

TITLE: 26/00237/ESO

Committee: Planning Committee

Date: 7 October 2026

Author: Major Projects Planning Officer

Report No: AB81

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**Site Address: Land South East Of Wellington Road, Lancaster Way Business Park Ely
Cambridgeshire CB6 3NX**

Proposal: Outline Planning Application (all matters reserved) for the Provision of up to 72,656m2 of E(g), B2 and B8 Floor Space, Associated Plant, Associated Roads, Service Yards, Drainage, Landscape Works and Associated Infrastructure and Works (renewal of planning reference: 08/00563/ESO)

Applicant: Grovemere Property Limited

Parish: Ely

Ward: Ely West

Ward Councillor/s: Christine Colbert
Ross Trent
Christine Whelan

Date Received: 26 February 2026

Expiry Date: 30 October 2026

RECOMMENDATION

1. Members are recommended to APPROVE the application subject to the conditions set out in Appendix 1 and grant delegated authority to the Strategic Planning Policy and Development Management Manager to finalise the terms and completion of the deed of variation to the original S106 legal agreement and subsequent modifications, to bind the current application to the existing S106 and secure further financial contributions to ongoing provision of the bus service.
2. The application is being heard by committee because it triggers the Councils Constitution in respect of the creation of major employment uses.

SUMMARY OF APPLICATION

3. The application seeks consent for outline planning permission, with all matters reserved, for the provision of up to 72,656sqm (782,062sqft) of E(g), B2 and B8 floor space, including associated plant, associated roads, service yards, drainage, landscape works and associated infrastructure and works.
4. The site was granted permission in 2011 under application 08/00563/ESO for the extension to Lancaster Way Business Park, however the period for submission of reserved matters has now lapsed. The applicant seeks outline consent on the same basis, albeit the floorspace has been reduced by the sum of the development that has been carried out.
5. The application is accompanied by an Environmental Impact Assessment due to the scale and nature of the environmental effects. The likely significant environmental effects are identified and assessed in the Environmental Statement (ES), for both the construction and operational parcels. Where relevant, mitigation measures are proposed to prevent, reduce, and offset significant adverse effects on the environment. These measures are recommended to be secured by way of conditions and/ or planning obligations in relation to this application. Development parameters have been identified to fix those aspects of the proposed development which can give rise to significant environmental effects. These will be discussed in full within the report. Alongside the Environmental Statement, the following reports and plans are submitted:
 - Air Quality Assessment
 - Ecology Appraisal
 - BNG Metric
 - Breeding Bird Survey
 - Landscape and Visual Impact Assessment
 - Summary of Archaeological Works
 - Transport Assessment
 - Travel Plan
 - Waste Management Strategy
 - Flood Risk Assessment
 - Indicative Masterplan
 - Indicative Landscape Parameter Plan
 - Illustrative Landscape Strategy
 - Landscape Strategy Plan
 - Vehicular Access Plan
 - Indicative Building Heights Parameter Plan
 - Pedestrian and Cycle Access Plan
 - Phase 1&2 Geo-Environmental Assessment
6. The topics scoped into the Environmental Statement are as follows:
 - Air Quality
 - Ecology
 - Landscape and Visual
 - Transport

- Cumulative Effects

7. The Council agrees with the areas scoped into the Environmental Statement and has consulted with the relevant technical consultees.
8. The full planning application, plans and documents submitted by the Applicant can be viewed online via East Cambridgeshire District Council's Public Access online service, via the following link [Simple Search](#).

PLANNING HISTORY

9.

08/00563/ESO

Extension to Lancaster Way Business Park including infrastructure, roads services yards, drainage and landscape works

Approved

4 February 2011

22/00937/VARM

Variation of condition 4 (Use Classes) and condition 18 (Provision of Bus Shelter) of previously approved 15/01240/VARM for Variation of condition 3 (Reserved matters) of previously approved 08/00563/ESO for Extension to Lancaster Way Business Park including infrastructure, roads services yards, drainage and landscape works

Approved

22 December 2022

THE SITE AND ITS ENVIRONMENT

10. The application site lies to the south-west of the City of Ely and is separated by agricultural fields. To the west of the application site the village of Witchford is located, separated by agricultural fields. The site forms part of a large, established business park which is allocated within the East Cambridgeshire Local Plan 2015 (as amended) under policy ELY11. The business park as a whole appears as would be expected, with large, industrial-style buildings and offices laid out in a regimented pattern. The application site red line only includes the vacant plots within the larger site.
11. The site is accessed by a roundabout from the A142 to the north of the site and various private internal access roads service the wider site. Bridleway 4 borders the southern portion of the site and continues south-east toward the village of Little Thetford.

