
MAIN CASE

Reference No: 21/00160/OUM

Proposal: Erection of new hospital buildings through demolition of structures and redevelopment including inpatient and outpatient facilities, new multi storey car park, access and associated infrastructure

Site Address: Princess of Wales Hospital Lynn Road Ely Cambridgeshire CB6 1DN

Applicant: Cambs Community Services NHS Trust

Case Officer: Anne James Planning Consultant

Parish: Ely

Ward: Ely North
 Ward Councillor/s: Simon Harries
 Alison Whelan

Date Received: 1 February 2021 **Expiry Date:** 4th June 2021
Report Number W12

1.0 RECOMMENDATION

1.1 Members are recommended to APPROVE subject to the recommended conditions set out below. These conditions can be read in full on the attached Appendix 1.

1. Approved Plans
2. Reserved Matters
3. Time Limit
4. Construction Environmental Management Plan (CEMP)
5. Piling
6. Noise Impact Assessment
7. Noise Emission
8. Fire Hydrants
9. AMS/ Tree Protection Measures
10. Flood Risk Assessment
11. Management and maintenance of SUDS
12. Construction Hours
13. Biodiversity
14. Site Characterisation
15. Contamination
16. Remediation

- 17. Unsuspected Contamination
- 18. BREEAM Strategy
- 19. Written Scheme of Investigation
- 20. Travel Plan
- 21. Standard estate road construction
- 22. Adoptable Standards
- 23. Gates
- 24. Parking and serving the premises
- 25. Visibility splays
- 26. Access drainage
- 27. Standard estate road
- 28. Offsite highway Improvements
- 29. Construction Traffic Management Plan
- 30. External Lighting

2.0 SUMMARY OF APPLICATION

- 2.1 Outline planning permission is sought to demolish a number of hospital buildings and to redevelop parts of the site to provide new in-patient and out-patient facilities, a new multi-storey car park, access arrangements and associated infrastructure. The matters to be considered relate to access, layout and scale. Should approval be granted then the reserved matters of appearance and landscaping would be considered separately at a later date when the principle of the development has been established.
- 2.2 Throughout both the demolition of parts of the hospital complex and the construction of the new buildings, the hospital would continue to operate and measures would be put in place to ensure staff and visitors to the site would not be inconvenienced during the development process. In order to keep the hospital fully operational, the demolition and construction of the Hospital development would be undertaken in phases. The Day Surgery Building would be retained and access to services within this building would not be affected.
- 2.3 The application comprises the following elements, namely:
- i. Demolition of out-patient blocks, social club building and porters lodge – approximately 3,405sqm (36,651 sqf)
 - ii. Erection of new Hospital building 9,400sqm (101,180 sqf)
 - iii. Erection of Multi-storey car park 7,400 sqm (79,652 sqf)
- 2.4 The development would be undertaken in phases. Phase 1 would involve the demolition of the current social club building and porters lodge, located within the north-eastern corner of the site and the construction of the car park. The multi-storey would be 4 levels measuring approximately 36m (118 ft) depth x 60m (196 ft) width x 12.65m high (41.5 ft)).
- 2.5 The second phase of development would involve the demolition of the out-patient blocks and services building and construction of the main hospital building, measuring max 97m (318 ft) width x 34m (111 ft) depth x between 12-20m (39 – 65ft) height which would be connected to the retained day surgery building. Details of the proposed layout are indicated below, with the areas shaded blue denoting the new

2.9 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/>.

2.10 The application has been accompanied by the following documents:

Design and Access Statement
Flood Risk Assessment and drainage strategy
Ecological Impact Assessment report
Biodiversity Enhancement Scheme
Tree survey/Arboricultural Impact Assessment
Transport Assessment
Travel Plan
Statement of Community Involvement
Phase 1 Geo-environmental Desk Study
Sustainability report
Archaeology report
Noise and Ventilation Statement
Utilities Statement
Preliminary Unexploded Ordnance – Risk Assessment
Detailed Unexploded Ordnance - Risk Assessment

3.0 **PLANNING HISTORY**

3.1

94/00202/FUL	Provision of 25 Space Car Park	Approved	26.05.1994
94/00866/FUL	Erection of new end wall to link following demolition of redundant buildings	Approved	29.11.1994
95/00801/FUL	Provision of 56 Space Car Park	Approved	31.10.1995
99/00011/FUL	Single storey extension forming entrance lobby to G.P. Surgery	Approved	15.02.1999
99/00034/FUL	Construction of New/Resurfacing of existing Tarmac areas to form 21 Car Parking Spaces/Access	Approved	08.03.1999

04/00546/FUL	Temporary siting of a portacabin within the grounds of the hospital to be used as a retail pharmacy (estimated time span 24 months)	Approved	21.06.2004
04/00603/FUL	Change of use from C2 (hospital) to A1 (shops)	Withdrawn	05.07.2004
05/00766/FUL	Alterations to existing car parking to provide an additional overall 38 No car parking spaces.	Approved	05.09.2005
11/00385/DEM	Proposed demolition of boiler house, water tower, garage building, oil storage enclosure and bund, gas meter enclosure all located at the front of the site.	PP not required	10.05.2011
15/00991/FUL	Redeveloping an area of land to provide additional open air parking for the healthcare buildings. Associated drainage and lighting works are also to be included.	Refused	09.11.2015
20/01504/FUL	Siting of temporary modular building for St Mary's Surgery to continue to operate and provide patient care	Approve	10.03.2021

4.0 **THE SITE AND ITS ENVIRONMENT**

- 4.1 The Princess of Wales Hospital site comprises approximately 1.56ha (3.85 acres) of built up area which is located within a predominantly residential neighbourhood accessed from Lynn Road leading into Davison Road. It is set back from Davison Road by a large area of amenity grass land, a surface level car park and an internal road which acts as a circulatory route whereby visitors by bus and car can be dropped-off and picked-up outside of the hospital entrance.
- 4.2 In terms of the wider character area, this part of Ely comprises a residential housing estate with land further to the north benefitting from outline planning permission for the North of Ely urban extension. This development comprises a mixed use development of residential units, a local centre, retail food store, primary school and pre-school as well as playing fields and a place of worship/community hall.

(11/01077ESO) refers. To the immediate east of the site is the former Ministry of Defence (MOD) land. The existing housing on the MOD site is currently undergoing refurbishment works and a planning application to build 53 additional dwellings on other parts of the adjoining site is currently under consideration by the Council. To the south of the site is an area of public open space with housing along the western boundary.

