tesco's side of Angel Drove and the opposite side of Angel Drove to Tesco's. It would also be best to have a controlled crossing across Angel Drove near the mini roundabout with the old A142 that goes up to the station. There is a lot of traffic on Angel Drove and traffic coming in different directions, so it would be much safer to have pavement on both sides of the road and a controlled crossing so people can get to Tesco's and the train station.

8) All lifts across the development need to be accessible including tactile buttons with tactile numbers/braille and audio announcements to say the direction the lift is travelling in and the floor the lift is arriving at.

9) We could not find any mention of street lighting in this development. To help partially sighted pedestrians navigate the site, it would be best to have an adequate level of street lighting.

5.2 A site notice was displayed near the site on 22nd April 2021 and a press advert was published in the Cambridge Evening News on 22 April 2021.

5.3 **Neighbours** - 28 neighbouring properties were notified and the responses received are summarised below. 8 letters of representation have been received during the progression of the application objecting to the scheme. A full copy of the responses are available on the Council's website.

Residential amenity

- Commercial/ office buildings overlook the current housing.
- The position of the youth hub should not be at the end where Potters Lane/ Dovehouse Close as this area is mainly occupied by elderly residents. It should be positioned in the area to the west of the site so it doesn't disturb existing residents;
- Public Amenity space would be prone to litter, noise, general disturbance and anti-social behaviour;
- We feel that the developers have been somewhat disingenuous in this regard as neither the 'small gathering spaces' nor the 'Youth Shelter' were featured on the plans considered by us during the Consultation Phase of this process.
- With 107 dwellings plus office space creating 100 jobs, there will be a huge increase in noise
- Given that the development is for rented properties, there are likely to be similar parking issues relating to residents having insufficient parking spaces near these properties. It is likely that these will be multiple occupancy properties rather than a single family. It is not clear from the plans how many parking spaces will be allocated to each property or whether there will be additional street parking within the development.

Traffic and Highway Safety

- Where is the existing public footpath to be diverted?

- how the proposed footpath / cycle route will be managed given the likely increase in footfall and cycle traffic;
- the lack of parking spaces for the office block will lead to an increase in on-street parking on surrounding streets
- Proposals affect a right of way and popular path. Plans indicate that it will be preserved however there is a lack of detail.
- No information given on re-routing PROW.

Nature conservation and trees

- lack of hedgerow planting on the landscape plan
- site is rich in birds and bats
- no provision for enhancing the County Wildlife Site;
- The majority of the amenity space has been located in one area, adjacent to the CWS and within the area earmarked to provide enhancement to biodiversity. It appears to be 'double-counting' the land use – providing gathering space to promote residential and community cohesion whilst also using the same area to provide the required 'net-gain in biodiversity'. Any increase in the number of people so close to the CWS is likely to lead to disturbance of existing wildlife and further fragment the, already diminishing, habitat.
- landscape maintenance and management
- security lighting measures required for the amenity spaces and youth shelter to detriment of wildlife

Other

- Ely needs a choice between ownership, shared ownership, affordable, sheltered/supported and rental.
- two-storey houses will negatively contrast with the adjacent bungalow properties on Dovehouse Close
- The commercial space idea is inappropriate given the number of local offices that are empty, why didn't the developer consider using this space for provision of sheltered or supported living instead?

6.0 THE PLANNING POLICY CONTEXT

6.1 East Cambridgeshire Local Plan 2015

GROWTH 2	Locational strategy
GROWTH 3	Infrastructure requirements
GROWTH 4	Delivery of growth
GROWTH 5	Presumption in favour of sustainable development
HOU 1	Housing Mix
HOU 2	Housing Density
HOU 3	Affordable Housing Provision
EMP 1	Retention of existing employment sites and allocations
ENV 1	Landscape and settlement character
ENV 2	Design
ENV 4	Energy efficiency and renewable energy in construction

ENV 7	Biodiversity and geology
ENV 8	Flood risk
ENV 9	Pollution
COM 7	Transport impact
COM 8	Parking
ELY 7	Employment-led/mixed use allocation, Station Gateway
ELY 8	Station Gateway visions by area

6.2 Supplementary Planning Documents

Design Guide
 Contaminated Land - Guidance on submitted Planning Application on land that may be contaminated
 Flood and Water
 Natural Environment
 Climate Change
 Planning Obligations

6.3 National Planning Policy Framework 2021

- 2 Achieving sustainable development
- 4 Decision-making
- 5 Delivering a sufficient supply of homes
- 8 Promoting healthy and safe communities
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well-designed places
- 14 Meeting the challenge of climate change, flooding and coastal change
- 15 Conserving and enhancing the natural environment
- 16 Conserving & enhancing the historic environment.

6.4 Planning Practice Guidance

Due regard has been taken of guidance in the NPPG and of the National Design Guide PPG

7.0 **PLANNING COMMENTS**

The material planning considerations relevant to this application are the principle of development, residential amenity, visual amenity, highway safety, ecology, flood risk and drainage and various other matters material to the application.

7.1 **Principle of Development**

- 7.1.1 The starting point for decision making is the development Plan ie the East Cambridgeshire Local Plan 2015. S38 (6) of the Planning and Compulsory Purchase Act 2004 requires that decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework and the Planning Practice Guidance are both important material considerations in planning decisions. Neither change the statutory status of the development plan as the starting point for decision making but policies of the

development plan need to be considered and applied in terms of their degree of consistency with the NPPF, PPG and other material considerations. Determination of the application needs to consider whether the proposal constitutes sustainable development having regard to development plan policy and the NPPF as a whole.

7.1.2 The application seeks full planning consent for the redevelopment of the former Westmill Foods site in Angel Drove. The site has remained vacant for 13 years and the buildings demolished and the site cleared in 2011. On the approach into Ely along Angel Drove, the former Westmill Foods site represents a gateway into the city and currently results in a visually negative impact on the Council's vision to regenerate this area. The redevelopment of this site may therefore result in a catalyst for further redevelopment opportunities coming forward on this area.

7.1.3 The site is located within two policy action areas, namely Policies ELY 7 and ELY 8 of the adopted Local Plan 2015 which relate to the Station Gateway area. Policy ELY 7 refers to the need for a Masterplan for this part of the city to be published as a Supplementary Planning Document, however, this has yet to be undertaken. Notwithstanding this fact, the Council's vision for the Station Gateway area is of a vibrant mixed-use area which provides an attractive gateway into the city. For information purposes, the full extract of this policy is provided below:

Policy ELY 7: Employment-led / mixed-use allocation, Station Gateway

Vision: The Station Gateway area will be transformed into a vibrant mixed-use area which provides an attractive gateway to the city. Existing industrial uses will be relocated where possible and the sites comprehensively redeveloped with high quality offices and some apartments framing views of the cathedral. The station will be enhanced to provide transport interchange facilities and complementary small-scale retail units. Sensitively designed multi-storey car parks will provide parking for commuters and visitors. New pedestrian links will draw people to the riverside, Angel Drove and into the rest of the city.

Approximately 12.3 hectares of land are allocated for a high quality mixed-use development comprising:

- Approximately 32,700m² of employment floorspace (B1 and B2 uses) on an area broadly equivalent to 3.8 hectares (providing a minimum of 800 jobs).
- A new public transport interchange at the railway station.
- Small retail units (up to approximately 1,000m²) linked to the redevelopment of the railway station interchange.
- Approximately 400-630 residential units.
- Public open space, including public art.
- Carparking for occupiers/users of the site, and for the railway station.