RESPONSES FROM CONSULTEES

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

Active Travel – 10 June 2026

Following a high-level review of the above planning consultation, Active Travel England has determined that standing advice should be issued and would encourage the local planning authority to consider this as part of its assessment of the application.

Anglian Water – 9 April 2026

- There are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.
- Ely-New Water Recycling Centre (WRC) is within the acceptable parameters and can accommodate the flows from the proposed growth
- The sewerage network at present has available capacity for the anticipated foul flows.
- The proposed method of surface water does not relate to Anglian Water operated assets

Cawdle Fen Internal Drainage Board – 15 April 2026

No objections raised subject to appropriate Bye Law Consent being in place.

Cadent Gas – 11 March 2026

After receiving the details of your planning application, we have completed our assessment. We have no objection in principle to your proposal from a planning perspective.

We have a 63mm PE IP pipeline in the works area, which will need to be protected at all times this has a have easement in place with a BPD distance that must not be encroached upon, nothing to be built on or placed/stored on or over the pipeline or in the easement for any asset in the works area.

No excavation within 3m of the IP pipeline as per SSW22.

Please be aware that access to the Pipelines will be always required in the event of an emergency or operational maintenance needs.

Any damage or any action that puts the pipeline at risk will be reportable to the HSE.

Cambridgeshire Archaeology – 25 March 2026

The archaeological works associated with this development have been completed and we can therefore confirm that we have no comment or objection to the current application.

City of Ely Council – 24 March 2026

The Council has no concerns

Conservation Officer – 9 March 2026

The application site is in the vicinity of the 115 Squadron RAF memorial, erected in 1989 to commemorate the WW2 Bomber Command unit's operations from RAF Witchford (now the site of the Lancaster Way industrial estate). In view of its historical and social associations, the structure was added to the ECDC local list in 2024 under ENV13 through the Cambridgeshire Local Heritage List Project. <https://local-heritage-list.org.uk/cambridgeshire/asset/15849>

Given the location of the expansion site, the proposed development is not considered to have any impact on the memorial's setting.

Recommendation: no objection

Design Out Crime – 24 March 2026

- The location is an area of medium risk to the vulnerability of crime based on crime figures
- The security on site is more than sufficient and well managed
- Recommendations made in respect of external lighting, CCTV, fenced storage and car parking and security during the construction phase

Ecologist – 31 March 2026

Ecology:

From the information provided, the Senior Ecologist has reviewed this application and as of 31/03/2026 supports this application, with suitable mechanism in place to secure Skylark mitigation offsite which may be separate to BNG offsite mitigation measures.

The site is not within the LNRS for strategic significance.

BNG:

This application has met the minimum requirements for this stage of the application process.

It is unlikely that BNG can be delivered onsite with the scale of this development and that offsite units will need to be secured, currently 21.16 units will be needed to reach 10%. This is in addition to the skylark mitigation in the ecology response.

The applicant will need to secure offsite units from a habitat bank within the NCA area prior to commencement of works, the units must meet the trading rules which can be calculated within the metric.

Economic Development – 26 March 2026

I am totally supportive of this application

There is a significant financial benefit to ECDC being the host District Council. ECDC retain 50% of business rates collected within the EZ area. (Currently circa £250,000 per annum). The total income to date for ECDC has been £3million. The EZ status is in place until 2041 and the business rate retention is applicable to all future development within the EZ area.

The projected income for built units from 2026 to 2041 is £7.97million. The total projected income shares to ECDC for unbuilt units 2026-41 is £11.9million. This gives a potential income to the district during the period 2026 to 2041 of £19.8million.

To date estimated private investment in the site, including associated infrastructure, is £97.5million. This will increase significantly with further development. The further development of the site will directly contribute to funding the local Zipper bus service for a further 5 years.