4.3 Land levels are fairly uniform across the site which benefits from generous amounts of vegetation with the eastern and southern boundaries of the site heavily screened by trees. Many of the trees on and adjacent to the site are the subject of TPOs.

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.

Rt Hon. Lucy Frazer MP – 12th April 2021

Significant demand for more local health services in the north of constituency which is likely to grow in the years ahead. There is strong appetite for more health services within easy reach.

The Trust has submitted an application for additional funding. If granted, these funds would allow the hospital to expand, providing it with the capacity to offer a greater range of services to local people. I am supportive of this application and hope we can bring these benefits to the residents of East Cambs.

City of Ely Council – 29th April commenting on amendments

The City of Ely Council has no concerns with regards to this application.

23 February 2021

The City of Ely Council welcomes the application and supports it, in its current broad outline.

Ward Councillors - No Comments Received

Consultee for Other Wards in Parish - No Comments Received

Anglian Water Services Ltd - 26 February 2021

There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that the following text be included within your Notice should permission be granted.

Anglian Water has assets close to or crossing this site or there are assets subject to an adoption agreement.

Therefore the site layout should take this into account and accommodate those assets within either prospectively adoptable highways or public open space. If this is

not practicable then the sewers will need to be diverted at the developers cost under Section 185 of the Water Industry Act 1991. Or, in the case of apparatus under an adoption agreement, liaise with the owners of the apparatus. It should be noted that the diversion works should normally be completed before development can commence.

Wastewater Treatment

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

Used Water Network

This response has been based on the following submitted documents: Flood Risk Assessment. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

Surface Water Disposal

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.

NHS England - No Comments Received

Cambridgeshire Archaeology - No Comments Received

Cambridgeshire Design Out Crime Officers - 18 February 2021

Thank you for the opportunity to comment on the above Outline Application. I can confirm all relevant documents pertaining to community safety and reducing vulnerability to crime have been reviewed and this office is fully supportive of the proposal.

I have noted the Design and Access Statement contents, no mention of security but it is only Outline stage. Potentially we would welcome consultation to ensure community safety and vulnerability to crime is addressed with both staff, patients and visitors and welcome more detailed consultation re boundary treatments, lighting, cycle and car parking when available.

Cambridgeshire Fire and Rescue Service - 9 March 2021

With regard to the above application, should the Planning Authority be minded to grant approval, the Fire Authority would ask that adequate provision be made for fire hydrants, which may be by way of Section 106 agreement or a planning condition.

CCC Growth & Development - No Comments Received

Local Highways Authority – Transport Assessment Team – 28th April 2021
comments on amendments

Sufficient detail has been presented to make a sound assessment. Indicative Mitigation: Should the development go ahead the developer should be required to submit a condition requiring the submission of a Travel Plan.

These comments are further to the Transport Assessment team comments dated 5th March 2021 and the Addendum Transport Assessment provided by Paul Basham Associates as part of an application for the redevelopment of around 11,610sqm part of the existing hospital and multi-storey car park at the existing of the Princess of Wales Hospital, Ely.

5th March 2021

Insufficient detail has been presented to make a sound assessment. The issues raised related to the Transport Assessment will need to be addressed before the transport implications of the development can be fully assessed.

Local Highways Authority - 19th May 2021

The submitted plans, 1000.0007.007 B, - 009 A and - 010 A, resolve my concerns raised previously with respect to access arrangements and the passing of large vehicles between the access and the junction serving the car park/service area. The amended access layout should be included in the approved plans.

While issues raised regarding tracking of the service road and manoeuvring in the turning head has not been clarified at this stage, I note that this road is sufficiently distant from Davison Road that it is unlikely to have a detrimental impact on highway safety.

I note that no details for parking arrangements within the proposed multi-storey car park have been provided at this stage. The Local Planning Authority must be satisfied that sufficient capacity for parking and turning will be provided and maintained in perpetuity.

As noted previously, the access road would only serve a non-residential use, and would not be considered for adoption at this time or in this form.

6th April 2021

It is unclear how the proposed junction is to operate. While the hospital junction is existing, it operates as entry only and the proposal appears to show two priority

junctions exiting onto the same section of public highway, which would not be acceptable.

The applicant should be invited to amend the layout of the junction to clarify priority; this may include either continuing Davison Road into the hospital development and amending the existing junction with Kilkenny Avenue to improve visibility and remove the need of the stop line, or extending priority along Davison Road into Kilkenny Avenue and removing the stop line junction. In either case, the applicant would need to ensure that suitable visibility is achieved, and that consideration is given to vehicle swept path to ensure that this does not extend beyond give way lines or over adjacent footways. I note that vehicle overhang of the northern footway is apparent on the existing movements indicated in appendix C of the Transport Assessment. The proposal should include all relevant lining necessary to support how the junction will operate.

CCCC Lead Local Flood Authority – 22nd April 2021 - comments on amended scheme

Having reviewed the FRA and response to the LLFA we can remove our objection to the proposed development.

The documents demonstrate that surface water from the proposed development can be managed through the use of cellular storage with options to include permeable paving. We request a number of conditions concerning a detailed surface water drainage scheme for the site as well as details for the long term maintenance arrangements.

11 March 2021

At present we object to the grant of planning permission for the following reasons:

1. Insufficient SuDS

Paragraph 163 of the National Planning Policy Framework requires development to incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The applicant has not demonstrated that sustainable drainage systems (SuDS) will be used on site to provide storage/conveyance of surface water generated on site, nor have they provided evidence of why they would be inappropriate.

As outlined in Section 6 of the Flood and Water Supplementary Planning Document the variety of SuDS techniques available means that virtually any development should be able to include a scheme based around these principles. The presence of low permeability soils, some forms of contamination and flat topography will not be accepted as reasons not to include SuDS.

2. No Calculations

The strategy does not demonstrate that the drainage features are adequately sized for the impermeable area. Calculations to show the performance of the system for a range of summer and winter storm durations from 15 minutes up to the 10080 minutes (7 day) should be undertaken.

3. Insufficient Water Quality Treatment

Section 6.5 of the SPD states that runoff from a site should be of an acceptable water quality to protect receiving waters. The size and number of treatment stages required is based on the level of pollution entering the system. Using the Simple Index Approach (as outlined in the CIRIA SuDS Manual), additional treatment stages will be required

Cambs Wildlife Trust - No Comments Received

ECDC Environmental Health – 9 February 2021 - No objection subject to conditions regarding construction and demolition times and deliveries during the construction and demolition phases are restricted and that a Construction Environmental Management Plan (CEMP) shall be submitted and agreed in writing with the Local Planning Authority (LPA) regarding mitigation measures for the control of pollution (including, but not limited to noise, dust and lighting etc) during the construction phase.

