



- 2.2 The current proposal is for a single unit with a gross floor area of 1570m<sup>2</sup> and a net sales area of 990m<sup>2</sup>, which will be positioned to the rear of the site. Car parking for 85 cars and 26 cycle spaces at the front of the store is proposed. Free car parking will be available for up to 3 hours.
- 2.3 Excavation and ground modelling will take place in order to set the building into the slope, which will help to reduce the overall height and visual prominence of the unit. The design of the building has been broken into smaller volumes and a variety of facing materials are proposed. The design has been agreed in principle in the previous approval.
- 2.4 It is envisaged that a mix of 15 – 20 staff will be employed. The proposed opening hours are 08:00hrs – 20:00hrs.
- 2.5 It is envisaged that there will be one delivery per day with an articulated lorry and 2 smaller vehicles delivering milk and bread daily.
- 2.6 It is proposed to install a heat recovery system from the refrigeration circuits, which will recover heat from food refrigeration circuits making a significant saving in energy consumption.
- 2.7 The differences between the current application and that which was granted approval in 2008 can be summarised as follows:
- New access position.
  - The non-food unit is omitted
  - The footpath link through the site between The Vineyards and Lisle Lane is omitted.
  - Minor changes to the food store design and location
  - Reduction in Foodstore floorspace

### 3.0 **THE APPLICANT'S CASE**

- 3.1 The applicant's case is set out in the following documents:
- Design and Access Statement
  - Planning Statement
  - Retail Statement
  - Service Access Strategy
  - Archaeological trenching evaluation
  - Energy Statement
- 3.2 Aldi sell predominantly own branded products and compete with other stores of a similar nature. i.e. it will compete against other foodstores in Ely, which will be Tesco, Waitrose and Sainsbury's. Aldi Stores do not include concessionary units, such as pharmacy, bakery, and delicatessen and do not sell newspapers or tobacco products. Aldi customers who wish to purchase those products must use other shops and services; this increases potential for linked trips.
- 3.3 Removal of the non-food unit has allowed for the reconfigured access, an improved car park layout. The proposed Food store will remain at the rear of the site, enabling the retention of views to the Cathedral from Lisle Lane.
- 3.4 The application seeks to redevelop the site for an Aldi Foodstore, which will both quantitatively and qualitatively enhance the retail offer in Ely.

#### 4.0 **DEVELOPER CONTRIBUTIONS**

4.1 A Draft S106 Agreement has been agreed with the applicant, and the Planning Authority, covering funding for transportation improvements in line with the Town Strategy for Ely and CCTV. The commuted sum has been increased to compensate for the non-provision of the footpath on site; the additional funding will be available for improvements for other transportation projects within Ely.

#### 5.0 **THE SITE AND ITS ENVIRONMENT**

5.1 The vacant site is located on the north side of Lisle Lane to the southeast of Ely city centre. The site slopes from north to south. Residential properties adjoin the site to north, west, and east. On the southern side of Lisle Lane is the Royal Mail sorting office and Sainsbury's supermarket.

5.2 The site is situated within the Development Envelope and designated Ely conservation area.

#### 6.0 **PLANNING HISTORY**

08/00571/FUM	Demolition of existing building and erection of two retail units (one food/one non-food), shared car parking area and pedestrian linkage improvements to city centre	Approved	14.11.2008
09/00839/FUL	Amendments to access, car parking layout & landscaping (Ref E/08/00571/FUM)	Approved	20.08.2010
11/00767/FUM	Amendments to retail proposal ref: Planning permission 08/00571/FUM (as amended by 09/00839/FUL)		21.11.2011

#### 7.0 **REPLIES TO CONSULTATIONS**

7.1 Ely Society – While the Ely Society has not been supportive of supermarkets in this area of Ely; we do consider that the omission of the proposed non-food unit is an improvement on the previous proposal by Aldi.

City of Ely Council – No concerns regarding this proposed development but concerns regarding the route for vehicles during construction and then delivery vehicles once the store is open. These should enter the site via Prickwillow Road not Broad Street. The recent alterations to Lisle Lane and Forehill carried out by Sainsbury's should not be altered.

English Heritage – We were keen to see a second building set towards the front boundary at the south –western end in order to provide some enclosure to the street. We also welcomed the opportunity for improved pedestrian permeability provided within that scheme. The current proposal does away with both the second unit and also removes the improved pedestrian permeability through the site. Their loss is a matter of regret. The loss of the second unit and its replacement by additional parking will have a very negative impact on the streetscape.

English Heritage suggests other uses should be considered for this part of the site and that the application is modified to remove the southwest part of the site from the application.

