
MAIN CASE

Reference No: 15/01417/F3M

Proposal: Residential development for 11 dwellings, with minor alterations to the existing vehicular and pedestrian access.

Site Address: Land At Barton Road Car Park Barton Road Ely
Cambridgeshire

Applicant: ECDC/East Cambs Trading Company Ltd

Case Officer: Andrew Phillips Senior Planning Officer

Parish: Ely

Ward: Ely East
Ward Councillor/s: Councillor Richard Hobbs
Councillor Lis Every

Date Received: 7 December 2015 **Expiry Date:** 30 September 2016
[R68]

1.0 **RECOMMENDATION**

- 1.1 Members are recommended that **Approval** be delegated to the Planning Manager, following the completion of a S106 Agreement and subject to the recommended conditions. Subject to:
- Referral to the Secretary of State to decide whether or not to “call in” the proposal for determination.

Recommended conditions (see Appendix 1 for full wording):

- 1 Approved Plans
- 2 Time Limit -FUL/FUM/LBC
- 3 Sample panel
- 4 Construction detail
- 5 Window detail
- 6 Potential contaminated land
- 7 Unexpected contaminated land
- 8 Construction times
- 9 Soft landscaping
- 10 Hard landscaping
- 11 Archaeological
- 12 Driveway surface water
- 13 Surface water
- 14 Biodiversity

- 15 Boundary Treatment
- 16 Bins/Cycle Store
- 17 Sustainability
- 18 Removal of Permitted Development Rights
- 19 Parking Control for the dwellings
- 20 Extension to Public Car Park
- 21 Construction Environmental Management Plan (CEMP)

2.0 SUMMARY OF APPLICATION

- 2.1 The proposal is for 11 dwellings in total. 6 of the proposed dwellings are 4 bedroom townhouses with a detached double garage and home office/en-suite bedroom at the rear. The proposal also involves a separate building with four 1 bedroom apartments and one 2 bedroom apartment.
- 2.2 The six town houses in total measure 40 metres x 9.5 metres, with a maximum height of 8.5 metres (2 ½ storey). The flat block measures 13 metres x 9.5 metres, with a maximum height of 9.3 metres. The proposed dwellings have the appearance of traditional Georgian properties.
- 2.3 The access to all these plots is by the proposed new access into the Barton Road Car Park, which runs in between the two blocks of dwellings.
- 2.4 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/>. **Alternatively a paper copy is available to view at the East Cambridgeshire District Council offices, in the application file.**
- 2.5 Councillor Lorna Dupre has requested that this application is determined in public and it is the view of the Planning Manager that with both the nature and amount of objections that this application should be determined by the elected body of the Local Planning Authority.

3.0 PLANNING HISTORY

3.1

81/00585/FUL	CAR PARK (63 SPACES)	Approved	19.08.1981
94/00883/FUL	Extension to existing car park including demolition of workshops	Approved	16.03.1995
16/00548/FU3	Change of use from storage depot (class B8) to land for a car park (sui generis), with ground resurfacing and minor works to replace the existing gate. Resubmission	Approved	14.07.2016

of application ref.
16/00066/FU3.

11/00910/FUL Conversion of St Marys Lodge Approved 9.02.2012
from offices to hotel

4.0 THE SITE AND ITS ENVIRONMENT

- 4.1 The application site is on the Barton Road public car park within the Ely Conservation Area. Adjacent to the site is the 'Art Deco' style youth centre and the one and a half storey dwelling of 20 Barton Road. On the opposite side of the road is a school playing field.
- 4.2 The Grade 1 Listed Buildings of St Marys Church and the Cathedral can be seen from the site; it is also within the Ely Conservation Area.

5.0 RESPONSES FROM CONSULTEES

- 5.1 The full responses are available on the Council's web site.

City of Ely Council – (15 January 2016) It recommends refusal on the grounds of unacceptable loss of coach parking spaces and loss of Poets House car parking spaces. The proposed dwellings are too tall, out of character with the surrounding area and too close the highway.

(1 February 2016) The additional information provided does not address the its original concerns. It recommends refusal on the grounds of unacceptable loss of coach parking spaces and loss of Poets House car parking spaces. The proposed dwellings are too tall, out of character with the surrounding area and too close to the highway.

(22 February 2016) It recommends refusal on the grounds of unacceptable loss of coach parking spaces and loss of Poets House car parking spaces. The proposed dwellings are too tall out of character with the surrounding area and the dwellings are too close the highway. The proposed coach space is in a very awkward position for any coach to access, turning would be difficult and chaos would ensure if a second coach arrived on the scene with that space already occupied.

City of Ely Perspective – (11 January 2016) They are strongly opposed to the reduction of parking facilities in the city centre. This applies to facilities for cars, coaches and market traders. The population of Ely is growing and will need more parking facilities not less. A reduction in parking facilities.

Ward Councillors – (Cllr Lorna Dupre, 20 December 2015) The Cllr states that in view of the fact the authority is being asked to grant itself planning permission for its own financial benefit, it is important that this application is determined in public by elected representatives.

Environment Agency – (21 December 2015) No constraints that the Environment Agency wish to comment on.

Architectural Liaison Officer – (16 December 2015) The rear passage between the central two homes off Barton Road, should be fitted with a lockable gate as close as possible to the front building line. This is to deny unauthorised access and activities in an area hidden from view.

Requests more details in respect to the secure cycle store provided for by the flats. Thus cycle store should be robustly constructed, lockable and accessible to residents only. This may need to be conditioned.

Environmental Health (Scientific Officer) – (23 December 2015) Has read the Phase 1 Contamination Assessment Report, which identifies risks from contamination as very low to moderate and recommends intrusive investigation to confirm this. The Scientific Officer is in agreement with these findings and recommends conditions.

Environmental Health (Technical Officer) – (23 December 2015) The Technical Officer states that the Youth Centre is in close proximity to these properties, but if there is a close boarded fence in between the two sites should reduce potential noise impact. According to their records it does not appear that there have been any complaints in regards to noise from the Youth Centre.

Advises that a condition is added to limit construction times, due to the proximity to 20 Barton Road.

Local Highways Authority –(22 December 2015) It states that the proposal reduces long stay public car parking provision within the centre of Ely and removes the tourist coach parking for the historic town centre (including the Cathedral). The Transport Statement states that it is understood that the coach parking provision will be relocated to other convenient parking areas elsewhere in Ely. Without details of these locations that suitability and impact of these proposals cannot be assessed.