A Masterplan is needed to provide context for consideration of planning applications in the area. This will be published as a Supplementary Planning Document. Development proposals for all sites within the Station Gateway area will be expected to:

- Take account of guidance set out in the Ely Station Gateway SPD.
- Comply with the relevant part of Policy ELY 8 which relates to particular areas.
- Support the creation of a public transport interchange at the railway station.
- Have particular regard to the layout, scale, height, design and massing of buildings, in order to create a strong coherent urban form, frame and protect views, increase accessibility to the River Ouse and Cathedral, minimise harm to Ely Conservation Area, and integrate development into the surrounding urban fabric.
- Support the creation of a successful mixed-use environment that is easy to navigate and attractive to both visitors and residents as a place to visit.

- Develop new attractive, flexible and usable public spaces at key locations.
- Support the provision of a network of new pedestrian and cycle routes to Angel Drove and the riverside area to link with new development and promote the enjoyment and use of the river and park, including additional cycle storage and parking and improved signage.
- Provide easily accessible car parking which does not dominate the character of the area.
- Provide an element of affordable housing (currently 30%) for any housing element as required under Policy HOU 3.
- Maximise development value through high quality design and by exploiting views of the river and cathedral.
- Demonstrate that the development is consistent with the objectives of the Anglian River Basin Management Plan.
- Demonstrate that any flood risk can be adequately mitigated; and
- Comply with the other policies of the Local Plan.

- 7.1.4 Policy ELY 8 refers to the Station Gateway visions by area, with Area 2 relating to the Hanson Concrete industries, the former Westmill Foods and the EMG Ford site. As yet the Westmill Foods site (application site) remains the only land parcel to come forward for redevelopment as the other two areas are still operating. Whereas this policy requires this vision area to be developed comprehensively for a mix of employment uses including offices and apartments/houses, without the other two areas coming forward it would not be possible to undertake a comprehensive redevelopment of this area. Moreover, as there is no Masterplan for this area and no supplementary planning document has been adopted which would provide developers with guidance on how a holistic scheme could come forward, it has necessary to assess any scheme on its own merits and ensure that it meets with the objectives of Policies ELY 7 and ELY8, as well as other integral policies of the adopted Local Plan 2015.
- 7.1.5 The site comprises approximately 1.99 ha (4.7 acres), of the 12.3 ha action area covered by Policy ELY8, and would provide a proportionate mix of office and residential uses. In accordance with this policy, the scheme would create a 'strong coherent urban form, framing views which would minimise harm to the Conservation Area. As well as enhancing the permeability of the area by creating new pedestrian and cycle links to Potters Lane and the CWS, the scheme has created a new attractive, flexible and usable public spaces. In this instance, the creation of a linear park along the northern boundary. It is also considered the scheme sympathetically integrates the built up area of the site with the sensitive location of the adjoining County Wildlife Site. In all respects, the scheme would meet with the criteria established by Policies ELY 7 and ELY8 of the Local Plan, 2015 and is not considered to prejudice the development of the remainder of the allocated site.
- 7.1.6 Policy GROWTH 2 of the Local Plan, 2015, is relevant and sets out the locational strategy for the district, focussing most new developments around the market towns of Ely, Soham and Littleport. The location of the site within the development framework of Ely meets with the criteria of Policy GROWTH 2.
- 7.1.7 Policy HOU2 of the adopted Local Plan 2015 requires the appropriate density of a scheme to be judged on a site-by-site basis taking account of the existing character of the locality and the settlement and housing densities within the surrounding area, the need to make efficient use of land; the biodiversity of the site; the need to accommodate open space and parking; the level of accessibility and the impact on residential amenity of both existing and future residents. Whilst the net environmental gain is lower than expected, the applicants have made a contribution towards the enhancement of biodiversity off-site.

7.1.8 In terms of the application of Policy EMP1 is concerned, this policy requires the retention of existing employment sites unless it can be demonstrated that a) the site is no longer viable to be retained in 100% employment use or b) the redevelopment of the site would bring significant environmental or community benefits. As is evidenced within the preceding paragraphs of this report, Policies ELY 7 and ELY 8 require the regeneration of the whole of the Station Gateway area into a mix of residential and commercial and therefore the application of Policy EMP1 must be seen in the wider context of the action area.

7.1.9 Bearing in mind that this application represents the redevelopment of previously developed industrial land for housing and employment use, the applicants have approached the regeneration of this site in a way that makes efficient use of the land and the proposed site plan is indicated below:



7.1.10 On balance the scheme would provide mix of 2 and 3 bedroom accommodation as well as a coherence of architectural styles replicated within the adjacent urban framework of Ely. Individual dwellings have been favoured as opposed to apartment blocks with each property benefiting from an acceptable outlook, private and public amenity space as well as adequate parking which promotes its sustainable location within walking distance to bus routes, the city centre and the railway station.

7.1.11 Policy HOU3 of the adopted Local Plan 2015 requires that all new open market housing development which incorporate more than 10 dwellings will be required to make appropriate provision for an element of affordable housing. A Financial Viability Assessment (FVA) [Rapleys March 2021] and a Review of the FVA

[Rapleys dated 10th March 2022] have been submitted at the request of the Council. This has confirmed that the scheme would be unviable if required to provide any affordable housing. The FVA has been independently reviewed by an Independent Consultant acting on behalf of the Council.

- 7.1.12 The Council's appointed consultant, in commenting on the draft S106 agreement submitted by the applicants, which contains both Early and Late-Stage Viability Review mechanisms to secure the provision of affordable housing should the viability position change. The S106 Agreement would also be required to include a mechanism to recoup ('clawback') on the value of the affordable housing provision that is foregone if affordable private rent homes are converted to another tenure and in particular open market sale. This is in addition to Clawback on any BTR disposals. Collectively, these obligations provide ample safeguards to ensure that the proposed development does not evade any reasonable requirement to provide affordable housing where this does not undermine scheme viability.
- 7.1.13 The Council agrees with the findings of the independent review and a suitably worded clause would be covered within the S106 Agreement.
- 7.1.14 Bearing in mind this site forms a small part of a major regeneration project contributing to the regeneration of the Station Gateway area (under Policy ELY 8), the scheme is considered to promote a high quality of design and integrates well with its edge of city location. The provision of new commercial opportunities for small business units is also welcomed. As a consequence, this scheme brings forward land which has remained in a neglected state for more than 10 years and therefore the redevelopment of this site would not prejudice the development of the remainder of the allocated area, in line with the Council's vision for the area.
- 7.1.15 The proposal would provide an acceptable standard of living for future occupiers and would not comprise the living environment of existing residents. The site is within a very sustainable location and is within walking distance of many services, as well as infrastructure and employment opportunities. Therefore, the under-provision of car parking is acceptable in this instance. The Local Highways Authority have raised no concerns and mitigation measures and enhancements would create more active travel with safer routes which encourage walking and cycling.
- 7.1.16 In terms of the impact on visual amenity, whilst one existing long range view of the Cathedral would be altered by the row of town houses in Angel Drove, the scheme would also obscure much of the industrial buildings making a positive contribution to the setting of the conservation area as a whole. A robust landscaping scheme is proposed which will provide a number of break out areas around the site designed to promote community cohesion, as well as contribution to the ecology and biodiversity of the site.
- 7.1.17 The Station Gateway covers approximately 12.3 ha and Policies ELY7 and ELY8 provide opportunities to make some major improvements to the area. However, apart from major improvements to the A142 between Angel Drove and Stuntney Causeway, no redevelopment opportunities have arisen. The aims and objectives of these policies are to improve the appearance of this area although whilst this area is in multiple ownerships, re-development of the Station Gate Way area is

still not coming forward. The Westmill Foods site has remained in a derelict and vacant position for a considerable amount of time with no prospect of development coming forward. Within this period there have been no other expressions of interest or planning applications for the re-development of this site. As this is a gateway into the City, the proposal would improve the experience along Angel Drove and enhance this part of the City as well as the setting of the Cathedral. Although the site would not provide a net environmental gain, a contribution towards enhancement of the CWS would be provided via the S106 Agreement. A contribution towards POS would also be provided.

7.1.18 the redevelopment of this site may result in a catalyst for further redevelopment opportunities within this part of the district.