This will allow the foodstore to proceed while allowing more time to consider how best to use the southwest portion of the site to provide a real enhancement of this part of the Ely conservation area. That might include building a short terrace of houses or offices.

Conservation Officer - English heritage had have stated their disappointment at the loss of the non-retail unit to the front of the site. I would agree that this was an opportunity to create a more active street frontage, however I don't believe a commercial unit of the style previously proposed was the best way to achieve this. If the applicant does not wish to pursue the option presented by English Heritage, to explore the creation of residential units to the front of the site, then an area of landscaping must be sought in order to provide screening for the additional car parking area. This may need to involve amending the existing car parking layout as proposed and the 5 parking spaces to Lisle Lane should ideally be removed. It is unfortunate that the application no longer includes the public linkage through to The Vineyards, however this would not be sufficient reason for refusal. The alterations to the design of the store are minimal. However again the signage and weatherboarding to the front elevation needs to be looked at. As stated previously this currently has the feel of a 'garage door' on the front elevation. It would be more coherent if this section was either rendered in its entirety and the weatherboarding removed.

Archaeology - Evaluation results demonstrated that there are known significant Archaeological remains in the SE corner of the site - condition requiring a programme of archaeological investigation.

Highway Authority – no objections in principle subject to conditions.

Environmental Health – no objections subject to conditions

CCC Development Strategy Team – No objection relating to odour in relation to Waste Water Treatment Works.

Third Parties – 1 Objection received, 1 in support

## 8.0 **THE PLANNING POLICY CONTEXT**

### 8.1 **East Cambridgeshire Core Strategy 2009**

- CS1 Spatial Strategy
- CS4 Employment
- CS5 Retail and town centre uses
- CS9 Ely
- EC1 Retention of employment sites
- S1 Location of retail and town centre uses
- S2 Retail uses in town centres
- S4 Developer contribution
- S6 Transport impact
- EN1 Landscape and settlement character
- EN5 Historic conservation
- EN8 Pollution
- EN3 Sustainable construction and energy efficiency
- EN7 Flood risk

### **National Planning Policy**

- PPS23 Planning and Pollution Control
- PPG24 Planning and Noise
- PPS25 Development and Flood Risk

PPS5 Planning for the Historic Environment  
PPS1 Delivering Sustainable Development  
PPS4 Planning for Sustainable Economic Growth

## 9.0 **PLANNING COMMENTS**

- 9.1 Planning consent was granted on this site for retail use. In view of the changes since the approval in 2008 to the adopted plan and the building of Sainsbury's, Officers are of the view that the principle of development for retail use should be considered, together with the impact of the proposed changes.
- 9.2 Principle of development  
During the determination of the 2008 application, the site was considered to be an "edge of centre" site provided linkages with the centre could be secured. A footpath link from the site to The Vineyards was included in the proposals.  
The current applicant provides an updated sequential site search for a food store, which includes, Waitrose Car Park, Forehill Car Park, Paradise Centre, Standens, and Westmill Foods. The applicant concludes the site is the most sequentially preferable site for new retail development.
- 9.3 Impact on Town Centre  
Members will recall that the retail assessment figures for the impact of Sainsbury's on the town centre were rigorously scrutinised. These figures included the Aldi commitment of 1125m<sup>2</sup> of convenience goods. The impact of the combined retail space of Sainsbury's and Aldi on the Town centre was accepted by Members.
- 9.4 The current application reduces the retail floorspace to 990m<sup>2</sup> and the submitted retail assessment reflects the new position in that Sainsbury's is the "commitment" and not Aldi. The calculations show that there will be a 10% impact on the town centre as a whole, however the report concludes that there will still be a considerable degree of residual expenditure that will "cushion" any immediate impacts.
- 9.5 Any impact on the town centre is of concern to Officers, as the main thrust of adopted policy is to ensure the vitality and viability of existing shops within the town centre. However whilst quantitative analysis is required, PPS4 advises that qualitative need is also important. The Aldi model of trading is to specialise in own branded goods and sell a limited range of products, which are bought in bulk and heavily discounted. The store does not offer a "one – stop" shop. For example customers are unable to buy branded or specialist items and will need to visit other shops for newspapers, tobacco products, lottery tickets etc. In addition there are no separate or specialist meat, fish, butchery, chemist or bakery counters. These goods are all pre packed. Thus competition is with other supermarkets, and not the small "top up" and specialist shops found in the town centre.
- 9.6 It is your Officers opinion that a store with the proposed trading model will enhance the retail offer, and help expenditure leaking out of the District. This will also enhance the potential for "spin off" shopping within Ely and help to reduce the impact on retail expenditure within the town centre.
- 9.7 Impact of proposed changes to the scheme
- 9.8 New Access position – this was necessary to facilitate the traffic lights and realignment of Cresswells Lane and Lisle Lane junction. The position of the access has been approved (LPA Ref 09/00839/FUL).