The stated intended provision of a pick-up and drop-off point for coaches on Market Street would, as identified in the Transport Statement, be subject to a change in the existing Traffic Regulation Order (subject to public consultation).

The reduction of long stay parking will reduce provision for commuter parking in Ely.

If, following provision of the above, the Highway Authority is satisfied that the proposal will have no significant adverse effect upon the public highway. It requests conditions to cover driveway materials, access construction details, driveway drainage and control width of driveway.

(29 January 2016) A single coach space has been marked on the layout plan. The maneuvering diagram is for a small coach. A plan showing a more usual coach used by tour companies should be shown on how it will enter and leave in a forward gear.

Additional information should be submitted to explain why the reduction in coach parking from the existing number to a single space is considered adequate, or addresses its previous concerns.

(19 July 2016) It states that the maneuvering diagram provided (drawing number SPA/001 Rev A) demonstrates:

- If coach drop off space occupied other coaches will be unable to compete the swept path manoeuvre as shown. This would result in the reversing of coaches on to the highway in order to leave the car park. This is likely to also force cars and other patrons to do the same causing danger, obstruction and inconvenience to the highway and other road users.
- Coaches wishing to use the space to drop off visitors will be unable to see if the provided single coach space is occupied until entering the car park as visibility of this space is blocked by the proposed new properties.
- Additional parking spaces must be removed in order to facilitate coach maneuvering areas. This is because coach sizes, parking alignments by the public in cars of varying size and vehicle types cannot be assumed to be the same size or perfectly in line or positioned as per diagram. These factors should be included in any mitigation measures. It is estimated that at least 6 more parking bays need to be removed in order for a coach to adequately complete the shown manoeuvres.
- Militia Way forms part of the adopted highway and vehicles access this through the car park.
- The previous comments regarding displacement of coach parking to an unspecified location remains to be addressed within the application.

East Cambridgeshire Access Group – (13 January 2016) They state that if there is an increase in parking spaces, 6% should be blue badge parking.

They note that entrances are step free and the Access Statement reinforces the intention to comply with Part M and BS 8300: 2009.

It questions the accommodation accessed above the car port/garage? Is this designed for commercial use, if so it will prevent the general public with restricted mobility from using this opportunity.

The Fire Officer should be consulted as there is only one communal exit in the flats.

If there is an entry control to the flats this must be accessible to all (consider height and reach). How close can you get a wheelchair to the controls?

Ely Cycling Campaign – (15 December 2015) It is asked that filtered permeability through the new development, as you can cycle across the area at present from Barton Road to Silver Street.

Historic England – (21 December 2015) It states that the application should be determined in accordance with national and local policy guidance, and on this basis of your specialist conservation advice.

Cambridgeshire Archaeology – (7 January 2016) The County Archaeologist provides a detailed assessment of the historic sites within the locality ranging from circa 1100 – 1800s. With a high likelihood that archaeological evidence of all

periods and of varying significance will be found this area, it advises that the site should be subject to an appropriate programme of archaeological investigation commencing with an evaluation to ensure that as yet unknown heritage assets are properly managed. They recommend this is done through a condition.

Conservation Officer – (11 January 2016) The submitted Heritage Statement on several occasions quotes from the adopted Ely Conservation Area appraisal in order to justify the proposed scheme. Stating that there is no strong architectural character in this area and the properties are a mix of age and design, some of which do little to enhance the overall appearance of the area. The Heritage Statement also refers to the conservation area appraisal evidencing the need for enhanced screening between Barton Road and the car park in relation to their assessment of views across the site to the Cathedral. The Conservation Officer does not disagree with the need to provide screening to the existing car park, which currently does very little to preserve or enhance the character or appearance of the conservation area. However, is concerned that this may not be the most appropriate way to provide that screening.

When approaching the site from the southwest, visitors are currently afforded a clear view across the car park towards the Cathedral and St Mary's tower, whilst this may not be the most impressive views of these two heritage assets it still should be considered.

The use of such a high and strong building frontage will completely obscure any views of the both of these assets. They disagree with the developer that these are not significant or high value views.

No attempts have been made to try and design the scheme in such a way as to enhance these views or provide glimpses through the site towards the two assets.

The Conservation Officer disputes the developers claim that there is no clear architectural character along Barton Road. Whilst the scheme is a good example of the Georgian architectural style, being correctly proportioned and detailed, it is disappointing that the applicant did not take on board comments given at pre-application stage in relation to the proposed design solution not responding to the context of the site.

It is accepted that there is no clear architectural dominant style in the vicinity of the site, Barton Road is not a primary frontage within the town centre.

Barton Road has a mixture of Victorian, interwar, modern and contemporary architectural styles; there is only one Georgian style dwelling within close proximity to the site and this is a large detached, two storey dwelling of very simple architectural detailing.

The proposed development feels overly formal and structured, which is often a feature found in Georgian architecture and this feels somewhat at odds with the overall character of the street. It would have been preferable to see a more organic, contemporary design solution that is of its time and continues to build upon the overarching informal character of the street.

The siting of the buildings to the back edge of the footpath is welcomed and this solution is appropriate in this location. The lack of any variation in heights across the frontage could be quite visually dominant and is in direct contrast to the surrounding area, which has a mix of single and two storey buildings. The only three storey building close by is the Kings School building (Old Theological College).

The Conservation Officer concludes that in their professional view that:

- The proposal as submitted does not respond to the context of the surrounding area in terms of its scale, form and design. Nor does it protect key views of the Cathedral.
- By virtue of its overly formal Georgian does not preserve nor enhance the character and appearance of the conservation area.
- It is not believed that sufficient justification has been given to show why this design solution is appropriate and that it will not cause less than substantial or substantial harm to the designated conservation area.

It should be noted that the principal of development on this site is not a concern from a conservation viewpoint.

(22 February 2016) The change to the design of the properties to create one continuous row does not address any of the concerns previously raised.

Trees Officer – (15 January 2016) The proposal will lead to the loss of green infrastructure. However, the current planting upon the verge is relatively insignificant consisting of few small trees and shrubs that do little to soften views upon the car park from Barton Road, on that basis I see no justification for my objection to this proposal.

It is important to ensure replacement planting of trees that are due to be lost if the application is approved. It is recommended that small trees are considered such as *Sorbus aucuparia* varieties or decorative members of the *Crataegus* Genus.