7.1.19 It is considered, apart from its non-compliance with Policy HOU3, the scheme meets with the policy requirements of both national planning policy and the adopted Local Plan 2015 and is considered acceptable in principle, subject to the satisfactory completion of a S106 Agreement.

7.2 Residential Amenity

7.2.1 The NPPF seeks to ensure that a good standard of amenity for all existing and future occupants of land and buildings. Policy ENV2 of the Local Plan requires development to respect the residential amenity of existing and future occupiers.

7.2.2 The East Cambridgeshire Design Guide SPD considers there is a requirement to provide sufficient plot sizes and amenity space for all new development. Therefore, a minimum of 10m separation distance should be achieved from the rear elevation of any dwelling to the rear boundary. The distance between rear inter-visible windows should be a minimum of 20m. Moreover, in most cases the rear private amenity spaces should be a minimum of 50sqm and the footprint of any proposed development should be no more than approximately one third of the plot size.

7.2.3 In view of its location within an area of existing industrial and commercial uses, there are parts of the site that are constrained by either noise from the traffic using Angel Drove or from the cement works. A Noise Impact Assessment and an Air Quality Assessment [Redmore Environmental] have been submitted with the application and assessed by the Environmental Health Department [Scientific and Domestic] who agree with the findings. In this respect the offices have been sited within the eastern corner of the site adjacent to the Hanson site and would act as a barrier to block out most of the noise and any other pollution.

7.2.4 In terms of the noise from traffic using Angel Drove, a row of town houses are proposed along this frontage and would act as a barrier for the rest of the site. Future occupiers of this accommodation along the road frontage would however, experience a degree of noise associated with traffic. This has been mitigated by 'good acoustic design' being employed so that with windows shut, in the rooms affected by noise from Angel Drove, mechanical ventilation would be required. In this way there would be no detriment to future occupiers of the town houses.

7.2.5 Bearing in mind the Council's long-term ambition for this area as a regeneration zone for a mixed-use community, noise from Angel Drove would always be a

constraint on any residential development within this action area. A test of reasonableness has to be applied in that if the Council are supporting mixed uses in an area adjacent to key routes into and around the City, then noise and general disturbance would always be a material consideration. However, the design and layout of the scheme has ensured that approximately 75% of the dwellings would not be affected by noise with 20 properties relying on mechanical ventilation. Those dwellings most affected by noise have been designed with enclosed roof terraces to provide additional accessible space. A degree of mitigation can also be provided in the form of tree and shrub planting along the southern boundary of the site. In view of the limited number of properties affected, this is not considered sufficiently injurious to warrant refusing the scheme on this basis

- 7.2.6 Anglian Water has also identified the location of their sewage pumping station within the site which is located within the south-eastern corner between the two ponds. In line with guidance provided by Anglian Water, all residential dwellings would be required to be located outside of the 15m *cordon sanitaire* as development would be potentially sensitive to noise or other disturbance. In order to ensure future amenity issues are not created no development is proposed within this exclusion zone.
- 7.2.7 With regard to the residential amenity of future occupiers, all properties would benefit from either private rear garden areas or from roof terraces. The layout of the housing has taken account of the orientation of the sun and the majority of dwellings would benefit from a southerly aspect with good sunlight/daylight penetration to habitable rooms. The layout of the estate provides good access to public amenity areas which would assist in community cohesion.
- 7.2.8 In terms of residential amenity of existing occupiers, there have been a number of concerns identified within the letters of representation. However, amendments to the scheme has resulted in a reduction in the amount of activity and therefore has overcome a number of concerns.
- 7.2.9 The location of the commercial units would present a flank wall relationship along the eastern boundary of the site and would overlook the cement works. In considering the extant use of the site as a commercial use, then the impact on residential amenity in terms of noise, general disturbance and overlooking, then the current scheme results in an improved relationship than was present on the site before.
- 7.2.10 Further concerns regarding the location of the youth shelter at the end of Potters Lane/ Dovehouse Close have been raised and the applicant has now removed this from the scheme. In terms of the public amenity spaces prone to litter, noise, general disturbance and anti-social behaviour, the development would be managed and maintained wholly by an independent management company and further details in the form of a robust management plan being imposed by condition.
- 7.2.11 There would be a degree of noise and general disturbance during construction of the development and a number of mitigation measures in the form of a Construction Environment Management Plan, restriction of deliveries and hours of working would be imposed by condition.

7.2.12 On balance the scheme would deliver an acceptable standard of living environment for all future occupiers of the site and would not materially impact on the living environment of existing residents.

7.2.13 It is therefore considered that the proposal would meet with the requirements of Policies ENV2 and ENV9 of the adopted Local Plan 2015 and the East Cambridgeshire Design Guide SPD.

7.3 Visual Amenity

7.3.1 Policy ENV1 of the Local Plan 2015 requires new development to provide a complementary relationship with existing development and conserve, preserve and where possible enhance the distinctive and traditional landscapes and key views in and out of settlement. Policy ENV2 of the Local Plan 2015 requires that new development should ensure its location, layout, form, scale and massing and materials are sympathetic to the surrounding areas.

7.3.2 As previously stated, the site is located to the south-west of the city centre on previously developed land which is described in the adopted Local Plan 2015 as the Station Gateway area. There is a policy objective to regenerate this part of the city into a 'vibrant mixed use' area with commercial and residential uses.

7.3.3 To the north-west of the site is the Angel Drove Drain-County Wildlife Site (CWS) with the Ely City Golf Club and a large recreation ground to the south-west. Other industrial/commercial uses as well as residential development border the site to the east with Angel Drove forming the southern boundary of the site.

7.3.4 An Integrated Impact Assessment (IIA) covering heritage, townscape and visual impact issues has been submitted [Lathams dated February 2022] and this document describes the impact on views within the area. There are two important views, namely, Viewpoint 1 which is taken from Angel Drove just south of the site entrance opposite Jewsons and Viewpoint 2 which is taken from Angel Drove opposite Sir James Black Road. Limited views of the Cathedral can be glimpsed from Viewpoint 1 and the development would conceal the view experienced here. From Viewpoint 2, much of the development would be screened by an existing screen of trees along Angel Drove, such that long range views of the site would not be affected by the development as proposed. The redevelopment of this site provides housing as well as enhancing the setting of the Cathedral both of which can be seen as public benefits.

7.3.5 Whilst the site is not located within the City of Ely Conservation Area, any development would need to respect the setting of the Conservation Area which is located approximately 1000m (0.62 miles) to the north of the site. Currently the commercial buildings along Angel Drove result in a negative impact on this part of the city and therefore the development of this site would screen much of the existing commercial buildings from Viewpoint 1. The IIA considers the visual effects of the proposed development "would alter the view from Angel Drove and the skyline in the immediate area". The IIA considers the impact on this view "would be adverse in that significant heritage assets and landmarks are no longer visible. However, the townscape quality of the foreground and the condition of the Angel Drove gateway

into Ely are both clearly enhanced as a result of the proposed development". The Conservation Officer has raised no objection to this.

7.3.6 The layout of the site uses the existing access from Angel Drove and retains a viewing corridor through the site and beyond into the CWS. An attractive shared space area has now been created which enhances the transition from the built environment into the CWS. The linear park along this western boundary also acts as a natural interface between the development and the natural environment and would also provide public open space to serve the site and for wider public benefit, and this is welcomed.

7.3.7 The Government has adopted a National Design Guide (NDG) which addresses the question of how well-designed places can be recognised. The NDG states that "Well designed places should have individual characteristics which work together to create its physical character". There are ten characteristics which collectively would help to nurture and sustain a sense of community and should work positively to address environmental issues affecting climate change, resulting in a contribution towards the cross-cutting of themes for good design set out in the NPPF. The Government's priorities for well-designed places take the form of ten characteristics, namely:

- Context – enhance the surroundings;
- Identity – should be attractive and distinctive;
- Built form – create a coherent pattern of development;
- Movement – schemes that are accessible and easy to move around;
- Nature – should be enhanced and optimised;
- Public spaces – create safe, social and inclusive public spaces
- Uses – should be mixed and integrated;
- Homes and buildings – are functional, healthy and sustainable
- Resources – need to be efficient and resilient;
- Lifespan – should be made to last.