If it is necessary to undertake ground piling I would request that a method statement be produced and agreed in writing with the Local Planning Authority (LPA) before work takes place. If there is no intention to utilise ground piling then I would request this be confirmed in writing and a condition which prevents it be attached until such time as a ground piling method statement is agreed with the LPA.

I have read the Noise and Ventilation Statement dated January 2021. The report discusses the requirement and location for a new energy centre which is proposed to be sited near the service yard which is further away from existing residential properties. Acoustic enclosures and attenuation will be provided to all the external plant to comply with the acoustic criteria. Background measurements have been taken on the 10th and 11th December 2020.

The report advises that "On the basis of this submission being an outline application with the means of access, layout and scale to be the subject of detail, all plant will be selected in accordance with the Council's requirements and the appointed acousticians recommendations to meet external noise criteria."

I would therefore recommend imposing a condition to control the noise generated from mechanical plant on site

Finally, I would recommend a condition which prevents the installation of external lighting without prior approval from the LPA.

No other comments to make at this time but please send out the environmental notes.

ECDC - Environmental Health (Scientific) - 15 February 2021

I have read the Phase 1 Geo-Environmental Desk Study Report dated 11th January 2021 prepared by AGB Environmental and accept the findings. The report recommends that a Phase II investigation is carried out. I recommend that standard contaminated land conditions 1, 2, 3, and 4 are attached to any grant of permission.

ECDC - Waste Strategy (ECDC) - No Comments Received

ECDC Trees Team - 5 March 2021

This development involves the removal of 16 category B trees and based on their sizes should require the replacement planting of 76 tree in accordance with the East Cambridgeshire District Council Natural Environment - Supplementary Planning Document (SPD) that was adopted in 24 September 2020, the development plans to plant 31 replacement trees. Although this is well below the number requested in the SPD the site is heavily treed and the potential to increase the number of replacement trees is limited.

The submitted Arboricultural Impact Assessment is a good accurate assessment of the trees on site and the likely impact of the development please condition an Arboricultural Method Statement (AMS) in line with its comments as follows:

No tree related objections to the development subject to the conditions above.

Access Group – 2nd February 2021

- 1) Concerns over the multi storey car park. There are 6 accessible parking spaces on the ground floor, only 2 near the exit. On the upper floors there are 4 accessible parking spaces. Why can't there be more on the ground floor and nearer the exit. Please ensure there are sufficient accessible parking spaces to comply with the legislation. Nearly all of the accessible parking spaces would fit on the ground floor without increasing the width of the building, (16 on ground floor, only 2 on one upper floor).
- 2) Firm, level and slip resistant footpaths to the main entrance from the multi storey car park and dropped kerbs.
- 3) Can't see any safe crossing points from the multi storey to the main entrance on the plan although one is shown in the Design and Access Statement.
- 4) A separate bus stop and setting down area are needed (to the left of the main entrance). Otherwise they will be parking in each other's area.
- 5) The main entrance is opposite a junction which will make it a busy area with cars and possibly less safe for pedestrians. Could this be prevented by having the vehicular entrance and exit on the opposite side of the multi storey?
- 6) Could the multi storey car park be turned around so it's entry and exit are directly onto the main road. Thus avoiding the problem described in item 5. There won't be a queue forming in the road as the car park is intended to be free, therefore no need for a barrier.
- 7) Is there a 'Changing Places WC' facility in the hospital building? Awaiting the detailed design drawings.

5.2 A number of site notices were displayed near the site on 19th February 2021 and a press advert was published in the Cambridge Evening News on 18 February 2021.

5.3 Neighbours – 423 neighbouring properties were notified and 13 responses were received and are summarised below. A full copy of the responses are available on the Council's website:

Residential amenity

- Will it affect the lighting at Baird Lodge;
- Increase in noise and lighting resulting from the scheme;
- Increase in fumes and pollution from development and the MOD site;
- Current surgery car park into bus route negatively affect health and enjoyment of gardens and public green space used by local children.
- Loss of privacy from upper deck into gardens.

Visual Amenity

- Height of the structures, especially the multi-storey need to be in keeping with the height of existing residential development;
- Current 2 storey to 4 storeys will negatively affect current landscape view and cause privacy issues from upper windows. Suggest reviewing the height to be in line with existing development. If this is not possible suggest a greater degree of planting.

Highways and parking

- Inaccessibility of existing driveways of some residents due to inconsiderate parking by staff and visitors at the hospital. Parking situation must be addressed;
- Will parking at the Cathedral Surgery be affected;
- Will the bus route be affected;
- Will there be charging for the multi-storey car park;
- Speed of traffic in Davison Road needs to be reduced;
- Cycling – applicants agree that adequate cycle routes to and from and within the site are needed. Current infrastructure from Ely and villages not adequate for the majority of people to access the facility by cycle. A cycle route from Kings Ave into the south of the site would be a 'quick win' for access from most of Ely. Cycle parking needs to be near the hospital entrance. Secure parking for staff should be included;
- Electric charging points need to be included;
- What arrangements for temporary parking for staff and visitors;
- Lack of information regarding traffic or parking surveys
- The construction of a multi-storey car park merits not supported as money should be invested in sustainable transport;
- Increased congestion;
- Noise reducing surfaces on roads;
- New roundabout on Lynn Road, feeding into Davison Road.
- Hospital entrance needs widening to avoid bottlenecks
- No engine idling at any time to be enforced by parking marshals.

Natural Environment

- Tree growing in the car park of the surgery should be cut down;

- Trees must be protected as they are some of the oldest in Ely and have large root spreads;
- More trees need to be planted;
- North Ely needs more green spaces and should not lose any more;
- No information on green sustainability, climate change, environmental pressures and destruction of habitat. Planning condition to mitigate/replace lost greenery.