Waste Strategy (ECDC) – (14 December 2015) It states that currently refuse and recycling vehicles enter the car park to collect from Militia Way and they seek the developer to demonstrate that this is still possible.

In order to collect from the rear of the terraced properties the refuse and recycling vehicles would need to be able to reverse to the relevant rear collection points and at present there are no details to confirm this is possible.

Due to proximity to the car park it is requested that the bin store for the flats be covered and lockable to remove the chance of members of public leaving waste in the bin store.

The bin store should have level access and provides details on the options of types of bins/refuse storage.

Provides details on how residents/developers need to pay for refuse/recycling bins.

Tourism and Town Centres Manager – (29 January 2016) They do not object to the proposal of removing the coach parking bays as long as alternative, appropriate space is sourced. Alternative provision must be no further than the perimeter of the City Centre and be close to toilet and refreshment facilities.

The lack of provision of long stay coach bays may have an impact on the number of tour operators choosing Ely as their destination, which would clearly not be good for tourism.

(19 July 2016) Is pleased to see that alternative provision for coach parking and a drop off point has been secured.

Senior Housing Strategy and Enabling Officer – (4 February 2016) The scheme should provide 30% (3 dwellings) of the total number of dwellings as affordable housing.

In accordance with the Developer Contributions SPD the Council's preferred housing tenure is 70% socially rented and 30% intermediate tenure. Analysis of the Housing Register indicates a significant demand for housing in the area especially for one and two bedroom dwellings.

In accordance with policy HOU3 of the adopted Local Plan a proportion of dwellings should be provided that are suitable or easily adaptable for occupation by the elderly or people with disabilities. The affordable housing would also need to meet the Homes and Communities Agency's Design and Quality Standards.

The officer provides details on what should be included within the S106 agreement.

(15/07/16) It is understood that the applicant has indicated a preference to provide the affordable homes as Starter Homes. However the Council's Local Plan does not require the provision of Starter Homes and therefore they would still prefer the delivery of Affordable Rented and Shared Ownership tenure on site. Since the introduction of Starter Homes, analysis has been done regarding the demand for the product in East Cambridgeshire and whilst there will be some limited demand there is likely to be significantly more demand for rented accommodation. Additionally, Government's technical consultation on Starter Homes Regulations only closed on 30th June 2016 so there is currently insufficient data on the nature of Starter Homes and crucially there is no requirement yet for an element of Starter Homes to be provided on all sites and therefore the Council is still within its right to require rented accommodation where that is considered to be the most appropriate tenure.

However, to ensure the planning consent is future proofed to allow for possible changes to legislation and regulation I would suggest that the S106 agreement refers to Affordable Rented and Shared Ownership housing but provides the ability for the tenure to be changed in the future with the written consent of the Council.

Lead Local Flood Authority (LLFA) – (4 January 2016) It states that the applicants preferred option of discharge is through infiltration. If infiltration is not possible on site the applicant has proposed to discharge into a private surface water sewer at 5

l/s. The applicant has proposed to use permeable paving and a hydro international up-flo filter to provide water quality treatment.

While the proposal is acceptable it is highly recommended that the applicant reduces the discharge rate to 2 l/s as new research demonstrates that this is a sustainable flow rate. As highlighted in the NPPF it would be strongly advised that the applicant reduces the discharge rate to achieve rates closer to Greenfield run off rate.

It recommends conditions to control surface water (including taking into account climate change) and to agree long term management.

Anglian Water Services Ltd - No Comments Received

Cambridgeshire Fire and Rescue Service - No Comments Received

- 5.2 Neighbours – 172 neighbouring properties were notified and the responses received are briefly summarised below, a more detailed summary is included within Appendix 2. A full copy of the responses are available on the Council's website.

A site notice put up 18 December 2015 and an advert was put in the press on the 24 December 2015.

The responses received full predominantly within the following categories:

- Highway Safety
- Car and Coach Parking
- Tourism/Economic Activity within Ely
- Visual Impact
- Impact upon Historic Character
- Residential Amenity
- Determining Body

6.0 The Planning Policy Context

6.1 East Cambridgeshire Local Plan 2015

GROWTH 1	Levels of housing, employment and retail growth
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 7	Tourist facilities and visitor attractions
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
ENV 11	Conservation Areas
ENV 12	Listed Buildings
ENV14	Sites of archaeological interest
COM 3	Retaining community facilities
COM 7	Transport impact
COM 8	Parking provision

6.2 Supplementary Planning Documents

Design Guide
Developer Contributions and Planning Obligations
Ely Conservation Area

6.3 National Planning Policy Framework 2012 (NPPF)

6.4 Planning Practice Guidance

7.0 PLANNING COMMENTS

7.1 Determining Body

7.2 East Cambridgeshire District Council is the applicant for this application and following submission of the proposal, the applicant has been amended to include East Cambs Trading Company Ltd (ECTC). With East Cambridgeshire District Council and the trading company being the developer the Planning Department, as always, has to ensure that it is seen and acts as a fully separate and independent body as the Local Planning Authority.

7.3 The application made by the Council and ECTC Limited is made to the Council as the Local Planning Authority and must be considered and determined on its own merits as the Council sitting as planning authority and not with its “hat” on as either developer or landowner. There is a risk that if the Council were to consider this application as anything other than the Local Planning Authority, then it would be fettering the discretion of the authority as Local Planning Authority and any decision could be subject to judicial review.

7.4 East Cambridgeshire District Council is the developer and will hereafter in the report be referred to as such.

7.5 The Secretary of State may wish to call the application in and if the application is called in they would become the determining body.

7.6 Principle of Development

7.7 The Local Planning Authority is not currently able to demonstrate that it has an adequate five year supply of land for housing. Therefore any policies controlling the supply of housing must be considered out of date and housing applications assessed in terms of the presumption in favour of sustainable development set out

in the National Planning Policy Framework. This means that development proposals should be approved unless any adverse effects of the development significantly and demonstrably outweigh the benefits.