7.3.8 Detailed discussions have been undertaken with the applicants concerning the requirement to provide well-designed places which conform to both national and local planning policies. Along the Angel Drove frontage it is proposed to erect 3 storey town houses with informal seating areas and natural play equipment adjacent to the boundary with the existing POS. These dwellings would be approximately 9m (29ft) in height to ridge and would lie to the west of the main entrance, which retains its existing position, allowing views through the site and into the CWS. The internal road layout splits into two areas providing a separate spine road which loops around the housing and ends in the centre where it becomes a shared surface road leading into a home zone area with benches and café tables designed to promote community cohesiveness. This area integrates with the CWS. A further road to the east provides access to the commercial properties and thirteen dwellings. There are two SUDs basins with informal seating and a further nature trail with a willow tunnel. The mix of housing within the site would comprise small groups of two storey terraced and semi detached properties (between 8-8.5m high (26ft) which would be constructed of either brown or buff brickwork with grey roof tiles. Tree planting is proposed within all street frontages.

7.3.9 In order to create safe and attractive spaces for human habitation, the scheme has followed the principles set out within the NDG. There are a range of housing types and designs which have taken into consideration the local vernacular, and whilst the site lies within an area heavily characterised by commercial uses, a number of green buffer zones successfully ameliorate the development into its surroundings. The home zone area created within the central area links the site with the CWS and Potters Lane following the existing PROW by means of a woodland glade. As the site had previously been separated from the PROW, the new development will promote permeability allowing access through to the city centre.

7.3.10 On balance it is considered that the scheme complies with Policies ENV1 and ENV2 of the adopted Local Plan 2015, in relation to visual amenity

7.4 Highway Safety

7.4.1 Policy COM7 of the adopted Local Plan requires that all development must ensure a safe and convenient access to the public highway. It also requires development to be designed in order to reduce the need to travel, particularly by car and should promote sustainable forms of transport appropriate to its particular location.

7.4.2 The site is in a sustainable location with Ely train station within walking distance (300m (984 ft)) and the City Centre (845m (2772 ft)). The site is also within walking distance of a range of shops, services and infrastructure.

7.4.3 The Highway Development Management Team have worked with the applicants to ensure that the highway layout is satisfactory. A number of amendments have been required within the site in terms of the acceptability of the layout of the junction with Angel Drove and the ability of the LHA to adopt the internal road layout (apart from the shared space). A Stage 1 Road Safety Audit (RSA) has been undertaken on the proposed site access arrangements. This has resulted in a number of highway safety measures to be implemented by the applicant. A Stage 2 RSA would be required post planning and this may result in further refinements. However, this would not affect the scheme as set out in the report.

7.4.4 As further highway safety precautions, it has been necessary to provide an emergency exit, and in case of emergency, vehicles would be provided with a route from Potters Lane. This would need to be managed appropriately so that vehicles would not be able to access or egress the site from this exit at other times. Therefore, a suitably worded condition would be required to provide additional information on how this emergency exit would operate.

7.4.5 Parts of the internal roadway have been approved by the LHA to be adopted by them, and this would include lighting, although this would not include areas occupied by the SUDS and the home zone. Further details on how these areas are to be maintained and managed would need to be submitted by condition and would be covered within the S106 Agreement. Sufficient turning areas have been provided to allow vehicles servicing the site to access and egress in a forward gear.

7.4.6 A Transport Assessment (TA) [Jackson Purdue Lever dated February 2022] has been submitted with the application and has been subject to amendment. This

document takes account of committed developments within the areas of Witchford, North Ely, Sutton and Witchford.

7.4.7 The County Transport Assessment Team have considered the TA in terms of:

Trip Generation

7.4.8 It is anticipated that the scheme would generate 76 two-way vehicle trips in the AM peak (51 residential and 25 commercial) and 68 two-way vehicle trips in the PM peak (40 residential and 28 commercial). This has been considered to be an accurate account of projected trip generation.

Traffic Impact Assessment

7.4.9 The site access roundabout and the Ely Southern Bypass roundabout are anticipated to operate within capacity under all assessment scenarios. Whilst the A10/Cambridge Road roundabout is anticipated to operate over capacity under all scenarios in the PM peak, the development is anticipated to have negligible impact to capacity at this junction adding worst case 1 vehicle and 3 seconds to queues.

7.4.10 A comprehensive junction analysis and modelling exercise has been undertaken which concludes the proposed development would have no material detrimental impact on the operational performance of the highway network. The Local Highway Authority have agreed with the findings, and have requested that a number of mitigation measures are implemented.

Mitigation

7.4.11 A number of mitigation measures have been proposed to ensure highway and pedestrian safety for future occupants of the site is provided. A controlled crossing in the form of a zebra crossing to be delivered across Angel Drove east of the site access roundabout to intersect the desire line for Tesco and Ely Station would be required and this will be imposed by condition.

In order to promote active travel in line with government guidance, LT1/20 [Active Travel] and enhancements to the existing footpaths are proposed to make cycling and walking the natural choices for short journeys or as part of a longer journey. In view of the site's close proximity to the railway station and the city centre, 2m wide footways would be delivered on both sides of the site access road as well as the widening of the splitter islands on the site access arm and western arm of the site access roundabout. Moreover, dropped kerbs and tactile paving would also be delivered on the splitter island across the site access arm. A shared use footway/cycleway of 3m in width (where possible within the highway boundary) would also be required on the southern side of Angel Drove between Station Road and the zebra crossing. The existing footway on the northern side of Angel Drove between the site access and zebra crossing is to be widened to 2m in width.

Public Right of Way

7.4.12 As part of the site includes PROW No.41, which runs along the northern boundary, the scheme would involve diverting this footpath and enhancing it to provide both

pedestrian and cycle access from the site to Potters Lane. The County Rights of Way Office have no objection to the proposal but would however remind the developers that PROW No.41 would need to remain open and unobstructed unless formally closed by a temporary TRO. Further details have been requested and imposed by condition to provide further details of the enhancement of the PROW corridor and any diversion/closure and alternative route provision.

Travel Plan

- 7.4.13 Although a Travel Plan has been submitted as part of the submission, the Transport Assessment Team has also requested a revised Travel Plan which would include suitable measures and incentives inclusive of 'bus taster and/or cycle discount vouchers' to promote sustainable travel and reflect the existing location of the site within vicinity of Ely Railway Station. A condition would be imposed on the consent.

Car Parking

Policy COM8 of the adopted Local Plan 2015 requires that dwellings benefit from 2 car parking spaces and 1 cycle park space with visitor parking. The scheme would provide 78 parking spaces with 7 visitor car parking spaces for residential use, with 17 car parking spaces and 3 disabled spaces for the commercial uses. Parking spaces would be located either within the frontage of each property or to the side. These parking bays are interspersed with tree planting and the geometry of street layout ensures that the areas are not dominated by the car. Whilst the Access Group have commented that only 3 accessible parking bays (out of the 17 provided) have been provided within the commercial element of the scheme, Policy COM8 of the adopted Local Plan requires at least 5% of the car parking capacity (minimum of 1 disabled space be provided. The Council's parking standards require 1 space per 30sqm which for the commercial development of this size of 1,848 sqm would require 61 parking spaces. This would equate to 3 disabled parking spaces. Therefore in this respect the scheme provides sufficient disable parking bays.