Other issues

- Much awaited and anticipated modernisation of the Princess of Wales hospital;
- Impact on environment as the area has few local amenities;
- Ely and East Cambs in great need of a new, improved and capable hospital development;
- Noise, pollution and general disturbance during construction;
- Council should consider a period of 'no council tax increase' to the local housing whilst this work takes place;
- Where would the contractor store materials and vehicles during construction;
- Much needed facility and stop the long trek to Cambridge or Huntingdon;
- Modernisation should be restricted to current footprint;
- Support the expansion of the POW only if the Heaton Drive application is rejected. Both would increase in pollution;
- Supervision of demolition and asbestos phases;

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
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 3	Retaining community facilities
COM 4	New Community facilities
COM 7	Transport impact
COM8	Parking

6.2 Supplementary Planning Documents

Design Guide

Contaminated Land - Guidance on submitted Planning Application on land that may be contaminated

Flood and Water

6.3 National Planning Policy Framework 2019

- 2 Achieving sustainable development
- 6 Building a strong, competitive economy
- 8 Promoting healthy and safe communities
- 9 Promoting sustainable transport
- 12 Achieving well-designed place
- 14 Meeting the challenge of climate change, flooding and coastal change
- 15 Conserving and enhancing the natural environment
- 16 Conserving and enhancing the historic environment

6.4 Planning Practice Guidance

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

7.0 PLANNING COMMENTS

7.1 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.

7.2 **Principle of Development**

7.3 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.

7.4 The Princess of Wales Hospital was built in 1939 as a RAF Hospital. The primary buildings range in height from single storey to 4 storeys and date between the years 1940-1990. As a consequence, during this 50 year period, the architectural design and style of buildings are very much reflected in the built form. Moreover, the condition and suitability of these buildings are ill-equipped to meet with the escalating demands of modern medicine as well as a growing population. Given, the existing layout is not an efficient use of land the NHS Trust is now committing to the redevelopment of the hospital site.

7.5 The site currently provides out-patient clinics, minor injuries and a GP surgery as well as an out-of-hours service and an unused social club building, porters lodge, services building, hard landscaped areas for parking and amenity grass land.

7.6 The policies of most relevance to this site are Policies COM 3 and COM 4 of the adopted Local Plan 2015 pertaining to the retention of community facilities and new community facilities, respectively. These policies support development involving the provision of an equivalent or better replacement community facility (either on-site or in an appropriately accessible alternative location). In this case the proposal would be retained wholly within the Princess of Wales site and result in new and improved facilities which would also result in an efficient use of space. The proposal would continue to be well located and accessible to its catchment population and would not have a significant adverse impact on either the scale or nature of traffic generated, the character of the locality, or the amenity of nearby properties. As considered within the following sections of the planning report, the scheme meets with the overarching requirements of Policies COM3 and COM4. Policy GROWTH 3 of the Local Plan also specifically states that a key infrastructure requirement relevant to growth within the District is the redevelopment and enhancement of facilities at the Princess of Wales Hospital, which this application seeks approval for. As such the scheme meets with the aims and objectives of policy and is considered acceptable in principle.

7.7 Residential Amenity

7.7.1 The NPPF seeks to ensure a good standard of amenity for all existing and future occupants of land and buildings. Policies COM 4, ENV2 and ENV9 of the Local Plan requires development to respect the residential amenity of existing and future occupiers.

7.7.2 As mentioned previously the hospital is located within a predominantly residential area. Members of the public have, in general, written in support of the application, although a number of concerns have been identified in terms of the height of the multi-storey car park and the location of the bus turn-around on the surgery car park and the implications that these aspects would have on the future living environment of residents. Issues such as increased traffic, noise and pollution, loss of privacy, loss of light and general disturbance issues have also been raised. The location of the new hospital building would be centralised within the site and as such there is an acceptable buffer achieved from the new building which would ensure that there would be no loss of amenity to any residential development in terms of its overbearing nature, overlooking/loss of sunlight/daylight, loss of privacy, overshadowing or visual intrusion, injurious enough to warrant refusing on this basis.

7.7.3 Of concern, however, is the reconfiguration of the bus turnaround, involving the construction of a mini roundabout on the site of the surgery car park. This area is located in the north-western corner of the site. To the west of this area is the turning head and properties in Lumley Close, with Baird Lodge, a part single/part two storey care home facility, directly north of the proposed bus turnaround.

7.7.4 In considering the degree of harm associated with the proposed scheme, it needs to be acknowledged that the surgery car park is currently used by members of the public visiting the doctors. There would be a high frequency of visits and therefore its replacement with a bus turnaround is seen as a benefit. The bus service, whilst regular, is not frequent with the No 9 bus visiting the site (out of rush hour) on a two hourly cycle and every forty minutes during peak periods. Should this service increase, it is unlikely to generate the same amount of traffic which currently uses the

surgery car park. In terms of being overlooked from those visitors sitting on the top deck, as the bus would be moving it is unlikely to generate a significant or injurious loss of privacy or overlooking from glimpses of the back-garden amenity areas of those existing residents in either Baird Lodge or Lumley Close, due to the orientation of these properties, the amount of screening and distance away, to warrant refusing the scheme on this basis. In view of the fact that the NHS Trust aims to reduce the amount of traffic in and around the hospital site by accommodating vehicles in the multi-storey, the loss of the surgery car park is seen as reducing vehicular movement in this area.

- 7.7.5 In terms of the multi-storey car park, with any redevelopment scheme the location and layout of a car park needs to benefit the customer experience. In order to avoid displacement parking within the surrounding streets, it has to be located close to the main hospital entrance and be visible. Its location on the disused social club site would achieve both those aims.
- 7.7.6 The area of land in question formed part of the MOD site and was acquired by the NHS Trust. There are existing residents to the east of the site in Simeon Close and these comprise a terrace of two storey dwellings. To the rear of these dwellings is an area of open space and a newly created surface level car park screened by mature trees. A separation distance in excess of 30m (98ft) from the flank wall of the multi-storey car park and the rear wall of these dwellings would be achieved.
- 7.7.7 The multi-storey would replace a detached single storey building and as such would result in an increased building height. Whilst the design of the building is, as yet, not known, it is imperative that there would be no opportunity for any overlooking from the various levels of the car park decks and likewise modern building design would ensure the level of noise generated by vehicles using each deck would meet with noise attenuation guidelines. The Council's Environmental Health Department has assessed the scheme and has raised no concerns, however, requiring that a number of conditions are imposed in the form of a Construction Environmental Management Plan, external lighting, hours of working and deliveries, no piling without prior approval, and noise levels from the site to not exceed the existing background noise by more than 5dB. This latter condition would govern the operation of the development. There would also be a requirement to submit further details to check for ground contamination.
- 7.7.8 It is acknowledged that there would be some loss of outlook from a number of the first-floor rear facing bedroom windows, however in view of the separation distance achieved, it is not considered that the development would result in an unduly overbearing nature and that the loss of amenity would not be sufficiently injurious to warrant refusing the scheme on this basis. The degree of harm that would arise would have to be considered in terms of the benefits that would be derived from the scheme. Further details would need to be submitted regarding the design of the building and this would ensure the glare from car head lights is not seen and further landscaping works can be applied around the curtilage of the multi-storey to ameliorate the building into its surroundings. Bearing in mind the significant benefits provided by a centralised parking area, and that sufficient space between these properties has been provided, which can be appropriately landscaped to soften the visual impact, then the impact on residential amenity is considered acceptable.