- 7.8 The proposal is located within the settlement framework and is well connected to services and facilities that the city provides and for these reasons is considered to be a sustainable location for new dwellings.
- 7.9 Tourism/Economic Activity of the City
- 7.10 The main issue regarding tourism and economic output of Ely in regards to this application is the loss of parking. The Local Planning Authority cannot control the allocation of parking between coaches, cars and market traders; these elements are controlled by the developer. However, the Local Planning Authority does control how the land is used and the loss of land used for vehicle parking within the city has to be carefully considered.
- 7.11 Policy EMP7 of the adopted Local Plan makes reference that there is need to create, expand and improve visitor attractions and maximise the opportunities for sustainable travel.
- 7.12 The strategic objectives of the adopted Local Plan includes as the first objective to “Support the local economy” and the third objective states “Support and enhance the vitality and viability of town and village centres, as places for shopping, leisure and community facilities”. The Local Planning Authority must therefore balance the need for housing (also a key objective) against any potential harm to jobs/economic output; which is defined here by commuters, shoppers and tourists who come to Ely to either produce or spend money.
- 7.13 The NPPF Chapter Two (Ensuring the vitality of town centres) explains the need to balance and recognise town centres as the heart of communities, to retain/enhance markets and that it must be recognised that residential development can play an important role in ensuring the vitality of centres.
- 7.14 A separate application (16/00548/FU3) to increase Barton Road Car Park has been recently approved, which increased the car parking by up to 23 spaces. A condition could be added to link the delivery of this extension to the car park prior to the construction of the proposed dwellings.
- 7.15 The existing number of car parking spaces is 211, which will increase to 234. If the proposed dwellings are approved and built this would leave a car park able to accommodate 196 cars. The proposal will create 17 private parking spaces for the dwellings, which provides a total of 213 car spaces available. The breakdown of spaces being rented out or given over to market traders is in itself are private agreements between developer and these groups/organisations. However, it must be considered that within planning permission 11/00910/FUL (Poets House Hotel) the Local Planning Authority discharged condition 4 on the basis that its parking would be at Barton Road. It is not considered that this proposal would by its nature put Poets House into breach of condition.

- 7.16 The Local Highways Authority have commented on the amended proposal and advised that in order to ensure that coach parking and manoeuvring on site is able to work in practice it is likely that around 6 additional car parking spaces will be lost from those proposed. This could rise to the loss of 15 parking spaces in order to give more space to coach turning and parking.
- 7.17 The proposal would also lead to the loss of 5 coach parking spaces that measure 16m x 3m and would replace these with a single coach drop off space. The developer has demonstrated that it would be possible for a 12m long bus (standard bus length as stated by the Local Highways Authority) to enter and leave the site in a forward gear, without blocking any other parking space. However, this plan is based on the arrival, picking up/dropping off and leaving of one coach. If additional coaches arrived at the same time or people had not parked within the white lines of the parking bay then the use of the car park would become increasingly difficult. This might lead the developer to further reduce the amount of car parking in order to accommodate additional coaches (either by number or size of vehicle).
- 7.18 The developer has organised coach parking at Lancaster Way (third party controlled) on a temporary basis before moving it to the proposed leisure centre (developer controlled) once it has been constructed. Both of these locations are city edge locations and are considered to be within easy reach of Barton Road, likely by Cambridge Road and then Witchford Road/A10.
- 7.19 Within Ely there are other designated places for buses/coaches to drop/pick up people from, including The Gallery and Market Street. There are also other places for coaches to park up, such as the lay-by near the golf course on the southern edge of Ely, but with these being informal coach parking areas little weight is given to this. The range of bus stop provision within Ely shows both the pressure and flexibility that the city has built up.
- 7.20 The creation of an additional 11 dwellings, which benefit from allocated parking spaces, within a central location within the City of Ely need to be balanced against the loss of parking spaces. It is considered that the proposed dwellings can positively add to the economic activity to the area as occupants and their guests shop and spend leisure time within Ely.
- 7.21 The proposal will reduce the amount of public car parking from 211 to 196 parking spaces (reduction of 15 spaces) and the loss of 5 coach parking spaces (one drop off space created) and it is therefore considered that the proposal will create minor to moderate harm to the tourism and economic activity of Ely, when balanced against the economic output created by additional people within Ely by virtue of new dwellings. This range of potential harm is based on, the fact, that it is unknown how Barton Road car park will practically work, in particular to how coach operators adapt to the change, the greater the adaption the less the harm. The amount of trade/economic activity the new residents would create is also an unknown, the more they use the shops/services etc within Ely the less the harm would be.
- 7.22 The proposal will also add to the affordable housing stock within the district.
- 7.23 Visual Amenity and Historic Environment

- 7.24 The proposal is for a terrace of three storey Georgian fronted houses that have the roof line appearance of an older dwelling. The apartments are of a grander Georgian style that is internally divided.
- 7.25 The NPPF (Chapter 12) makes it clear that a Local Planning Authority must define the harm to heritage assets and then consider the public benefits. Policy ENV12 seeks to ensure that no development materially harms the setting of listed buildings and Policy ENV11 seeks to ensure developments in the conservation areas have a particularly high standard in design and materials in order to preserve or enhance the area. Policies ENV1 and ENV2 specifically mention that the quintessential views of the Cathedral must not be detrimentally harmed.
- 7.26 The immediate view from Barton Road is over a public car park that negatively contributes to the character of the conservation area. The Ely Conservation Area SPD backs this view up with its statement that the car park should be screened. Beyond the car park are the listed buildings of St Marys Church (Grade I) and the Cathedral (Grade I), while not unique within Ely it is rare to see these buildings at the same time. The addition of three storey buildings will obscure the view that this part (approximately 1/6th) of Barton Road benefits from. The view of these Grade I Listed Buildings will still be viewable from the public car park.
- 7.27 This view is limited as further along Barton Road it is already obscured by existing buildings and the trees within the school playing field (opposite the site).
- 7.28 The proposal is not considered to have any impact on the long distance views of the Cathedral.
- 7.29 It is considered that the level of harm to the Listed Buildings is considered to be less than substantial harm. The public benefits would be the addition of 11 dwellings in a very sustainable location. It is considered that the benefit of the dwellings, including affordable dwellings, would outweigh the loss of the view to these listed buildings.
- 7.30 The character of Barton Road is a mix of building styles that has one example of a two storey simple Georgian house. The remainder of Barton Road is made up of Victorian to contemporary dwellings, which are predominantly two storey in height.
- 7.31 The proposed Georgian houses are more akin to those found on St Marys Street, in particular to those found on the northern side at the eastern edge of St Marys Street. With Silver Street that runs in between Barton Road and St Marys Street being a fairly typical Victorian style street it shows that Ely has grown southwards from St Marys Street between the 1800s – 1900s. Three storey Georgian houses are therefore out of keeping with the current Barton Road streetscene.
- 7.32 The proposed Georgian styled houses have been shown to be ‘Georgian’ rather than ‘mock Georgian’, which can be tightly controlled through the use of conditions to ensure the detailing is of the highest quality; in order to prevent current styling (e.g. stretcher bond) watering down the style. The use of very high quality materials/detailing can be used to make a new development look truly period and exceptional in quality; for instance Cardinals Way, Ely. It is known that Cardinals Way is set within a cluster of older buildings, so a direct comparison cannot be fully

made but with many recent developments having a style of mock Victorian or Georgian it should be accepted that current styles heavily draws upon past periods of architectural styles.