- 7.4.14 Notwithstanding this fact the applicants raised the issue of parking initially with the planning department and this has also been identified within the letters of representation that there are likely to be similar parking issues relating to residents having insufficient parking spaces near these properties.
- 7.4.15 It should be acknowledged that this area is within a 'walkable' neighbourhood where services, infrastructure and employment areas are all within walking or cycling distance. It was agreed with the applicants that the under-provision of parking spaces was acceptable, in view of the site being within walking distance of the city centre; the station and a range of bus routes serving the city. Moreover, the scheme promotes active travel by creating cycle routes through the northern area into Potters Lane and mitigation has been agreed which would facilitate this in Angel Drive.
- 7.4.16 The applicants would be required to provide an electric car charging strategy which can be imposed by condition.

Cycling provision

- 7.4.17 Policy COM8 requires the provision of cycle parking and it is proposed to provide 2 cycle spaces per dwelling and 66 cycle spaces for commercial units. This provision complies with adopted policy.
- 7.4.18 The government recommends that local authorities prepare Local Cycling and Walking Infrastructure Plans (LCWIPs) in line with LT1/20, in order to create good quality cycle networks. Although the Council has not adopted an SPD on this as yet, active travel is a consideration in planning for the future.
- 7.4.19 A Cycle Storage Strategy has been submitted with the application and this indicates that secure cycle storage for the residential units will be located and accessible within the rear gardens of all properties. For the commercial premises bike storage would be located to the front of the building.
- 7.4.20 The scheme would not impact on the existing highway network and a range of mitigation measures would ensure highway and pedestrian safety would not be compromised with benefits to active travel applied. The proposal is therefore considered to comply with Policies COM7 and COM8 of the adopted Local Plan 2015.

7.5 Ecology and Biodiversity

- 7.5.1 Policy ENV7 of the adopted Local Plan seeks to protect biodiversity and geological value of land and buildings and requires that through development management processes, management procedures and other positive initiatives, the council will among other criteria, promote the creation of an effective, functioning ecological network.
- 7.5.2 Para 175 of the NPPF is also relevant and highlights the importance of biodiversity and habitats when determining planning applications. In July 2019 the Government confirmed their intention to make biodiversity net gain mandatory in England for all development. The emerging 'standard' by which environmental gain is calculated is the DEFRA Biodiversity Metric 3.0 test.
- 7.5.3 As a consequence, the Council have adopted a Natural Environment Supplementary Planning Document in September 2020, and this provides guidance for new development to protect and encourage the biodiversity and ecology interests on site.
- 7.5.4 The site had a previous industrial use and the buildings have been removed and the site levelled. Therefore, for the purposes of clarification this is a denuded site with a number of existing shrubs and trees retained along a number of common boundaries.
- 7.5.5 A Preliminary Ecological Appraisal (PEA) and Phase II Ecology Surveys [Harris Lamb dated March 2021] submitted with the application states that the site is located approximately 835m (2739 ft) from the Ely Pits and Meadows SSSI, and part of the site to the north is included within the Angel Drove Drains County Wildlife Site (CWS).

- 7.5.6 Habitats recorded within the site comprise cleared brownfield land with sparse plant cover over mainly bare compacted soils and made ground with the dominant species being 'creeping bent' and 'tall ruderal', with 'semi-natural broadleaved woodland' along the eastern and southern margins and mature poplars to the north.
- 7.5.7 In terms of species no evidence was found on site of great crested newts, with one grass snake recorded on one of the survey occasions. It is acknowledged the site supports habitat considered suitable for common reptiles. Birds seen using the site were the red-listed house sparrow, song thrush and starling but no birds were nesting at the time of the survey. It is considered that there are habitats suitable for nesting within the site within the trees bounding the site. The surveys identified some bats using the site for foraging purposes but the trees were not considered to offer more than negligible bat roost potential. No evidence of any other species of concern were identified and no evidence of invasive species.
- 7.5.8 A number of mitigation measures/enhancements have been proposed namely, protection of existing trees during construction and at least 3 reptile hibernacula provided around the northern boundary of the site. As the scheme proposes to plant more trees and shrubs then these can provide foraging opportunities for birds and bats. The installation of bird and bat boxes have also been proposed. Lastly the report recommends an Ecological Management Plan.
- 7.5.9 The reports have been assessed by the Cambridgeshire Wildlife Trust (WT) who are disappointed the CWS has not been included within the scheme and see it as a "missed opportunity". Whilst they consider the natural play approach is welcome, "there are opportunities to create biodiversity enhancements on the other adjacent land within the applicant's ownership, to offset any small losses from recreational use and disturbance".
- 7.5.10 A Biodiversity Impact Assessment [Harris Lamb dated February 2022] has been submitted with the application and forms Version 3 of this document to incorporate the DEFA Biodiversity Metric and ecological management plan as well as the comments from the WT. Whilst the proposed development would result in a small loss in biodiversity, the WT acknowledge that the site previously supported industrial buildings and had an assessment been undertaken prior to their removal the proposed scheme may well have demonstrated a net gain in habitat units. They consider the Ecological Management Plan provides a "reasonable basis for implementing the proposed biodiversity measures and its implementation should be secured by way of an appropriately worded planning condition". As a consequence of the proposed increase in recreational pressure on the adjacent CWS voiced by the WT, the applicants are proposing to make an off-site contribution towards ecological enhancements on the neighbouring Angel Drove Drains CWS.
- 7.5.11 Concerns identified in the letters of representation and comments received from the Council's Tree Officer regarding the earthen bank and mature trees along the north-western boundary have resulted in an amended landscaping scheme which would result in the routing of the pathway along its existing alignment. As such no trees would be removed or root protection areas compromised.
- 7.5.12 An Arboricultural Impact Assessment [Tyler Grange dated 29th March 2021] accompanies the application and confirms that there are no tree preservation orders

on the boundary trees on site. Tree removals would be limited to 3 individual trees and 2 groups of ash and “small scrubby low-quality trees” to allow for the construction of the residential properties.

- 7.5.13 A landscape strategy submitted with the application indicates a replacement tree strategy including street trees (*Sorbus Aria* and *Ginkgo Biloba*); amenity areas (*Prunus Avium* and *Cercis Canadensis*); Ponds/SUDS (*Carpinus Betula* and *Cercidophyllum Japonicum*) and the Woodland Walk (*Asculus Hippocastanum* and *Crategus Monogyna*). The Council’s Tree Officer has now considered the scheme is acceptable and requests a soft landscaping scheme is submitted by condition.
- 7.5.14 The proposal is considered to meet with the criteria of Policy ENV7 of the adopted Local Plan 2015 and the Natural Environment SPD.

7.6 Archaeology

- 7.6.1 The NPPF and Policy ENV14 emphasise that the conservation of archaeological interest is a material consideration in the planning process and requires development proposals that affect sites of known or potential archaeological interest to have regard to their impact upon the historic environment and protect, enhance and where appropriate, conserve nationally designated and undesignated archaeological remains.
- 7.6.2 The site is located in an area of high archaeological potential within the medieval core and is 220m (721 ft) to the south of the Scheduled Monument Cherry Hill Castle. However, the site is not within the City of Ely Conservation Area. According to the County Archaeologist this area is likely to contain heritage assets relating to the medieval pottery industry.
- 7.6.3 An Archaeological Heritage Statement [Cotswold Archaeology dated March 2021] has been submitted with the application that as the site forms part of previously developed land then much of the surface has been disturbed by previous industrial buildings. The County Archaeologist has agreed that the scheme would be subject to a Written Scheme of Investigation which can be imposed by condition and carried out prior to commencement of development.
- 7.6.4 The proposal is considered to meet with the criteria of Policy ENV14 of the adopted Local Plan 2015.