- 9.9 Removal of non- food unit – The new alignment of the access and the requirement to meet parking standards has contributed to the removal of the second building. Whilst officers regret the removal of this building as it provided some enclosure in the street scene, had it been retained it would have resulted in the loss of an important view of the Cathedral from Lisle Lane. The proposed food store will remain positioned to the rear of the site. Views of the Cathedral through the site will therefore be protected. In addition, the proposed amendments to the car parking arrangements with the increased areas for hard and soft landscaping to the front of the site are considered to be improvements.
- 9.10 Removal of footpath link between The Vineyards and Lisle Lane.  
The applicants submit that the footpath has been omitted as a result of a direct approach by Ely City Council who sought to encourage footfall on Fore Hill. The applicants also noted the objection by Ely Traders Association who requested that the link be removed in representations made to the Sainsbury’s application.
- 9.11 It has always been the case that your officers consider it is unlikely shoppers will carry heavy bags uphill. However the provision of a footpath from the application site enabled a choice for car borne shoppers to do their shopping at Aldi, leave the car and go on foot via the Vineyards to the Market Place/Town Centre. The footpath also provided an alternative to Fore Hill for pedestrians wanting to go from Sainsbury’s/ Pocket Park areas to the Market Place.
- 9.12 The omission of the footpath removes this pedestrian permeability from the Market Place to the application site and Lisle Lane. Without the footpath any pedestrian linked trips will be via the existing footpath network from Bell Holt or via Fore Hill. The latter route would mean that potential customers would be able to view the retail provision of that Street.
- 9.13 The issue is whether there is sufficient existing pedestrian provision in the area to encourage linked trips to the town centre without the footpath and whether the omission of the path will have a significant impact on the vitality and viability of the primary shopping area (Market Place and High Street) or the secondary shopping frontage (Fore Hill, Market Street and beyond). On balance and taking into account the views expressed by local bodies it is likely that the lack of the path could have a broadly neutral impact.
- 9.14 Other matters  
With regard to the Conservation Officer’s comments amended plans have been received which address the issues raised regarding the design and proposed materials. The layout of the car park has also been amended.

## 10.0 **RECOMMENDATION**

**APPROVE subject to the conditions outlined below and**

- 1 The development hereby permitted shall be commenced within 3 years of the date of this permission.
- 1 REASON: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 2 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; groundwater 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.

- 2 REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimized, 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 EN8 of the East Cambridgeshire Core Strategy 2009.
- 3 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.
- 3 REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy EN8 of the East Cambridgeshire Core Strategy 2009.
- 4 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of any development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. 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 (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority.
- 4 REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite

receptors, in accordance with policy EN8 of the East Cambridgeshire Core Strategy 2009.

- 5 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.
- 5 REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy EN8 of the East Cambridgeshire Core Strategy 2009.
- 6 No development shall take place until a 'construction noise and dust management plan' has been submitted to and approved in writing by the Local Planning Authority regarding mitigation measures for the construction phase. All measures shall be implemented prior to commencement of development unless otherwise agreed in writing by the Local Planning Authority.
- 6 REASON: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy EN2 of the East Cambridgeshire Core Strategy 2009.
- 7 Prior to the commencement of development on the site a noise management plan shall be submitted to and agreed in writing by the Local Planning Authority regarding mitigation measures for the end use (operational phase) of the site. The plan shall include measures to ensure that all fixed plant shall achieve a noise rating level of no more than 5dB below the background noise level at noise sensitive properties, when measured and calculated in accordance with BS4142. All measures shall be implemented prior to the commencement of use of the site, unless otherwise agreed in writing by the Local Planning Authority.
- 7 REASON: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy EN2 of the East Cambridgeshire Core Strategy 2009.
- 8 Prior to the commencement of development details of all external lighting shall be submitted to and agreed in writing by the Local Planning Authority. This shall include, but not be limited to, consideration of the types of lighting to be used and the effects of the proposed development along with any mitigation. The approved scheme shall be implemented prior to the commencement of use. No additional external lighting shall be installed without the submission of a formal planning application to the Local Planning Authority.
- 8 REASON: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy EN2 of the East Cambridgeshire Core Strategy 2009.