- 7.33 The use of only three storey properties (though could be argued as two and a half) is very rare within this locality and is considered to add more to the harm of the character of the local area than the design style. A mix of building heights would certainly have been preferred.
- 7.34 The proposal is considered to cause less than substantial harm to the conservation area and subject that the detailing (particularly on the front elevation) is tightly controlled the benefits of a very high quality design is considered to just outweigh the negatives.
- 7.35 Residential Amenity
- 7.36 The closest dwelling to the proposed development is 20 Barton Road, which is a one and a half storey property located to the east of the proposed apartment block. This neighbouring dwelling has two side windows at ground floor facing the application site and a window close to the common boundary facing towards the road. With the size and the location of the proposed apartment block it is considered that it will cause a moderate increase in the overbearing and loss of afternoon sunlight that 20 Barton Road receives. However, it is not considered that this should warrant a reason for refusal.
- 7.37 It is not believed that the Youth Centre will have any negative impact on the proposed dwellings or vice versa.
- 7.38 The requested condition by the Environmental Health Officer is considered reasonable to ensure construction work is undertaken during social hours and to further protect residential amenity.
- 7.39 The proposed gardens for the town houses are small but do meet with the Design Guide standards at around 53sqm. The apartments do not have any private outdoor amenity area and this weighs against granting approval, but given the city centre location and with significant amounts of public open space within Ely the harm is considered to be minor.
- 7.40 Highways
- 7.41 The proposal has been designed with a 5.5 metre wide road entrance for the first 30 metres, with 2 metre footpaths either side; new residential streets are often designed to 5 metres with 1.8 metre footpaths. The width of the proposed access is, therefore, considered to be good and should allow vehicles to pass one another with relative ease.
- 7.42 The concerns of the Local Highways Authority is that while the swept path analysis for a 12 metre coach shows it can enter, drop off/pick up and leave in a forward gear it relies on only one coach within the car park at any given time and cars to be parked completely within the white lines. It has concern that in practice the flow of

traffic through the car park will become disrupted, which will lead to traffic waiting on Barton Road or finding elsewhere to park.

- 7.43 The residents of Militia Way live on adopted highway but do not benefit from a vehicular link to the highway network, as only the footpath links up. The car park remains private land with no right under planning legislation or known highway legislation for access over to Militia Way. The swept path analysis shows that it would still be possible for vehicles to enter and leave Militia Way and there is no reason to believe that emergency vehicles would not be able to gain access.
- 7.44 It is considered that the proposal will not in itself cause any detrimental risk to the users of the public highway. However, the long term flow of traffic within the car park is likely to depend on human nature and how coach operators adapt; which cannot be controlled through planning process or conditions.
- 7.45 The proposed town houses each have two car parking spaces and two cycle storage spaces. The proposed apartments each have one parking space and a communal cycle store. With the proposal being within the city centre this is considered to comply with Policy COM8.
- 7.46 S106 Negotiation
- 7.47 The proposed development is Community Infrastructure Levy liable, which will provide payments both to the City of Ely Council and to support infrastructure projects on the Councils 123 List. There have not yet been detailed discussions over the amount/type of affordable housing the proposed development should provide. The affordable housing policy (HOU 3) requires 30% affordable housing provision on schemes of 11 or more dwellings in Ely. For this scheme this would equal 3.3 (rounded to 3) affordable dwellings. The developer is currently offering two 'starter homes' one bedroom apartments, which Central Government now consider to meet the description of affordable but there is no practical means on how this would be secured in the long term.
- 7.48 A lot of detail remains to be provided concerning starter homes. Indeed, the part of the Act relating to starter homes is not yet 'enacted', so in legal terms it does not apply yet. In addition, further clarity will be provided through regulations which, in turn, are going to be informed by responses received to the Government's Technical Consultation on the Starter Homes provisions which was launched in March 2016 and closed on the 30th June 2016. As such, there is currently insufficient data on the nature of Starter Homes and therefore the Council is still within its right to require affordable housing which is considered to be the most appropriate tenure.
- 7.49 This would leave 1 dwelling to be an off site contribution, likely to be calculated as if they were rented dwellings. The Local Planning Authority allows, in principle, all developers to provide half of its affordable housing as an off site contribution in order to bring forward housing development. The current starting point for officers would be to seek rented affordable housing units in line with the advice provided by the Senior Housing Strategy and Enabling Officer. Any off site contribution must be the same cost to the developer as if the dwellings were provided on site.

- 7.50 These matters would be secured through a S106 Agreement and reference to this is included within the recommendation to Members.
- 7.51 Other Material Matters
- 7.52 The issues of biodiversity, potential contamination, surface water and archaeology can all be duly controlled by appropriate conditions and subject to these conditions being duly added there is not considered to be any issues in relation to any of these aspects. The application is, therefore, acceptable in regards to all these issues.
- 7.53 Planning Balance
- 7.54 The proposed development will have a negative impact upon the amount of public parking space within Ely and this is likely to lead to minor harm to the economic output of Ely (moderate if parking issues become increasingly difficult). However, even with the combined harm to the settings of the listed buildings/conservation area the level of harm is considered to be less than substantial and it would not demonstrably and significantly outweigh the public benefits of 11 new dwellings subject to the proposed conditions as well as securing affordable housing.
- 8.0 APPENDICES
- 8.1 Appendix 1 – Recommended Conditions
- 8.2 Appendix 2 – Neighbours and Contributors comments

<u>Background Documents</u>	<u>Location</u>	<u>Contact Officer(s)</u>
15/01417/F3M	Andrew Phillips Room No. 011 The Grange Ely	Andrew Phillips Senior Planning Officer 01353 665555 andrew.phillips@ea stcambs.gov.uk
81/00585/FUL		
94/00883/FUL		
16/00548/FU3		