- 7.7.9 Concerns have also been identified regarding the noise, pollution and general disturbance caused to residents during the demolition and construction phases of the development. The applicants would be required to submit a Construction Environmental Management Plan and this would set out how the demolition and construction phases would be implemented, mitigation measures to reduce noise and general disturbance as well as details of dealing with pollutants, and where the materials and construction vehicles would be sited. This would need to be agreed by the Local Planning Authority in consultation with the Council's Environmental Health Department and the Local Highways Authority. It is not considered any other dwellings would be materially affected by the scheme in view of its size and location.
- 7.7.10 In all respects the proposal would comply with Policies COM 4, ENV2 and ENV9 of the adopted Local Plan 2015.
- 7.8 Visual Amenity
- 7.8.1 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.
- 7.8.2 The hospital has been operating from this site since the 1940s and during this period has been subject to a number of unsympathetic additions and extensions. It is therefore very much a focal point of this part of the district. Within the context of the neighbouring housing estate, there are no buildings unrelated to the hospital which are of any particular note or merit. Residential properties are predominantly two storey of modest appearance. An opportunity now exists to create a coherent and well-designed health facility and whilst the external appearance has yet to be decided within successive applications, the new layout and scale of the scheme shows how the development would integrate within the context of the existing hospital site and existing residential development. The redevelopment of the hospital is considered within this context and significant weight is attributed to the enhancement of the appearance of the buildings presently occupying the site.
- 7.8.3 The hospital is a highly visible development and can be viewed from both Davison Road and Kilkenny Avenue to the north as well as from the former MOD site to the east and the public open space to the south. The existing buildings proposed for demolition are traditional in appearance and they were built for purpose rather than aesthetics. The height of the new buildings has been raised in a number of the letters of representation, however, it needs to be acknowledged that the existing buildings also range in height from single storey to 4 storeys i.e. up to 20m (65ft) in height.
- 7.8.4 The multi-storey is proposed on the disused social club building, a single storey detached and dilapidated building, located within the north-eastern corner of the site and this is perhaps the most prominent aspect of the redevelopment scheme due to its height of 12.65m (41.5 ft) and its location forward of the other hospital buildings which are recessed behind areas of parking and the current internal road layout. However, this area benefits from a generous setting comprising undeveloped land along the eastern flank and a screen of mature trees. Although the external

appearance would not be considered within this application, suffice it to say, a high quality of design and use of materials would be imperative in any future design rationale.

- 7.8.5 The new hospital building (excluding the multi-storey) is within the centre of the site and a considerable distance from the streetscene in Davison Road (approximately 85m (278ft)). This would also be a 4 storey building, however it would also be set in from all boundaries so would not appear to be excessively high given the nature of the site and the importance of rationalising the services into a central building. The degree of separation from buildings adjacent to the site and the overall amount of spaciousness about the hospital would not, therefore, be significantly affected or at odds with the character of the site which is very much an entity in its own right, separate from all adjoining properties.
- 7.8.6 An opportunity to consider the external appearance of this and the other buildings proposed within the outline planning application, will be available when details are submitted for the reserved matters application.
- 7.8.7 On balance, and given the extensive history of the site, and the ad-hoc manner in which it has expanded over the years, the significant benefits of redeveloping this site to facilitate a new state of the art hospital, which can be well integrated into its surroundings by the use of high quality design and materials as well as landscaping, far outweigh any harm to the character of the area, such that it would improve the visual amenities and character of the area. As such the proposal complies with the aims and objectives of Policies ENV1, ENV2 and COM 3 and COM 4 of the adopted Local Plan 2015 and the East Cambridgeshire Design Code.

7.9 Highways

- 7.9.1 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.
- 7.9.2 The Princess of Wales hospital application site lies approximately 1.5km (less than a mile) to the north-east of Ely city Centre. A Transport Assessment has been submitted as part of the application which promotes the sustainability of the site in that it can be accessed by a range of sustainable modes of transport. Bearing in mind that Ely is a growth area with a number of major urban housing extensions to the north east and west of the site, the site is ideally placed to accommodate future growth.

Cycle

- 7.9.3 The site is close to Route 11 of the National Cycle Network (NCN) which runs primarily along Lynn Road, however connects to an off-road route to the north and south of Ely. Likewise, NCN 51 and 24 from Cambridge can also be connected to.

Bus

- 7.9.4 The existing bus stops are located adjacent to the north of the hospital car park and on Davison Road (Morton Close Bus Stop) which lies approximately 240m (787ft)

north of the site. Bus service No 9 operated by Stagecoach runs a service every 40 minutes during peak times with a 2 hourly service off-peak from Cambridge-Waterbeach-Ely-Littleport-Chatteris.

- 7.9.5 It has been agreed that a bus stop would be retained within the newly configured hospital site along the frontage of the new hospital building. Sufficient space has been provided to provide a bus loop so that buses can enter the hospital site and exit in a forward gear.

By rail

- 7.9.6 Ely railway station is approximately 2.5km (1.5 miles) to the south of the site and would be either a 43 min walk, 14 min cycle or 20 min bus journey.
- 7.9.7 The Transport Assessment has been assessed by the Local Highways Authority Transport Assessment Team (TAT) who have agreed with the traffic data and trip generation, as well as traffic growth. Further information on the junction modelling of the site access: Lynn Road/Davison Road, Kings Avenue/Orchard Estate, Cam Drive/Lynn Road Roundabout had been requested. This has now been received and indicates that these junctions are predicted to operate within capacity during the AM and PM periods with no queueing issues. The TAT have removed their holding objection to the scheme and request that a Travel Plan is submitted by condition.