- 9 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 written scheme will include the following components, completion of each of which will trigger the phased discharging of the condition:
- (i) Approval of a written scheme of investigation;
  - (ii) Fieldwork in accordance with the agreed written scheme of investigation;
  - (iii) completion of a post-excavation assessment report and approval of an approved update project design to be submitted within six months of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority;
  - (iv) completion of analysis, preparation of site archive ready for deposition at a store approved by the Planning authority, production of an archive report, and submission of a publication report to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority

Developers will wish to ensure that in drawing up a scheme, the timetable for the investigation is included within the detail of the agreed scheme. The archaeological work shall be carried out in accordance with the approved details.

- 9 Reason: To ensure that any archaeological evidence can be mitigated by record.
- 10 Prior to first occupation vehicle - vehicle visibility splays shall be provided each side of the vehicular access. Minimum dimensions to secure the required splays shall be 2.4m measured along the centre line of the proposed access from its junction with the channel line of the highway carriageway, and 70m, measured along the channel line of the highway carriageway from the centre line of the proposed access. The splays shall be thereafter maintained free from any obstruction exceeding 0.6m above the level of the highway carriageway.
- 10 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 11 Prior to first occupation the junction of the access with the highway carriageway shall be laid out with 10m radius kerbs.
- 11 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 12 Prior to first occupation of the development hereby permitted the vehicular access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification
- 12 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 13 Prior to the first occupation of the development hereby permitted flush kerbs and tactile paving shall be provided across the access into the site.

- 13 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 14 Prior to the first occupation of the development the proposed on-site parking, loading, and servicing areas shall be laid out, demarcated, leveled, surfaced and drained in accordance with the approved plan and thereafter retained for that specific use.
- 14 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 15 Temporary facilities shall be provided within the site, clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction.
- 15 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 16 Prior to the commencement of the development hereby permitted a comprehensive Traffic Management Plan shall be submitted to and agreed in writing with the Local Planning Authority. Such a plan must include details of the routes to and from the site for construction and delivery vehicles, and details of the access into the site from the public highway. The scheme shall include details of the maintenance of a travel log showing all delivery and service vehicles route movements to and from the site. A monthly management audit shall be undertaken on the log to check for compliance with the approved route. The log and management audit shall be made available to the Local Planning Authority within 7 days of written request. The Traffic Management Plan shall provide for temporary facilities for the parking, turning, loading and unloading of all vehicles clear of the public highway.
- 16 REASON: In the interests of residential amenity highway safety, in accordance with policies EN2, S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 17 Prior to the commencement of use of the building hereby approved, the heat recovery system detailed in Planning Potential Energy Statement dated 15 February 2012 shall be installed in the building.
- 17 REASON: In order to comply with Policy EN 4 of the Core Strategy which seeks to secure at least 10% of energy from decentralised and renewable or low -carbon sources.
- 18 No development shall take place until full details of soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details shall include planting plans; a written specification; schedules of plants noting species, plant sizes, proposed numbers/densities; and an implementation programme. The details 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 occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority.

- 18 REASON: To safeguard the character and appearance of the Conservation Area, in accordance with policies EN2 and EN5 of the East Cambridgeshire Core Strategy 2009.
- 19 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. These details shall include finished floor levels, means of enclosure, car parking layouts hard surfacing materials, street furniture, signage and lighting. The works shall be carried out in accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed with the Local Planning Authority.
- 19 REASON: To safeguard the character and appearance of the Conservation Area, in accordance with policies EN2 and EN5 of the East Cambridgeshire Core Strategy 2009.
- 20 No development shall take place until a scheme for the maintenance and management of the landscaping for a period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the methods for the proposed maintenance regime, a detailed schedule, and details of who will be responsible for its continuing implementation. The soft landscaping shall be maintained in accordance with the agreed scheme.
- 20 REASON: To safeguard the character and appearance of the Conservation Area, in accordance with policies EN2 and EN5 of the East Cambridgeshire Core Strategy 2009.
- 21 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. All development shall be carried out in accordance with the approved details.
- 21 REASON: To ensure the use of detailing appropriate to the building's location in a Conservation Area, in accordance with policy EN5 of the East Cambridgeshire Core Strategy 2009.
- 22 Prior to the commencement of development, a water management plan shall be submitted to and approved in writing by the Local Planning Authority. Specifically the plan shall include sustainable methods for the re-use and recycling of surface water and methods for reducing the consumption of water on the site. Once agreed, the plan shall be implemented before the foodstore is brought into use.
- 22 REASON: In the interests of minimising the use of resources and withstanding Climate Change, in order to comply with Policies EN3 and EN7 of the Core Strategy 2009.
- 23 No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the commencement of use. Development shall be carried out in accordance with the approved details.