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 - 15/01417/F3M Conditions

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

Plan Reference	Version No	Date Received
P01 EX	D	18th November 2015
P09 STREET VIEW	F	26th January 2016
P08 TERRACE HOUSES	D	26th January 2016
P07 TERRACE HOUSES	C	26th January 2016
PO2	N	26th January 2016
P11		4th January 2016
SPA/001	4	4 th July 2016
EX01	C	7 th December 2015
P10	C	7 th December 2015

- 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 above ground construction shall take place until a sample panel measuring no less than 1 meter square has been constructed on site showing details of the proposed brickwork; including colour, texture, bond, pointing and mortar mix. The panel shall remain on site for the duration of the development and shall be agreed in writing by the Local Planning Authority.
- 3 Reason: To safeguard the special architectural or historic interest, character, appearance and integrity of the streetscene and conservation area in accordance with policies ENV2 and ENV 11 of the East Cambridgeshire Local Plan 2015.
- 4 Prior to above ground construction works details shall be submitted for all windows and doors (windows shall show proposed sash recess at a scale of 1:20, all other fenestration details will be done to the same scale), door surrounds and rainwater goods to be agreed in writing by the Local Planning Authority. All works shall be carried out in accordance with the approved details.
- 4 Reason: To safeguard the special architectural or historic interest, character, appearance and integrity of the streetscene and conservation area in accordance with policies ENV2 and ENV 11 of the East Cambridgeshire Local Plan 2015.
- 5 The window fenestration on the front elevation of the proposed dwellings (excluding rear garage block) shall be timber sash windows and thereafter permanently retained.
- 5 Reason: To safeguard the special architectural or historic interest, character, appearance and integrity of the streetscene and conservation area in accordance with policies ENV2 and ENV 11 of the East Cambridgeshire Local Plan 2015.

- 6 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 before any development takes place.
- 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. The condition is pre-commencement as it would be unreasonable to require applicants to undertake this work prior to consent being granted.
- 7 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 in writing to the Local Planning Authority within 24 hours. An investigation and risk assessment must be undertaken 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.
- 7 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.
- 8 Construction times and deliveries, shall be limited to the following hours: 08:00 - 18:00 each day Monday-Friday, 08:00 - 13:00 Saturdays and none on Sundays or Bank 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 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.
- 9 Reason: To safeguard the special architectural or historic interest, character and appearance and integrity of the Conservation Area, in accordance with policies ENV2 and ENV11 of the East Cambridgeshire Local Plan 2015.
- 10 No development shall take place until full details of hard landscape works have been submitted to and approved in writing by the Local Planning Authority. 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.
- 10 Reason: To safeguard the special architectural or historic interest, character and appearance and integrity of the Conservation Area, in accordance with policies ENV2 and ENV11 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.
- 11 No development shall begin until the applicant 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. The archaeological work shall be carried out in accordance with the approved details.
- 11 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.
- 12 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, in accordance with a scheme submitted to and approved in writing by the Local Planning Authority
- 12 Reason: To prevent surface water discharging to the Highway, in accordance with policies ENV2, ENV7 and COM7 of the East Cambridgeshire Local Plan 2015.
- 13 No development shall take place until a surface water drainage scheme for the site, has been submitted to and approved in writing by the Local Planning Authority including:
a) The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 annual probability critical storm (plus a 30% allowance for climate change) will not exceed the run-off rate from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

b) Site investigation and test results to confirm infiltration rates.

- 13 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV7 and EMV8 of the adopted Local Plan. This is prior to commencement as these details are needed before construction work begins and unreasonable to require developer to undertake work prior to consent being granted.
- 14 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.
- 14 Reason: To protect and enhance species in accordance with policies ENV1, ENV2 and ENV7 of the East Cambridgeshire Local Plan 2015.
- 15 No above ground construction shall commence until details of the boundary treatments have been submitted to and agreed in writing with the Local Planning Authority. The boundary treatments shall be in situ in accordance with the approved details prior to first occupation.
- 15 To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015.
- 16 Prior to first occupation the details of the bin store/cycle store (to serve the apartments) shall be submitted to and agreed in writing with the Local Planning Authority. Development shall be implemented in accordance with the agreed details before any of the hereby approved dwellings are occupied.
- 16 Reason: A lack of detail has been submitted to ensure that the development meets with the requirements of ENV2 of the East Cambridgeshire Local Plan Adopted April 2015 in order to ensure it is of a suitable design and usable for bin storage.
- 17 Prior to the commencement of development, an energy and sustainability strategy for the development, including details of any on site renewable energy technology and energy efficiency measures, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved strategy.
- 17 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in Policy ENV4 of the East Cambridgeshire Local Plan 2015. This condition is pre-commencement as some of the measures may be below ground level and unreasonable to require the developer to undertake work prior to consent being granted.
- 18 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order amending, revoking or re-enacting that Order), the dwelling shall not be extended in any way and no windows or solar panels facing the public highway (south) and no structures shall be erected within the curtilage of the dwelling.

- 18 Reason: To safeguard the special architectural or historic interest, character and appearance and integrity of the Conservation Area, in accordance with policies ENV2 and ENV11 of the East Cambridgeshire Local Plan 2015.
- 19 Prior to first occupation or commencement of use of the development sufficient space shall be provided within the site to enable vehicles to park clear of the public highway. The area shall be levelled, surfaced and drained and thereafter retained for that specific use.
- 19 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015.
- 20 No development shall commence until the extension to the Barton Road Car Park approved under planning reference 16/00548/FU3 has been implemented.
- 20 Reason: In the interests of ensuring that sufficient parking is maintained for the economic activities carried out within the centre of Ely in accordance with the strategic objectives 1 and 2, GROWTH 1, GROWTH 5, COM 7 and COM 8 of the East Cambridgeshire Local Plan Adopted April 2015 and in accordance with the National Planning Policy Framework. This is a Grampian Condition as the required improvements are off site but is controlled by the applicant.
- 21 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.
- 21 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 as it would be unreasonable to require applicants to undertake this work prior to consent being granted.