In terms of job outputs, the EZ employs 906 FTE (as at Sept 2025) jobs across a range of skills. This has more than doubled from 421 at March 2021. It is difficult to predict future job outputs as this will be dependent on the types of businesses and their labour intensity that locate to the undeveloped sites at the EZ. The remaining available plots equate to 72,500m². 72,500 square metres of commercial space can generate anywhere from 760 to over 7,200 jobs, depending entirely on how the space is used.

Finally, the Policy EMP 1: Retention of existing employment sites and allocations supports this site within the Local Plan and the site is included at Ely 11 including the remaining undeveloped EZ area.

Environmental Health – 30 March 2026

The Council's Environmental Health Officer (EHO) has requested conditions for construction hours, a Construction Environmental Management Plan (CEMP) and a ground piling method statement in the event that ground piling is required.

The EHO has requested that conditions 15 (details of methods to minimise construction noise and noise from the business activities) and 16 (a scheme to minimise noise and disturbance to Lancaster Lodge) of 08/00563/ESO are attached to this application.

The EHO has commented that they would ideally like to see a lighting impact assessment and noise impact assessment but that this may not be an option as the application is a resubmission.

Environment Agency – 20 March 2026

The Environment Agency have sought a condition that in the event of unexpected contamination being found that there is no further development until investigation and a remediation strategy have been carried out and submitted to and approved in writing by the LPA.

Health and Safety Executive – 29 April 2026

The proposed development site which you have identified does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline;

therefore at present HSE does not need to be consulted on any developments on this site.

Lead Local Flood Authority – 3 June 2026

In their original comments the LLFA objected to the application, however, information was submitted to address these concerns. The LLFA have confirmed that they have no objection in principle to the proposed development. They have requested conditions for submission of a detailed surface water strategy and a scheme for measures to avoid additional surface water run-off.

Local Highways Authority- 12 August 2026

The LHA have reviewed the proposed mitigation measures set out within the Environmental Statement. Regarding the proposed speed limit reduction and cycle signage that the applicant put forward, they have commented that the LHA remains open to considering proposals that seek to improve conditions for Non-Motorised Users along the A142 corridor. However, the Authority is not persuaded that a signage-only speed limit reduction to 40mph or undefined cycle route signage improvements would deliver any meaningful change in observed driver behaviour, mode choice or network operation. In the absence of any evidence demonstrating the effectiveness of the proposed mitigation, the Local Highway Authority can only conclude that either:

- The transport impacts of the development, (outside those identified and mitigated in agreement with the Transport Assessment Team) are not of a scale that necessitates mitigation of this nature; or
- If such mitigation is considered necessary by the applicant to reduce identified transport impacts, insufficient evidence has been provided to demonstrate that the proposed measures would achieve the benefits claimed.

Local Highways Authority – 4 September 2026

Further to the Local Highway Authority's latest consultation response dated 12th August 2026, KMC has prepared a Transport Technical Note. The Technical Note acknowledges that there are currently no published or committed CCC schemes for speed reduction measures or active travel enhancements along the A142 corridor. It also confirms its stated position that the impacts of the proposed development are not of a scale that would necessitate highway mitigation directly attributable to the development.

Accordingly, no directly delivered mitigation is proposed for the section of the A142 between the A10 BP Roundabout and the site access.

This position is accepted by the Local Highway Authority.

National Gas Transmission – 6 March 2026

Regarding planning application at site location 26/00237/ESO there are no National Gas assets affected in this area

Natural England – 23 March 2026

No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Place Services (Landscape Team) – 14 April 2026

We judge that the submitted LVIA underassesses the effects on a number of receptors. However, given the surrounding commercial context and the landscape value, we agree that significant effects will not arise as a result of the proposals.

As part of the Outline submission, the southern half of the Illustrative Landscape Strategy (Dwg no. JBA 23 345 - SK02) should be submitted. We also advise that the other Landscape Strategy Plan (Dwg no. JBA 25/142-SK01) is updated to reference views towards Ely Cathedral as this should be considered and fed into any future Reserved Matters submissions.

Secretary of State Planning Casework Unit – 18 March 2026

I can confirm that we have no comments to make on the Environmental Statement.