7.7 Flood Risk and Drainage

- 7.7.1 Policy ENV8 of the adopted Local Plan 2015 states that all development should contribute to an overall flood risk reduction. The site is located wholly in Flood Zone 1 and has been assessed as being at very low risk of flooding. However, there are a number of constraints namely along the south-eastern corner of the site the river runs in culvert and the IDB Northern Catchwater Drain currently discharges into it.
- 7.7.2 A Flood Risk Assessment and Drainage Strategy [Jackson Purdue Lever dated 16th April 2022] has been submitted with the application and confirms that the site has a low probability of flooding. Notwithstanding this fact, in order to prevent the increased risk of flooding, both on and off site, plot levels are to be raised to

safeguard dwellings against surface water flows. The drainage scheme would also incorporate attenuation methods by means of an open pond and private below ground crates with a maximum discharge rate of 7.9l/s in the 1:2 year events and 15l/s up to and including the 1 in 100 year + 40% events.

- 7.7.3 Notwithstanding the fact that the Environment Agency have no comments to make on the scheme, the LLFA have requested that fluvial modelling is undertaken to assess the potential fluvial flood risk to the development from the culverted Main River. A Flood Risk Assessment of the Ely Main River [Jackson Purdue Lever dated 10th June 2022] has been submitted and concludes that the culvert is a 1050 mm diameter concrete pipe located within the southern corner of the and has sufficient capacity. However, should a blockage occur, water backing up would flood the playing field and road before impacting the site.
- 7.7.4 The Lead Local Flood Authority consider the capacity of the culverted watercourse would not pose a constraint to the proposed surface water outfall of the site and all surface water concerns have been addressed. A condition to construct a surface water drainage scheme in accordance with the FRA and Drainage Strategy is to be imposed. The Internal Drainage Board have raised no objection to the scheme.
- 7.7.5 Foul water is proposed to drain to a new adopted sewer network and discharge into the existing sewer system. Anglian Water have not objected as there is capacity.
- 7.7.6 It is considered that the scheme would comply with Policy ENV8 of the adopted Local Plan 2015.

7.8 Other matters

Infrastructure

- 7.8.1 Policy GROWTH 3 of the Local Plan requires residential development of 20 or more dwellings to provide or contribute towards the cost of providing children's playing space and open space. For a development of this size and scale the provision of on-site open space is calculated by the amount of space required per person multiplied by the average dwelling occupancy rates to produce the amount of land required per dwelling, in accordance with the Developers Contribution SPD
- 7.8.2 In this respect there would be a requirement for approximately 5402 sqm (58146 sqf) of public open space. The scheme would deliver approximately 4824sqm (51925 sft) and therefore the applicants would be required to provide an off-site contribution towards public open space within the S106 Agreement.
- 7.8.3 Policy GROWTH 3 also requires development proposals to make contributions towards infrastructure via the Community Infrastructure Levy (CIL), or planning obligations through a s106 Legal Agreement. In this respect Cambridgeshire County Council, as the Education Authority, have commented that there will not be sufficient capacity at Ely College to meet this demand, however, since the North Ely developments are mitigated through specific CIL payments for secondary provision, there is no justification to seek a contribution from this development. There is also sufficient capacity at primary level. A contribution towards early years provision, libraries and lifelong learning will be sought via the S106 Agreement.

Housing Mix

- 7.8.4 Policy HOU1 of the Local Plan, 2015, requires that all housing developments of 10 or more dwellings (or allocations where specified) should provide an appropriate mix of dwelling types and sizes that contribute to current and future housing needs as identified in the most recent available evidence relating to the locality. The scheme would provide 26 x 2no bedroom properties and 53 x 3no bedroom properties.
- 7.8.5 All dwellings would be built to Lifetime Homes standards or equivalent and suitable or easily adaptable for occupation by the elderly or people with disabilities.

Accessibility

- 7.8.6 The Accessibility Group have considered the scheme and a number of their concerns have been addressed within the report to Committee, and their comments would be forwarded to the applicants with the planning permission.

Sustainability and Climate Change

- 7.8.7 The Council has recently adopted an SPD on Climate Change as it considers as an area experiencing growth “it comes with the responsibility to balance competing demands and mitigate the negative impacts of that growth as far as is reasonably possible”. The SPD predominantly focusses on providing additional guidance to the implementation of Policy ENV4, in that all new development would be expected to aim for reduced or zero carbon development in accordance with the zero carbon hierarchy.
- 7.8.8 A Sustainability and Energy Strategy [Element Sustainability - March 2021] has been submitted with the application and this provides a breakdown of how the strategy would comply with the Council’s policy. The indicative SAP calculations indicate that at least a 20% reduction in dwelling emission rates. The Dwelling Fabric Energy Efficiency reduction for the residential elements of the scheme would be approximately 7% better than the Part L1A compliance standard and the use of photovoltaic array to achieve zero-carbon energy generation and heat recovery systems will deliver an efficient and cost-effective strategy. The scheme would be secured by condition.
- 7.8.9 The commercial use would be required to achieve a ‘Very Good’ BREEAM rating and from the information submitted is expected to achieve this requirement. The scheme would be conditioned as such.
- 7.8.10 The development would be expected to comply with the Strategy as submitted and would comply with Policy ENV4 of the Local Plan, 2015, and the Climate Change SPD.

Ground contamination

- 7.8.11 All applications for residential use are considered particularly sensitive to the presence of contamination. It is therefore considered reasonable that conditions are appended to the grant of planning permission requiring a contamination assessment

to be agreed by the Local Planning Authority prior to commencement of development and with regards to unexpected contamination and remediation measures if required. Subject to the relevant conditions being appended, the proposal accords with Policy ENV9 of the Local Plan 2015.

CIL

- 7.8.12 There would be a requirement to provide satisfactory management of the site concerning waste awareness, storage and collection and the scheme would be CIL liable.

8 PLANNING BALANCE

- 8.1 This application has been evaluated against the extant Development Plan which is the starting point for all decision making. The Development Plan comprises the East Cambridgeshire Local Plan 2015 and the report has assessed the application against the core planning principles of the NPPF and whether the proposal delivers sustainable development.
- 8.2 The East Cambridgeshire Local Plan 2015 covers the period up to 2031, and it is likely that it will be “reviewed well before then”. The Station Gateway covers approximately 12.3 ha and Policies ELY7 and ELY8 supports the opportunity to make some major improvements to the area. However, apart from major improvements to the A142 between Angel Drove and Stuntney Causeway, no redevelopment opportunities have arisen. The aims and objectives of these policies are to improve the appearance of this area although whilst this area is in multiple ownerships, re-development of the Station Gate Way area is still not coming forward.
- 8.3 The Westmill Foods site has stood silent and in a derelict and undeveloped state for a considerable period of time. Bearing in mind Angel Drove is a gateway site into the City, its neglected status results in a negative impact on the visual amenities of the area going into the City. The proposal would improve the experience along Angel Drove and enhance this part of the City as well as the setting of the Cathedral. The redevelopment of this site may act as a catalyst for further redevelopment opportunities.
- 8.4 The scheme demonstrates a mix of accommodation types as well as a coherence of architectural styles replicated within the adjacent urban framework of Ely and would provide an acceptable standard of living for future occupiers without compromising the living environment of existing residents.
- 8.5 Although the site would not provide a net environmental gain, a contribution towards enhancement of the CWS would be provided via the S106 Agreement. A contribution towards POS would also be provided. The fact that the development would be unviable if required to provide affordable housing, further illustrates perhaps why this site has remained dormant for so long.
- 8.6 To conclude, the application site is located within two policy action areas which propose to regenerate the Station Gateway action area, although a comprehensive scheme cannot come forward at the present time, the application has been

assessed on its individual merits and is considered to meet with the aspirations of Policies ELY7 and ELY8 of the Local Plan, 2015.

8.7 As such the scheme is recommended for approval, subject to conditions and completion of a S106 legal agreement.

9. **COSTS**

9.1 An appeal can be lodged against a refusal of planning permission or a condition imposed upon a planning permission. If a local planning authority is found to have acted unreasonably and this has incurred costs for the applicant (referred to as appellant through the appeal process) then a cost award can be made against the Council.