Appendix 2

15/01417/F3M – 11 Dwellings Barton Road Ely

Neighbours and contributors

Total number: 153 letters received

Location of writers:

Ely: Allen Road (1), Althorpe Court (1), Barton Mews (2), Barton Road (21), Bedford Close (1), Beresford Road (1), Bernard Street (1), Bishop Laney Drive (1), Cambridge Road (2), Canute Crescent (1), Cardinals Way (1), Church Lane (1), Collier Close (1), Columbine Road (1), Darwin Close (2), Dovehouse Close (1), Downham Road (6), Egremont Street (1), Felton Way (1), Fitzgerald Close (1), Fleetwood (2), Gilbert Scott Drive (2), Hertford Close (1), Hills Lane (1), Houghton Gardens (1), Lynn Road (1), Lynton Close (1), Market Street (1), Mawson Close (1), Mayfield Close (1), Mulberry Way (2), Northwold (1), Nutholt Lane (1), Parade Lane (10), Prickwillow Road (2), Silver Street (1), St Catherine's (2), Suffolk Close (3), Teasel Drive (1), The Vineyards (2), Vineyard Way (1), Walpole Court (1), Waterside (2), West End (3), West Fen Road (1), Williams Close (2), Yorke Way (2)

Other: Suffolk (1), Cambride (1), Wales (1), Kent (1), Chettisham (1), Downham Market (2), Haddenham (7), Histon (1), Little Downham (2), Little Thetford (1), Littleport (1), Lode (2), London (1), Mepal (2), Newmarket (1), Over (1), Soham (2), Stretham (10), Sutton (5), Welney (1), Wicken (1), Witcham (1), Witchford (4)

The issues raised are as follows:

Highway Safety

- Coach parking on Market Street would result in unsuitable vehicles driving down Newnham Street and causing congestion and safety issues.
- Car park provides a safe off-road collection point for pupils of King's Junior School. Loss of this area will result in pupils waiting by the roadside.
- Coach parking on Market Street will reduce the width of the carriageway to such an extent that cars would not be able to pass safely. This would have an immense effect on all the businesses in Market Street.
- Coaches dropping off and picking up in Market Street would cause chaos with existing bus services.
- Houses will result in increased cars in an area where young people cross the road in already busy conditions.
- Surrounding roads such as Deacon Lane are busy with market trader and visitor vehicles on market days. The proposed development would mean more cars are parked along these roads, causing an increase in traffic.
- Coach boarding and leaving on Market Street will create traffic congestion and a safety hazard.
- Accidents likely to happen during the school-run due to increased congestion.

- Traffic displacement and impact has not been properly studied and no realistic plans are in place to address this collateral issue.
- Cars will have a restricted view when exiting the Barton Road card park.
- At the moment, access to the car park can be gained along the whole side of the car park and not just at the vehicular entrance. Funnelling everyone through the vehicular entrance will mean a large crowd of people entering the car park at one point whilst cars are trying to get in and out.
- Safety issues raised regarding children's bus services stopping to unload on the roadside.

Car and Coach parking

- Use of existing car parking on Poets House will negatively impact tourism for the area
- Coach parking on Market Street would result in unsuitable vehicles driving down Newnham Street and causing congestion and safety issues.
- Inadequate facilities for coach parking on Market Street.
- Loss of parking spaces in Barton Road.
- Proposed houses will have only one parking space, and this will result in residents using the Barton Road car park which will reduce the spaces available to people visiting the city.
- Reduction of spaces available to the public will result in loss of revenue for the businesses and hence the council.
- Proposal suggested alternative spaces available for coaches, but no plan in place and no specific details in the proposal.
- Public interest issue that arises out of alternative arrangements for coach parking and drop off. With many more houses planned to be built in and around Ely, parking policy itself raises questions as to the suitability and timing of this development.
- Loss of parking will affect tourism and markets within the city.
- Coaches would be obliged to stop off and collect in the Gallery by the Cathedral, which will increase the volume of traffic in that crowded area.
- On Thursday, Saturdays and sometimes on other days it is virtually impossible to find anywhere to park, but development will result in reduction of parking spaces.
- Proposed houses will have one parking space which is insufficient.
- Reduction of parking spaces would be a retrograde step by reducing the footfall in the city.
- Significant impacts on residents' parking, traffic and safety due to the overdevelopment in proximity of a junior school.
- Need more, not less, car parking for visitors and residents as lack of parking will stop people from visiting.
- It needs to be proved that bus parking in Market Street is viable before anything like this is allowed to go ahead.
- Replacing current car parking places on Market Street will significantly reduce 'drop in' access to a lot of small businesses on Market Street, putting them under even further pressure.

- Loss of 27 car and 5 coach parking spaces without definite and agreed plans for their replacement is unacceptable.
- Loss of coach parking would have detrimental impact on school trips to the city and to King's School.
- 11 dwellings may result in around 22 new cars in the area and increased traffic.
- Movement of coach park will cause significant pressure in terms of traffic.
- City already experiences lack of parking development will mean a further reduction in available spaces.
- Considerable disruption to the life of the city due to coaches being diverted to other parking areas.
- Market Street is already congested with busses and taxis and by this will increase if coach parking is moved there.
- Loss of off-road coach parking facilities will affect local groups using Barton Road car park.
- Shoppers, commuters and visitors already park on Barton Road when they cannot park in the car park. Reducing the spaces available will result in more cars parked along the street, and increase congestion in the area.
- Coaches will stop coming to the city as parking becomes more restricted, which will turn into a 'ghost town of empty shops and businesses as a result'
- Barton Road is a good car park for disabled people and visitors who need time and a traffic-free area to disembark the bus and unload items such as wheelchairs and mobility scooters.
- Loss of long stay coach park for visitors where they also have toilet facilities.
- Concerns about coaches not being able to see into the Barton Road car park, and if they pull into the car park while another coach is unloading/loading, this would cause congestions within the car park.

Tourism/Economic Activity of Ely

- Use of existing car parking on Poets House will negatively impact tourism for the area
- Loss of parking will drive people away from the city.
- Loss of parking will affect tourism and markets within the city.
- Any changes this development would cause to parking/dropping off arrangements for 'PCV' type transport in the Ely area raises a variety of issues concerning the adverse effect on other road users, shopkeepers, pedestrians and the historic environment and infrastructure of Ely.
- Coach arrivals in Market Street will give visitors the worst possible impression of the town and will damage shopkeepers' aims of bringing people into the town.
- Need more, not less, car parking for visitors and residents as lack of parking will stop people from visiting.
- Replacing current car parking places on Market Street will significantly reduce 'drop in' access to a lot of small businesses on Market Street, putting them under even further pressure.
- Construction work would cause disruption to visitors, workers and market traders.