Access

- 7.9.8 The eastern access on to Davison Road would be utilised to serve the proposed development and has been the subject of discussion with the Highway Development Management engineer concerning the provision of an access capable of allowing two large vehicles to pass safely. The road into the hospital site is currently entry only, the amendment to the road is required to enable the junction with Kilkenny avenue to operate safely once the road becomes two way as proposed by this application. It is the view of the Local Highway Authority that these works to the highway are completed in advance of the new access road becoming operational and the consent has been conditioned accordingly.
- 7.9.9 The applicants have now demonstrated that vehicles accessing and egressing the hospital site would not result in highway or pedestrian safety issues at the junction of Davison Road and therefore consider that the access arrangements are acceptable, subject to conditions.

Multi-storey Car park

- 7.9.10 The applicants undertook an extensive community consultation exercise in December 2020 and residents identified that a degree of displacement parking was occurring within roads neighbouring the hospital site often resulting in residents unable to access their driveways. This was a matter frequently raised and which the NHS Trust agreed to resolve.
- 7.9.11 The inclusion of a multi-storey car park of 4 levels which has a capacity for 270 parking spaces is now being proposed on the site of the disused social club building. Whilst there are no further details on the design of the building or how the internal

parking layout would be configured, as it is proposed to provide 54 consulting rooms, then there would be a parking requirement of approximately 270 spaces. The amount of parking proposed complies with Policy COM8 of the adopted Local Plan 2015. Cycle parking would also be required to comply with the Council's standard of 2 spaces per consulting room. Two areas located either side of the entrance into the multi-storey car park have been allocated for 108 cycle spaces. The scheme would represent an increase of 58 parking spaces as well as cycle storage within one centralized area. As a consequence, this would alleviate the displacement parking experienced within the surrounding highway network.

- 7.9.12 It has been suggested in the letters of representation, that a parking study should have been undertaken to future proof parking at the hospital "to safeguard the effectiveness of the multi-storey" and the lack of 'evidence based planning and design'. Also, there were points raised that the community should have been given an opportunity to provide feed-back before submitting an application. However, as mentioned previously, an extensive community consultation exercise had been undertaken by the NHS Trust, which included a local householder mail drop totaling 29,946 households where residents were invited to comment on the scheme. A summary of responses with comments on each made by the Trust, can be found in Appendix 6 of the Statement of Community Involvement. All parking would be free and would be conveniently placed close the entrance into the hospital buildings, such that it would provide an incentive to park within the car park rather than within the neighbouring streets. To conclude, the provision of a centralised area of parking which is free to use, would increase the existing provision and would ensure that on-street parking would be significantly reduced as a consequence. The proposal would meet with the policy requirements of Policy COM8 of the adopted Local Plan and is considered acceptable.

Disabled parking

- 7.9.13 In terms of disabled parking provision, Policy COM8 requires that at least 6% of car park capacity should be allocated for disabled visitors. This would equate to 16.2 spaces. The indicative drawings indicate that suitable provision can be made on each level which has lift access to the ground floor. The Access Group has requested that all disabled spaces are located on the ground floor. However, the location of the disabled bays are purely indicative and therefore further details will be provided at the reserved matters stage.

Electric charging

- 7.9.14 The provision of electric charging points would be seen as a significant benefit and would contribute towards reducing the impacts of climate change. The proposal is seen as an opportunity to contribute towards its green credentials which is supported by the Council's SPD on Climate Change. Further details can be provided with the reserved matters application.
- 7.9.15 On balance, the scheme demonstrates a safe and accessible development can be achieved in compliance with Policies COM7 and COM8 of the adopted Local Plan 2015.

7.10 Ecology, Biodiversity and Archaeology

Ecology

- 7.10.1 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.
- 7.10.2 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 2.0 test.
- 7.10.3 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.
- 7.10.4 The application has been accompanied by an Ecological Impact Assessment (agb Environmental dated 22nd January 2021) which reports that a Preliminary Ecological Appraisal (PEA) has been undertaken.
- 7.10.5 The development site falls within the Ely Pits and Meadows SSSI IRZ and within 2 km of sites designated for nature conservation, namely Ely Cemetery CWS, Chettisham Meadows CWS and River Great Ouse CWS. However, due to the current use of the site and the nature of the development proposed the PEA considers that it is highly unlikely to have a significant effect on any statutory or non-statutory sites (either alone or cumulatively).
- 7.10.6 Habitat types and ecological features within the site have also been recorded and consideration given to amenity grass land, hard surfaced areas, trees and hedgerows as well as any disused buildings. An internal bat inspection and bat emergence survey were carried out on the disused Porters Lodge and no roosting bats were observed. The PEA considers the site held low value for foraging or commuting bats.
- 7.10.7 The PEA notes that nesting/foraging by birds is likely to be confined to the hedgerow, trees and therefore enhancement and mitigation should be provided. Also, hedgehogs were recorded 340m (1115 ft) south of the site and again enhancement and mitigation should be provided.
- 7.10.8 No further surveys were considered necessary as the site was not considered to support protected/notable species or habitats. Recommendations provided by the PEA advise that due to the loss of small areas of poor quality habitat the current proposal would be ecologically low in impact and that a Biodiversity Enhancement Scheme should be prepared to detail mitigation and enhancements that will support wildlife and achieve net gains. The Wildlife Trust has been consulted on the scheme and has no comments to make. It is therefore considered that a range of mitigation measures can be secured by condition in order to provide a net environment gain.

Trees

- 7.10.9 An Arboricultural Impact Assessment (A. T. Coombes Associates Ltd dated 19th January 2021) has been submitted with the application and reports that 55 individual trees and 1 group of trees were inspected as part of the Assessment.
- 7.10.10 The development would result in the loss of 16 category B trees and the Council's Tree Officer is of the view that based on their sizes a replacement planting of 76 trees should be provided in accordance with the Council's Natural Environment SPD. It is however proposed to plant 31 replacement trees. Whilst this would be below the number required by the SPD, the Tree Officer is of the opinion that as the site is heavily planted with trees the potential to increase the number on site is limited. A Tree Protection Plan and Arboricultural Method Statement is therefore required by condition.
- 7.10.11 As landscaping is a matter reserved for future further consideration, then a landscaping scheme imposed by condition is not necessary at this stage.
- 7.10.12 On balance the impact on biodiversity and ecology interests on the site is considered to be accurately recorded and provided appropriate enhancements and mitigation is provided would meet with the policy requirements as set out in Policy ENV7 of the adopted Local Plan 2015 and the Natural Environment SPD.