9.2 Unreasonable behaviour can be either procedural ie relating to the way a matter has been dealt with or substantive ie relating to the issues at appeal and whether a local planning authority has been able to provide evidence to justify a refusal reason or a condition.

9.3 Members do not have to follow an officer recommendation indeed they can legitimately decide to give a different weight to a material consideration than officers. However, it is often these cases where an appellant submits a claim for costs. The Committee therefore needs to consider and document its reasons for going against an officer recommendation very carefully.

9.4 In this case members' attention is particularly drawn to the following points:

- The site is allocated in the Local Plan for mixed use development;
- No objections from the LLFA, LHA or Cambs Wildlife Trust

10. **APPENDICES**

10.1 APPENDIX 1 – Recommended Planning conditions

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
21/00535/FUM	Anne James Room No. 011 The Grange Ely	Anne James Planning Consultant 01353 665555 anne.james@eastcambs.gov.uk

National Planning Policy Framework -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

East Cambridgeshire Local Plan 2015 -

<http://www.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover.pdf>

APPENDIX 1

1. Development shall be carried out in accordance with the drawings and documents listed below:

Plan Ref:	Version	Date Received
100-164_(P)102	N	14 th June 2022
100-664_(P)102.1	G	14 th June 2022
100-664_(P)104	K	14 th June 2022
100-664_(P) 105	E	14 th June 2022
100-664_(P)106	J	14 th June 2022
100-664_(P)107	I	14 th June 2022
Public Realm and Landscape Sketch Report		14 th June 2022
Landscape and General		
Arrangement Plan 3188 MA 100 FF		14 th June 2022
FRA and Drainage Strategy		28 th April 2022
001847-JPL-ZZ-ZZ-DR-D-2015-A2 C08		21 st April 2022
001847-JPL-ZZ-ZZ-DR-D- 2005-A2 C01		21 st April 2022
100-664_(P)1000		11 th February 2022
100-664_(P)1010		11 th February 2022
100-664_(P)1020		11 th February 2022
100-664_(P)1030		11 th February 2022
100-664_(P)1040		11 th February 2022
100-664_(P)1050		11 th February 2022
100-664_(P)1051		11 th February 2022
100-664_(P)1060		11 th February 2022
100-664_(P)1070		11 th February 2022
100-664_(P)1080		11 th February 2022
100-664_(P)1090	A	11 th February 2022
100-664_(P)1101		11 th February 2022
100-664_(P)101	F	11 th February 2022
100-664_(P)101.1	A	11 th February 2022
100-664_(P)108	F	11 th February 2022
100-664_(P)134	D	11 th February 2022
100-664_(P)135	F	11 th February 2022
100-664_(P)136	F	11 th February 2022
100-664_(P)120.11	G	11 th February 2022
Suds Operation and Maintenance Statement		11 th February 2022
Biodiversity Impact Assessment		11 th February 2022
Ecological Management Plan		11 th February
2022		
Biodiversity Metrics		11 th February 2022
Noise Impact Assessment		11 th February 2022
Biodiversity Metric		11 th February 2022
Integrated impact assessment		11 th February 2022
Air Quality Assessment		1 st April 2021
Arboricultural Impact Assessment C		1 st April 2021
Archaeological Heritage Statement 1		1 st April 2021
Preliminary Ecological Appraisal (March 2021)		1 st April 2021
Financial Viability Assessment		1 st April 2021
Viability Addendum		March 2022

Heritage, Townscape & Visual Impact Assessment Final Issue 04	1st April 2021
Sustainability & Energy Statement	1st April 2021
Preliminary Risk Assessment	1st April 2021
Statement of Community Involvement	1st April 2021

- 1 Reason: To define the scope and extent of this permission.
2. The development hereby permitted shall be commenced within 3 years of the date of this permission.
- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 3 No development shall take place until an investigation and risk assessment of the nature and extent of any contamination on the site, whether or not it originates on the site, has been undertaken by competent persons, and a written report of the findings must be submitted to and approved in writing by the Local Planning Authority. The report of the findings must include:
 - (i) A survey of the extent, scale and nature of contamination;
 - (ii) An assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments;
 - (iii) An appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with 'Land Contamination Risk Management' (LCRM), Environment Agency, 2020. Any remediation works proposed shall be carried out in accordance with the approved details and timeframe as agreed in writing by the Local Planning Authority.
- 3 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 ENV9 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 4 No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- 4 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 ENV9 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.

- 5 Prior to the commencement of the development, the remediation scheme hereby approved, excluding any remediation works Condition (4) above shall be implemented in accordance with the agreed timetable of works and to the agreed specification. The Local Planning Authority must be given two weeks written notification of commencement of any remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.
- 5 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 ENV9 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 6 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported to the Local Planning Authority within 48 hours. No further works shall take place until an investigation and risk assessment has been undertaken, submitted to and approved in writing by the Local Planning Authority. Where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. The necessary remediation works shall be undertaken, and following completion of measures identified in the approved remediation scheme a verification report must be prepared, and approved in writing by the Local Planning Authority.
- 6 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 ENV9 of the East Cambridgeshire Local Plan 2015.
- 7 In the event of the foundations from the proposed development requiring piling, prior to the commencement of development the applicant shall submit a report/method statement to the Local Planning Authority, for approval in writing, detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Noise and vibration control on the development shall be carried out in accordance with the approved details.
- 7 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 8 Construction times and deliveries, with the exception of fit-out, shall be limited to the

following hours: 0730 to 1800 each day Monday - Friday, 0730 to 1300 Saturdays and none on Sundays, Bank Holidays and Public Holidays.

- 8 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 9 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority regarding mitigation measures for noise, dust and lighting during the construction phase. These shall include, but not be limited to, other aspects such as access points for deliveries and site vehicles, and proposed phasing/timescales of development etc. The CEMP shall be adhered to at all times during all phases.
- 9 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 10 Prior to the commencement of development, a Non-Motorised User (NMU) scheme shall be submitted to and approved by the Local Planning Authority. Such scheme shall include provision for:
 - i. the design of the NMU/PRoW corridor along the northern boundary of the site linking to Potters Lane and its surfacing, widths, gradients, landscaping and structures
 - ii. any proposals for diversion and closure of public rights of way and alternative route provision.Development shall commence in accordance with the approved details and completed prior to first occupation.
- 10 Reason: In the interests of the amenity and safety of the public.
- 11 The specific rated noise level emitted from the Class E use operating on the site shall not exceed the existing background noise level by more than 5 dB. The free field sound level shall be measured and/or calculated at the boundary of the nearest noise sensitive property. The noise level shall be measured and/or calculated in accordance with BS 4142:2014+A1:2019
- 11 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
12. No above ground construction shall take place on site until details of the external facing materials to be used on the development have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
- 12 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 13 Prior to first occupation or commencement of use a full schedule of all soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include, planting plans, a written specification; schedules of plants noting species, plant sizes, proposed numbers/densities; and a detailed implementation

programme. It shall also indicate all existing trees and hedgerows on the land and details of any to be retained. The works shall be carried out in accordance with the approved details prior to the end of the first planting season following occupation of the development. If within a period of five years from the date of the planting, or replacement planting, any tree or plant (including retained existing trees/hedgerows) 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.

- 13 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 14 No development shall commence until the applicant, or their agents or successors in title, has implemented a programme of archaeological work which has been secured in accordance with a written scheme of investigation (WSI) which has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:
- a) the statement of significance and research objectives;
 - b) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
 - c) The timetable for the field investigation as part of the development programme;
 - d) The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material.

Partial discharge of the condition can be applied for once the fieldwork at Part c) has been completed to enable the commencement of development.

Part d) of the condition shall not be discharged until all elements have been fulfilled in accordance with the programme set out in the WSI.