Scientific Officer – 10 April 2026

I have read the updated Phase I & II Geo-Environmental Assessment dated 3rd July 2025 prepared by EPS and accept the findings that the site is essentially free of contamination and suitable for its proposed commercial use. I recommend that no further site investigation for contamination is required. I recommend that standard contaminated land condition 4 (unexpected contamination) is attached to any renewed permission as the site is a former MoD site.

I have read the updated Air Quality Assessment prepared by EPS dated 16th February 2026 and generally accept the findings and recommendations. There are closer weather stations than Southend (page 10); and the Stagecoach 9 and 39 bus services were withdrawn some years ago (page 23); and references to a diffusion tube site in Old Brompton Road (page 35) and a graph (page 36) are out of place. However, I accept the findings that any air quality impacts are likely to be negligible and I support the recommendations to incorporate low emission design measures in the development where possible.

Transport Assessment Team – 10 August 2026

Following submission of revised information the Transport Assessment Team has raised no objection to the proposals. They have requested that conditions are appended to any grant of permission which secure Travel Plan information, and also restrict the use classes to specified floor spaces. They have also requested £300,000 financial contributions towards either continued bus service provision or toward a highways infrastructure project to be secured by S106.

Trees Officer – 14 April 2026

No tree-related objections, but detailed soft landscaping information will need to be provided as part of any reserved matters applications

Waste – 12 March 2026

As this is a commercial development, the district council is not responsible for the waste collections here, and as such the developer will need to seek a registered commercial waste provider.

Witchford Parish Council – 2 April 2026

Witchford Parish Council objects to this application on the grounds that the level of additional traffic will have a negative effect on Witchford residents due to congestion at the A142 roundabout, particularly exiting Witchford, and on the A142 Witchford bypass. Additional traffic accessing the Lancaster Way site via Grunty Fen Road and travelling through Witchford will also have a negative effect on the village. Witchford Parish Council considers that an additional entrance/exit from the Business Park onto the A10 or further along onto the A142 should be provided to alleviate the pressure of traffic entering and exiting Witchford.

13. A site notice was displayed near the site on 9 March 2026 and a press advert was published in the Cambridge Evening News on 12 March 2026.
14. Neighbours – 49 neighbouring properties were notified. No responses have been received.

THE PLANNING POLICY CONTEXT

15. East Cambridgeshire Local Plan 2015 (as amended 2023)

GROWTH 1	Levels of housing, employment and retail growth
GROWTH 2	Locational strategy
GROWTH 3	Infrastructure requirements
GROWTH 4	Delivery of growth
EMP 1	Retention of existing employment sites and allocations
ENV 1	Landscape and settlement character
ENV 2	Design
ENV 4	Energy and water efficiency and renewable energy in construction
ENV 7	Biodiversity and geology
ENV 8	Flood risk
ENV 9	Pollution
ENV 14	Sites of archaeological interest
COM 7	Transport impact
COM 8	Parking provision
ELY 11	Employment allocation, Lancaster Way

16. Supplementary Planning Documents
 - Cambridgeshire Flood and Water SPD
 - Developer Contributions and Planning Obligations
 - Design Guide

Contaminated Land - Guidance on submitted Planning Application on land that may be contaminated
Natural Environment SPD
Climate Change SPD

17. National Planning Policy Framework (August 2026)

- 3 Decision-making policies
- 4 Achieving sustainable development
- 5 Meeting the challenge of climate change
- 7 Building a strong, effective economy
- 14 Achieving well-designed places
- 15 Promoting sustainable transport
- 17 Pollution, public protection and security
- 18 Managing flood risk and coastal change
- 19 Conserving and enhancing the natural environment

18. Planning Practice Guidance

19. Cambridgeshire-Peterborough Local Nature Recovery Strategy (LNRS)

PLANNING MATERIAL CONSIDERATIONS AND COMMENTS

20. Principle of Development

21. The East Cambridgeshire Local Plan 2015 (as amended) (hereafter referred to as 'Local Plan') sets out within policy GROWTH2 that the majority of development will be focussed on the market towns of Ely, Soham and Littleport. Ely is identified as the most significant service and population centre in the district, and it is noted that it is a key focus for housing, employment and retail growth. The policy sets out that outside of defined development envelopes development will be strictly controlled, having the need to protect the countryside and the setting of towns and villages. The NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, which has three overarching objectives; economic objective, social objective, environmental objection. These objectives seek to build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity. They also seek to support strong, vibrant and healthy communities by fostering well-designed, beautiful and safe places, with accessible services. There is also an environmental objective which seeks to mitigate and adapt to climate change, enhance our natural, built and historic environment, make effective use of land, and improve biodiversity.