Archaeology

- 7.10.13 The application has been accompanied by an Archaeological Evaluation Report which concludes that the development has been assessed as having "an adverse impact upon any extant archaeological remains as demolition of existing buildings and the groundworks for new buildings would lead to the destruction of any potential surviving remains". The report recommends that an appropriate investigation strategy may be required by the Local Planning Authority, and in taking a precautionary approach, a condition requiring that a Written Scheme of Investigation be required by condition.

7.11 Flood Risk and Drainage

- 7.11.1 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.
- 7.11.2 The application is accompanied by a Flood Risk Assessment [Couch Consulting Engineers (Midlands) Limited]. The FRA records that presently both the surface and foul water sewers from the site would outfall into existing Anglian Water sewers in Davison Road. In managing surface water discharge, it is recommended modular plastic geo-cellular systems with a high void ratio can be used to create a below ground storage structure and would be used for run-off attenuation provided with silt trap protection and suitable means of access for cleaning and inspection. As such it is proposed to include two below ground attenuation tanks. One would be located beneath the multi-storey car park and the other adjacent to the existing day surgery building.

- 7.11.3 The Lead Local Flood Authority were initially objecting to the SUDS proposed, however, the applicants in responding to their concerns, have demonstrated that surface water can be managed through the use of cellular storage and have now removed their objection subject to further information imposed by condition.
- 7.11.4 In terms of foul water, Anglian Water have raised no objection to the scheme commenting that drainage from this development is in the catchment of Ely Water Recycling Centre where there is currently capacity to connect to the foul sewer.
- 7.11.5 It is considered that the scheme would comply with Policy ENV8 of the adopted Local Plan 2015 and the Flood and Water SPD.
- 7.12 Other Matters
- 7.12.1 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.
- 7.12.2 The application has been accompanied by a Sustainability Report [Couch Perry Wilkes] which explores many viable options to include within the design of the buildings so that this can inform the building design when details of external appearance are considered in the future. The report concludes that the buildings would provide improved performance over and above that previously provided, with low energy requirements which would incorporate renewable energy technology, such as photovoltaic panels and solar thermal technologies to reduce carbon emissions. The development would also be required to meet BREEAM very good standards in accordance with policy ENV4 and the applicants would need to demonstrate this. Further details can be supplied by condition to meet this requirement and therefore the scheme is considered to meet with the requirements of Policy ENV4 and the Climate Change SPD
- 7.12.3 As the application would involve parts of the site being used by members of the public either visiting or staying at the hospital, then the application is 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.
- 7.12.4 A suggestion made by a member of the public that the Council should consider a period of ‘no council tax increase’ to the local housing whilst this work takes place however, this does not constitute a material planning consideration.

8 CONCLUSION

- 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 site has been operating as a hospital since the 1940s and has been extended and added to in an ad-hoc and unsympathetic manner. The proposal to redevelop the site brings with it opportunities, not only to improve the health and well-being of visitors, but remove buildings that impact negatively on the visual amenities and character of the area and replace them with a cohesive, state of the art health facility capable of delivering modern health care provision which is seen as a significant public benefit.
- 8.3 The matters of access, layout and scale have been considered in the context of the presumption in favour of sustainable development and whilst the appearance and an appropriate landscaping scheme are yet to be considered, it is clear from the layout and scale of the proposal, an opportunity exists to provide a clear and legible development that can integrate well within the site and provide a focal point for visitors to the hospital without detracting from the visual amenities and character of the area, nor the residential amenity of adjoining occupiers.
- 8.4 The provision of a 270 space multi-storey car park, which is free to use, centralises parking within one area and reduces the amount of displacement parking currently occurring within neighbouring streets. The access has also been updated to provide a bus drop-off/pick-up outside of the hospital entrance and is generally considered to promote accessibility and safety.
- 8.5 The scheme accords with both national and local planning policy and is considered to represent sustainable development.

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 i.e. relating to the way a matter has been dealt with or substantive i.e. 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:

No objections have been received from statutory consultees and the development constitutes a key infrastructure requirement supported by Policy GROWTH3.

10 APPENDICES

10.1 Appendix 1 - Conditions

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
21/00160/OUM	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 - 21/00160/OUM Conditions

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

Plan Reference	Version No	Date Received
Addendum to Transport Assessment		21st April 2021
(95)005 P1 Indicative Master Plan		1st February 2021
(20)001 P1 Ground floor		1st February 2021
(21)001 P1 First floor		1st February 2021
(25)001 P1 Elevations		1st February 2021
(26)001 P1 Existing		1st February 2021
(26)002 P1 Existing		1st February 2021
(30)002 P1		1st February 2021
(10)008 P1		1st February 2021
(30)001 P1		1st February 2021
(31)001 P1		1st February 2021
(35)001 P1		1st February 2021
(36)001 P1 1 of 2		1st February 2021
(36)002 P1 2 of 2		1st February 2021
(90)001 P1 Proposed		1st February 2021
(80)002 P1 Arial view		1st February 2021
7997 RA Unexploded Risk Assessment		1st February 2021
Travel Plan		1st February 2021
AIA		1st February 2021
Transport Assessment		1st February 2021
Archaeological Report		1st February 2021
Biodiversity Report		1st February 2021
Ecological Impact Assessment		1st February 2021
Flood Risk Assessment		1st February 2021
Noise Impact Assessment		1st February 2021
Utilities Statement		1st February 2021
Contaminated Land Study Part 1 of 3		1st February 2021
Contaminated Land Study Part 2 of 3		1st February 2021
contaminated Land Study Part 3 of 3		1st February 2021
Sustainability Report		1st February 2021
(10)009 P1 Existing		1st February 2021
1000.0007.007	B	18th May 2021
1000.0007.008		12th May 2021
1000.0007.009	A	18 th May 2021
1000.0007.010	A	18 th May 2021
Flood Risk Assessment	A	31st March 2021
(10)012 P1 Site wide photo		1st February 2021
(10)001 P1 Wider context		1st February 2021
(80)001 P1 Site visuals		1st February 2021
(90)002 P1 demolition plan		1st February 2021

1 Reason: To define the scope and extent of this permission.

2 Approval of the details of appearance and landscaping, (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced, and shall be carried out as approved.

Application for approval of the reserved matters shall be made within 3 years of the date of this permission.