- 14 Reason: To ensure that any archaeological remains are suitably recorded in accordance with policy ENV14 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 15 No above ground works shall commence until a strategy for the facilitation of latest technology broadband provision to future occupants of the site has been submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, open access ducting to industry standards to facilitate the provision of a broadband service to that dwelling, is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

- 15 Reason: To ensure that the opportunity to provide any necessary enabling works is not missed and that the needs of future residents to connect to the internet do not necessarily entail engineering works to an otherwise finished and high quality environment, and to assist community integration, economic vibrancy and home working, in accordance with Policies ENV2 and COM6 of the East Cambridgeshire Local Plan 2015.
- 16 No above ground construction shall take place until a scheme for the provision and location of fire hydrants to serve the development to a standard recommended by the Cambridgeshire Fire and Rescue Service or alternative scheme has been submitted to and approved in writing by the Local Planning Authority. The hydrants or alternative scheme shall be installed and completed in accordance with the approved details prior to the occupation of any part of the development.
- 16 Reason: To ensure proper infrastructure for the site in the interests of public safety in that adequate water supply is available for emergency use. This is supported by paragraph 97 of the NPPF.
- 17 Prior to first occupation of any dwelling a scheme for the provision of facilities for electric plug-in vehicles shall be submitted to and approved in writing by the Local Planning Authority and thereafter, provided prior to first occupation of the dwelling to which it relates.
- 17 Reason: In accordance with the aims of the NPPF to provide for sustainable transport modes.
- 18 Prior to the first occupation of any dwelling the road(s), footway(s) and cycleway(s) required to access that dwelling shall be constructed to at least binder course surfacing level from the dwelling to the adjoining County road in accordance with the details approved on the drawing 100-664/(P)102M in writing by the Local Planning Authority.
- 18 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 19 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates, fences or walls shall be erected across the approved vehicular access, as shown on the drawing 100- 664/(P)102M.
- 19 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 20 Prior to first occupation or commencement of use of the development sufficient space shall be provided within the site to enable vehicles to enter, turn and leave the site in forward gear and to park clear of the public highway. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.
- 20 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.

- 21 No development shall commence until details of the proposed arrangements for future management and maintenance of the proposed streets within the development have been submitted to and approved in writing by the Local Planning Authority. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an Agreement has been entered into unto Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
- 21 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 22 Prior to the occupation of any dwelling, details of the vehicular site access on Angel Drove, as required by the Highway Authority through the S278 Agreement, shall be submitted to and approved in writing by the Local Planning Authority. As shown on the drawing ZZ-XX-DR-D-2015 Rev C08, these details shall include provision of 2m wide footways on both sides of the site access road, widening of the splitter islands on the site access arm and south-western arm of the site access roundabout, and provision of a dropped kerb pedestrian crossing on the site access arm. The works shall be implemented prior to the occupation of any dwelling on the site.
- 22 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015
- 23 Prior to the occupation of any dwelling, details of a controlled crossing in the form of a zebra crossing on Angel Drove north-east of the site access roundabout to intersect the desire line for Tesco and Ely Station, as required by the Highway Authority through the S278 Agreement and as shown on drawing ZZ-XX-DR-D-2015 Rev C08, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented prior to the occupation of any dwelling on the site.
- 23 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015
- 24 Prior to the occupation of any dwelling, details of a 2m footway between the site access and new zebra crossing on the western side of Angel Drove and details of a 3m shared use footway / cycleway (where possible within the highway boundary) on the eastern side of Angel Drove between the new zebra crossing and Station Road to the north, as required by the Highway Authority through the S278 Agreement and as shown on drawing ZZ-XX-DR-D-2015 Rev C08, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented prior to the occupation of any dwelling on the site. ”
- 24 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015
- 25 Notwithstanding the details indicated in the Sustainability and Energy Statement, prior to the first occupation of any dwelling, details of the Solar PV Arrangement shall be submitted to and approved in writing by the Local Planning Authority, confirming the details and location of the photovoltaic panels across the site. The panels shall be in situ prior to the occupation of the associated dwellings and retained in perpetuity..

- 25 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015 and the Climate Change SPD.
- 26 The commercial floorspace (E Class Use) hereby approved shall meet BREEAM Very Good standard or equivalent. If this standard cannot be achieved by virtue of the site's location then prior to above floor slab construction works relating to the approved commercial floorspace (E Class Use) it must be demonstrated by a BRE Licensed Assessor how all other BREEAM standards have been fully explored in order to meet the highest standard of BREEAM Good or equivalent and agreed in writing by the Local Planning Authority.
A certificate, following post construction review, shall be issued by a BRE Licensed Assessor to the Local Planning Authority, indicating that the relevant BREEAM standard has been achieved or its equivalent within six months of first occupation of the commercial floorspace (E class use) hereby approved for written agreement by the Local Planning Authority.
- 26 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015 and the Climate Change SPD, 2021.
- 27 The biodiversity improvements as set out in the Preliminary Ecological Appraisal, Phase II Ecology Surveys [Harris Lamb] dated March 2021 and Ecological Management Plan [HarrisLamb] dated February 2022 shall be implemented in accordance with a phasing plan to be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development and thereafter maintained in perpetuity.
- 27 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 and the Natural Environment SPD.
- 28 Prior to occupation of the development details of an external lighting scheme shall be submitted to and approved by the Local Planning Authority. Such details shall include any external lighting within the site (either freestanding or building-mounted). The lighting scheme shall be managed and maintained in perpetuity.
- 28 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015 and the Natural Environment SPD.
- 29 Notwithstanding the details indicated on Drawing No 3188.MA.1000 Rev FF, no above ground construction shall take place until full details of hard landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include: car parking layouts, boundary treatments, incidental play elements; hard surfacing materials and lighting. The works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority.
- 29 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.

- 30 No above ground construction shall commence until details of the bin and cycle stores have been submitted to and agreed in writing with the Local Planning Authority. The bin and cycle stores shall be in situ in accordance with the approved details prior to the occupation of the development.
- 30 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015
- 31 Notwithstanding the details shown on Drawing No 3188.MA.1000 Rev FF in relation to the emergency relief access on to Dovehouse Close/Potters Lane and the pedestrian routes to the north-east, prior to above ground construction works taking place, detailed specifications in relation to these access points shall be submitted to and approved in writing by the Local Planning Authority. Details in relation to the emergency relief accesses shall include the means of restricting vehicular traffic once the construction phase is complete together with details of the future management of any bollards etc. erected.
- 31 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 32 Prior to first occupation the form and content of Welcome Travel Packs to be issued to new residents on the first occupation of each new dwelling shall be agreed with the Local Planning Authority. The Packs should encourage residents to travel using sustainable modes of transport and shall be provided to new occupiers of the development.
- 32 Reason: In order to encourage future residents to travel using sustainable modes of transport in accordance with Policy COM7 of the East Cambridgeshire Local Plan 2015.
- 33 The surface water drainage scheme shall be constructed and maintained in perpetuity in full accordance with the Flood Risk Assessment and Drainage Strategy and Angel Drove, Ely Main River Fluvial Qualitative Flood Risk Assessment as submitted by (ref: : 001874-JPL-ZZ-ZZ-RP-D-2001-A3-C05 and GOD01847) dated 16 May 2022 and 10 June 2022 respectively.
- 33 Reason: To prevent flooding by ensuring the satisfactory storage/disposal of water from the site, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 34 Prior to any occupation of the development, a scheme for the maintenance of the communal areas for a minimum period of ten years from last occupation, shall be submitted to and agreed in writing by the Local Planning Authority. All works shall be maintained in accordance with the agreed scheme. The scheme shall include the following:
- i) methods for the proposed maintenance regime;
 - ii) detailed schedule;
 - iii) details of who will be responsible for the continuing implementation
 - iv) details of any phasing arrangements
- 34 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.