22. The application site, and wider Lancaster Way development, is positioned outside of the development envelope, however policy GROWTH2 of the Local Plan contains a number of exceptions, one of which being specific allocations in the Local Plan.

23. Policy ELY11 specifically allocates 40.5ha (100 acres) of land at Lancaster Way for B1, B2 and B8 purposes. It should be noted that Use Class B1 is now referred to as Class E(g). The policy sets out that the area will need to be developed in accordance with the current or any subsequent planning permissions.

24. The site has previously been subject to outline consent under application 08/00563/ESO. The current application seeks to establish a new outline consent on the remaining land for the same development previously granted permission, as the time limit for the submission of reserved matters applications has lapsed. While the lapsed permission doesn't establish the principle of development on site, it is worth noting. The application site is contained within the ELY11 allocation and complies with the requirements of the policy. Therefore the principle of development is considered to be acceptable subject to other material considerations being acceptable.

25. Residential Amenity

26. Policy ENV2 of the East Cambridgeshire Local Plan 2015 requires proposals to ensure that there are no significantly detrimental effects on the residential amenity of nearby occupiers. Policy P3 of the NPPF also requires proposals to consider the potential sensitivity of the site and its intended occupiers and users, as well as that of the environment and population in the surrounding area.

27. The main concerns regarding residential amenity relate to the potential for noise and disturbance from construction and operational activities.

28. While the development site is a significant distance from the nearest residential receptors, it is considered appropriate to append conditions to ensure that regard is had to the potential for the development to generate noise which may impact on the amenity of residents. The previously approved application 08/00563/ESO secured the submission of details of methods to minimise construction noise and business activity noise arising from the development. It is considered reasonable to impose a similarly worded condition to any grant of approval of the current scheme. This is echoed by the Council's Environmental Health Officer who has raised no objection to the proposals subject to the imposition of conditions which relate to noise and disturbance, and construction activities. With the appropriate conditions appended it is considered that the proposal would comply with policy ENV2 of the Local Plan and the NPPF.

29. Landscape & Visual Amenity

30. Policy DP3 of the NPPF sets out that development proposals should respond to their context so that they integrate with and enhance their surroundings. The policy requires proposals to consider the principles of liveability, climate, nature, movement, built form, public space, and identity.

31. Policy ENV1 of the East Cambridgeshire Local Plan 2015 requires applications to ensure that they provide a complementary relationship with existing development, and conserve, preserve and where possible enhance the distinctive and traditional landscapes, and key views in and out of settlements. The policy sets out that development proposals should

respect the pattern of distinctive historic and traditional landscape features such as watercourses, characteristic vegetation, individual and woodland trees, field patterns, hedgerows and walls, and their function as ecological corridors for wildlife dispersal. The policy requires proposals to take account of settlement edges, the space between settlements, and the wider landscape setting, as well as the visually sensitive natural skylines of the area. The policy also requires proposals to take account of the unspoilt nature and tranquillity of the areas and the nocturnal character.