- 2 Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended.
- 3 The development hereby permitted shall be commenced within 2 years of the date of the approval of the last of the reserved matters.
- 3 Reason: To comply with Section 92 of the Town and Country Planning Act 1990, as amended.
- 4 Prior to any work commencing on the site a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with 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.
- 4 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement in order to ensure that the protection measures are implemented prior to any site works taking place to avoid causing damage to trees to be retained on site.
- 5 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. The condition is pre-commencement in order to ensure that the protection measures are implemented prior to any site works taking place to avoid causing damage to trees to be retained on site.
- 5 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement in order to ensure that the protection measures are implemented prior to any site works taking place to avoid causing damage to trees to be retained on site.
- 6 Prior to or as part of the first reserved matters application a noise assessment, undertaken by a competent person, shall be submitted as part of the first reserved matters, specifying the predicted impact of noise from, and to, all aspects of the end use of the development, on noise sensitive properties and shall detail mitigation measures to ensure noise levels at sensitive receivers are within appropriate limits. Mitigation measures for all aspects of noise from and to the site shall be agreed in writing with the local planning authority and implemented prior to the use of the development and adhered to thereafter.
- 6 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.

- 7 The specific rated noise level emitted from the site during operation 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
- 7 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 8 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.
- 8 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 95 of the NPPF.
- 9 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:
- a) Location and installation of services/ utilities/ drainage.
 - b) Methods of any demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees.
 - c) Details of construction within the RPA or that may impact on the retained trees.
 - d) A full specification for the installation of boundary treatment works within or adjacent RPA's.
 - e) A full specification for the construction of any roads in relation to RPA's, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification.
 - f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
 - g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
 - h) A specification for scaffolding and ground protection within tree protection zones.
 - i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
 - J) Methodology and detailed assessment of any agreed root pruning.
 - k) Details of Arboricultural supervision and inspection by a suitably qualified tree specialist.
 - l) Details for reporting of inspection and supervision.
 - m) Methods to improve the rooting environment for retained and proposed trees and landscaping.
 - n) Veteran and ancient tree protection and management.

The development thereafter shall be implemented in strict accordance with the approved details.

- 9 Reason: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015. The condition is pre-commencement in order to ensure that the protection measures are implemented prior to any site works taking place to avoid causing damage to trees to be retained on site.
- 10 No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment prepared by CCE Ltd (ref: 7731-01) dated December 2020 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to first use of the development.
- 10 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 11 Prior to the first occupation of any building details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) shall be submitted to and approved in writing by the Local Planning Authority. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.
- 11 Reason: To reduce the impacts of flooding in extreme circumstances on future occupants, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015.
- 12 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.
- 12 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 13 Prior to occupation a scheme of biodiversity improvements shall be submitted to and agreed in writing with the Local Planning Authority. The biodiversity improvements shall be installed prior to the first occupation of the hereby approved development and thereafter maintained in perpetuity.
- 13 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, 2020.
- 14 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. The investigation and risk assessment must be 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 DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. 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.

- 14 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.
- 15 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.
- 15 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.
- 16 Prior to the commencement of any development, the remediation scheme approved in Condition 15 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.
- 16 Reason: To safeguard the character and appearance of the countryside, in accordance with policies GROWTH2, ENV1 and ENV2 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.

- 17 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 and 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.
- 17 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.
- 18 The development 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 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 site for written agreement by the Local Planning Authority.
- 18 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.
- 19 No development shall take place within the area indicated until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the local planning authority.
- 19 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.
- 20 Prior to occupation a detailed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be implemented in accordance with the approved details.

- 20 Reason: In the interests of sustainable travel and to reduce reliance on private car transport and to raise awareness of how to treat horses and riders when travelling, in accordance with Policy COM7 of the East Cambridgeshire District Local Plan 2015.
- 21 Prior to the first occupation of the site, the roads and footways shall be constructed to at least binder course surfacing level to the adjoining County road in accordance with the details approved in writing by the Local Planning Authority.
- 21 Reason: To ensure that the highways end appearance is acceptable and to prevent the roads being left in a poor/unstable state, in accordance with policies COM7 and ENV2 of the East Cambridgeshire adopted Local Plan April 2015
- 22 The highway shall be built to adoptable standards as defined by Cambridgeshire County Council Housing Estate Road Construction Specification (current at time of commencement of build) before the multi-storey car park is in use.
- 22 Reason: To ensure that the highways end appearance is acceptable and to prevent the roads being left in a poor/unstable state, in accordance with policies COM7 and ENV2 of the East Cambridgeshire adopted Local Plan April 2015.
- 23 Notwithstanding the provision of Schedule 2, Part 2, Class A 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 (90) 001 P1.
- 23 Reason: In the interests of highway safety, in accordance with COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 24 Prior to commencement of use the proposed on-site parking, servicing, loading and turning; area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and thereafter retained for that specific use.
- 24 Reason: In the interests of highway safety, in accordance with COM7 and COM8 of the East Cambridgeshire Local Plan 2015 and LP17 of the Submitted Local Plan 2018.
- 25 Prior to the commencement of use visibility splays shall be provided each side of the vehicular access in full accordance with the details indicated on the submitted plan 1000.0007.009 Revision A. The splays shall thereafter be maintained free from any obstruction exceeding 0.6m above the level of the adjacent highway carriageway.
- 25 Reason: In the interests of highway safety, in accordance with COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 26 The access and all hardstanding within the site shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway and retained in perpetuity.
- 26 Reason: To prevent surface water discharging to the Highway, in accordance with policies ENV2, ENV7 and COM7 of the East Cambridgeshire Local Plan 2015.

- 27 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 under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).
- 27 Reason: To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard, in accordance with policy COM7 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.
- 28 Prior to the commencement of the use hereby permitted, the off-site highway improvement works shall be completed to the written satisfaction of the Local Planning Authority.
- 28 Reason: To ensure that the highway network is adequate to cater for the development proposed in accordance with policy COM7 of the East Cambridgeshire Local Plan 2015.
- 29 No demolition or construction works shall commence on site until a Construction Traffic Management Plan has been agreed with the Local Planning Authority in consultation with the Highway Authority. The principle areas of concern that should be addressed are:
- (i) Movements and control of muck away lorries (all loading and unloading shall be undertaken off the public highway)
 - ii) Contractor parking, for both phases all such parking shall be within the curtilage of the site and not on the street.
 - (iii) Movements and control of all deliveries (all loading and unloading shall be undertaken off the public highway).
 - (iv) Control of dust, mud and debris, in relationship to the functioning of the public highway.
- 29 Reason: In the interests of highway safety, in accordance with COM7 and COM8 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.
- 30 No external lighting shall be installed on the site, other than in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of the development hereby approved.
- 30 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.