- The ease of access to town centre shops and facilities from Barton Road car park is important to the local economy and any reduction therefore is unwelcome.
- Many Ely-based groups use the coach park on Barton Road as collection and drop-off points for day trips due to the parking available for cars.
- Loss of off-road parking may cause traders to quit Ely Market.
- Concerns about the future of Poets House hotel if parking spaces for guests are removed.
- Loss of council storage area will impact the market traders where the stalls are kept.
- New coach parking proposals are at the bottom of a steep hill, and elderly or disabled visitors would be unable to reach the town.

Visual Impact

- Three storey development seems out of character for the surrounding area.
- Currently Barton Road car park is an open area, well lit and visible. Erection of these houses will make the area much more hidden and a paradise for anti-social activity.
- The proposed development is over-bearing, out of scale and out of character in comparison with the current dwellings that exist.
- Loss of open aspect on the character of the neighbourhood and a negative visual impact.
- Would create a 'closed in' atmosphere in addition to the loss of the Cathedral view.
- Adverse effect on the character and appearance of the conservation area.
- Three storey buildings will ruin the view of the Cathedral.
- Disproportionate with the housing in the area as it is an increase of over 20% of the housing stock.
- Three storey houses are not in keeping with Barton Road and therefore against the Councils policy to reflect architecture.
- Size and scale of proposed development is too overbearing and will eliminate one of the views of Ely Cathedral.
- Unsympathetic design not in keeping with the rest of Barton Road and no mention of materials to be used in construction- a necessary condition of planning approval.
- Height of development is greater than both neighbouring properties and set closer to the road- screening of car park could be achieved more sympathetically.
- Loss of Cathedral views for residents and visitors.
- Loss of existing semi-mature trees and grass verges on Barton Road would be a loss of green space for both residents and pet owners.
- Three storey buildings are not in keeping with the lower level housing already in the area. These will dominate the skyline.
- Three storey houses will be an intrusion in a road which is largely two-storey and can see no convincing evidence that these new dwellings will usefully address general housing needs.
- Area has always been an open space for the people.

- Building line on along the south facing side of Barton Road has been consistently held at least 10 metres from the road for the last 60 years. The proposal is to build 2 metres from the road.
- Proposal is in the wrong area as it blocks views to the Cathedral, for which the city is famous.
- Proposal would harm the Conservation Area.
- Layout and design of properties could reduce the impact on the view.
- Chain link fence along the boundary should be replaced with a wall similar to the long-established walls already existing.
- Gregorian style of properties does not fit in with the existing property styles.
- The lack of variation in the heights of the proposal do not meet ENV2, ENV11 and Pra.132 of the NPPF.
- The development is higher density in relation to the existing dwellings.
- Regarding the architects' plans: "The elevations are one hundred years out of date. Ely deserves better than the historical pastiche proposed here."

Impact on Historic Environment

- Any changes this development would cause to parking/dropping off arrangements for 'PCV' type transport in the Ely area raises a variety of issues concerning the adverse effect on other road users, shopkeepers, pedestrians and the historic environment and infrastructure of Ely.
- Three storey buildings will ruin the view of the Cathedral.
- English Heritage were keen to preserve the view of the Cathedral during the Southern Bypass proposals, and there are concerns whether they have seen the proposals for this development.

Residential Amenity

- The proposed development is over-bearing, out of scale and out of character in comparison with the current dwellings that exist.
- Proposal is totally out of character for the area and will have an overbearing effect on its surroundings.
- Significant detrimental impact on the light and view from and upstairs window, particularly noticeable in the morning.
- A lot of houses in a small space can't be good for long term town planning and living conditions.
- The proposed density of the dwellings would lead to overcrowding.

Determining Body

- Application made and judged by ECDC with a minimal consultation period due to Christmas period.
- The consultation period allowed for this was not appropriate bearing in mind that it is an ECDC application.

- Consultation process inadequate and flawed as insufficient residents notified and notices were placed just before Christmas.
- Cannot be seen as impartial when application made and judged by ECDC will make money.
- The market traders and coach companies have not been consulted about the move, and therefore the planning process is incomplete and not fit to be put to a planning committee for serious consideration.

Other

- Data on trip arrival/departures are based on similar developments elsewhere, which are not similar to Ely.
- Planning Statement says that 30% of the housing will be affordable, but privately owned. These may be sold off at market rate pushing them out of reach of first time buyers.
- Entrance to the car park will be narrower and questions whether fire services will be able to access the site.
- Consider East Cambridgeshire District Council to be under a statutory obligation to consult widely within the community. Current consultation fails to take into account the impact on the wider Ely community and its users and visitors from elsewhere.
- The sale of these flats and houses would result in a one-off payment for the land.
- The properties look likely to fall into a price bracket that will be well beyond the means of first time buyers and it is also apparent that there will be no social housing to benefit the most needy in Ely.
- As Ely has a stated policy of providing free parking for visitors to the city, removing facilities for coach visitors would be against this policy.
- Residents to the area not notified of the proposal.
- The proposal would enclose the remaining car park, and be a target for thieves due to the houses screening view from the road.
- Entrance to the car park will be necessary as viewing the availability of spaces from the road will no longer be possible.
- The proposed development is misguided and could be seen as a mistake in the future.
- There are a number of elderly residents in the area and access for emergency vehicles could be impeded.
- It does not seem right that ECDC is able to approve its own application.
- It is short-sighted to use tax payers money to speculate on residential development.
- Proposals are not meaningful for the community as a whole.
- Suitable alternatives for coach parking not made clear. Concerns about wellbeing and facilities for coach drivers such as WCs and refreshments.
- Coaches coming through the city centre would increase pollution within the centre.
- The proximity of the proposed houses to the school playing field would cause restrictions on the types of sports played there.

- No impact assessment has been conducted on the health effects on pedestrians of the additional diesel particulates being emitted by additional heavy vehicles within the city centre.
- Contamination Assessment report says that it is “likely” that asbestos is present on site. No further testing has been carried out and concerns have been raised around the safety of residents, visitors and school children/staff. No financial projections have been issued regarding the estimated costs of decontamination.
- The new plans for increasing parking within Barton Road car park are misleading and show that the site is an inappropriate shape. Swept Path Analysis has not been completed for the proposal.