- 23 REASON: To ensure the use of detailing appropriate to the building's location in a Conservation Area, in accordance with policy EN5 of the East Cambridgeshire Core Strategy 2009.
- 24 Prior to the first occupation of the store hereby approved, a car park management scheme, which shall include details of the operation of the car park to serve the development shall be submitted to and agreed in writing with the Local Planning Authority. Specifically the submitted scheme shall include details of provisions to ensure that the car park will be made available for a period of 3 hours to members of the public without cost, in addition to allowing a period of review after 6 and 12 months, beginning with the first occupation of either store. Thereafter the development shall be operated in accordance with the agreed car park management scheme, unless otherwise agreed in writing with the Local Planning Authority.
- 24 REASON: To ensure the car park arrangements reflect the existing car park strategy throughout Ely
- 25 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended and including any future re-enactment or amendment thereto), the development hereby permitted shall be used only as a Limited Assortment Discounter Foodstore within Use Class A1 and non-convenience products shall not exceed 20% of the gross retail area hereby permitted. For the avoidance of doubt the convenience goods offered for sale shall be in the following categories. Food and non-alcoholic beverages; Tobacco; Alcoholic beverages (off-trade); Newspapers and periodicals; Non-durable household goods; Medical goods & other pharmaceutical products.
- 25 REASON: To recognize the value of such a Limited Assortment Discounter to the local community whilst limiting its competitive trading impact upon the retail offer presently provided by the nearby Ely Town Centre in accordance with Policies CS9 and S1 of the East Cambridgeshire Core Strategy (2009); Planning Policy Statement 4 – “Planning for Sustainable Economic Growth” and the emerging National Planning Policy Framework.
- 26 The gradient of the vehicular access shall not exceed 1:12 for a minimum distance of 5m into the site as measured from the near edge of the highway carriageway.
- 26 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 27 The access shall be a minimum width of 6m, for a minimum distance of 10m measured from the near edge of Lisle Lane.
- 27 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 28 The minimum footway width across the frontage of the site shall be 2 metres
- 28 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.

- 29 No vehicular access shall be made to The Vineyards.
- 29 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 30 The existing access to Lisle Lane shall be permanently and effectively closed and the kerb and footway shall be reinstated in accordance with a scheme to be agreed with the Local Planning Authority in consultation with the Highway Authority, within 28 days of the bringing into use of the new access.
- 30 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 31 Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 1995, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved access.
- 31 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 32 The access 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, in consultation with the Highway Authority.
- 32 REASON: In the interests of highway safety, in accordance with policies S6 and S7 of the East Cambridgeshire Core Strategy 2009.
- 33 Plant or machinery to be used in connection with site preparation and or construction work shall be operated on the site between the hours of 08:00 hours - 18:00 hours Mondays to Fridays and 08:00 - 13:00 hours on Saturdays. There shall be no construction works carried out on Sundays or Bank Holidays unless specifically agreed in writing by the Local Planning Authority
- 33 REASON: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy EN2 of the East Cambridgeshire Core Strategy 2009.
- 34 Deliveries to the site during the construction phase shall be limited to 07:00 hours - 18:00 hours each day Monday - Friday and 08:00 - 13:00 on Saturdays. There shall be no deliveries on Sunday or Bank Holidays unless by prior written agreement with the Local Planning Authority.
- 34 REASON: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy EN2 of the East Cambridgeshire Core Strategy 2009.
- 35 The retail store hereby permitted shall be open between 08:00 hours and 20:00 hours unless otherwise agreed in writing by the Local Planning Authority.

- 35 REASON: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy EN2 of the East Cambridgeshire Core Strategy 2009.
- 36 The single retail unit hereby permitted shall not be sub-divided such that any part of the building trades independently of the remainder
- 36 Reason: In the interests of proper control of the site in order that the Local Planning Authority can assess the impact upon car parking provision and the retail offer presently provided by the nearby Ely Town Centre in accordance with Policies CS9 and S1 of the East Cambridgeshire Core Strategy (2009); Planning Policy Statement 4 – “Planning for Sustainable Economic Growth” and the emerging National Planning Policy Framework.

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<b><u>Background Documents</u></b>	<b><u>Location(s)</u></b>	<b><u>Contact Officer(s)</u></b>
Planning Application files	Ann Caffall Room No. 011 The Grange Ely	Ann Caffall Senior Planning Officer 01353 665555 ann.caffall@eastcambs.gov.uk