32. Policy ENV2 of the Local Plan 2015 requires applications to ensure that their location, layout, form, scale, massing and materials are sympathetic to the surrounding area by making efficient use of land and respecting the density, urban and village character, public spaces, landscape and biodiversity of the surrounding area. This policy seeks to retain existing important landscaping and natural and historic features and expects proposals to include landscape enhancement schemes.
33. The proposals seek outline permission for the remaining parcels of land at the Lancaster Way business park that remain unbuilt from outline permission 08/00563/ESO. The wider site is a large triangular parcel of land to the south of the A142. Some development has been built out. The indicative building height parameter plan shows that the inner parcel of land is indicated to have a maximum height of 15m (49ft) while the outer parcels have a maximum height of 12m (39ft). It should be noted that the majority of plots that are part of the current application form parcels within the lower height areas shown on the indicative building height parameter plan.
34. As part of the Environmental Statement, a chapter is included which assesses the landscape and visual impacts as well as the cumulative effects of the proposed development. In order to inform this chapter, a landscape visual impact assessment (LVIA) was prepared to assess the local landscape and impacts of the extension of the business park on the local and wider landscape. The ES notes that although there will be localised visual and landscape effects, that the site is already perceived as an existing industrial estate and that the proposed development will blend in with the surrounding existing built form. The Environmental Statement identifies the landscape value as being low. The topic areas for landscape effects are set out within table 9.11 of the Environmental Statement and are noted as the following:
- Topography- The site will require some relatively minor regrading of the existing land to accommodate the development.
 - Land Use- The site currently comprises industrial estate development with grassland pasture and field boundary hedgerows, and secondary access roads.
 - On Site Vegetation- The site is bounded by mature hedgerows and mature tree belts. The site predominantly consists of grassland within the industrial estate and arable field to the wider surrounds.
 - Character of the Site- The site topography is relatively flat and some relatively minor regrading will be needed to accommodate the development.
 - Lowland Village Farmlands Landscape Character Area- The site is typical of the character area.
 - The Planned Peat Fen Landscape Character Area- The site sits outside of this character area.
 - Settlement Character of Ely- The site is outside of the city and separated by local topographic changes and existing vegetation.

- Ely Conservation Area- The site is physically separated from the Conservation Area.
- Listed Buildings and Scheduled Monuments- The site is physically separated from listed buildings and scheduled ancient monuments.

35. The Environmental Statement sets out that the magnitude of visual changes are mostly classed as being Low Negative, reducing to Negligible by Completion Year 1 or Year 15. The only area where a Minor Adverse scale of effect at Construction and Completion Year 1 stage is noted relates to the Lowland Village Farmland Landscape Character Area, however this reduces to negligible by Completion Year 15.
36. The Environmental Statement sets out a number of mitigation measures such as the retention and maintenance of existing trees and hedgerows, retention of long-distance views, additional planting and improvements to ecological opportunities.
37. The Environmental Statement has considered the cumulative impacts of the development and other committed development in the area. The Environmental Statement concludes that given the distances between the developments listed, the topography of the area and intervening vegetation, there is likely to be negligible/no cumulative impacts on the landscape character areas or designations.
38. The Council has engaged with Essex Place Services Landscape Team to review the landscape elements of the Environmental Statement. Place Services have concluded that the LVIA underassesses the effects on a number of receptors but that given the surrounding commercial context and the landscape value, they agree that significant effects will not arise as a result of the proposals. Place Services recommend a number of conditions are appended to any grant of permission to ensure that the visual impacts of the development are appropriately managed:
- Landscape Strategy
 - Hard Landscaping Plan
 - Soft Landscaping Plan
 - Landscape Management Plan
 - SuDS Strategy
39. In addition to these, the Environmental Statement sets out that a Construction Environmental Management Plan should be provided and a programme of appropriate monitoring should be agreed.
40. It should be noted that parts of the previously approved outline application have been subject to reserved matters applications and some of the site is built out. Therefore, elements of the previously agreed soft landscaping strategy have been implemented. The indicative landscaping strategy submitted as part of the current application indicates a number of tree and hedgerow planting areas to soften the appearance of built form across the site and create a more attractive site as a whole.
41. The application site is allocated within the Local Plan for the business park to extend and therefore the principle of development in this location is accepted. The application is for outline consent. Therefore, the details for individual plots would be submitted in the form of reserved matters applications. Given that this is set against the context of the existing business park, it is considered that appropriate schemes may be submitted which respect

the character and appearance of the area, fit in with adjacent plots, and include complementary landscaping to aid in assimilation into the site.

42. Highways & Transport

43. Policy ENV2 of the East Cambridgeshire Local Plan 2015 sets out that development proposals will be required to incorporate the highway and access principles contained in Policy COM7 of the Local Plan 2015 to ensure minimisation of conflict between vehicles, pedestrians and cyclists; safe and convenient access for people with disabilities, good access to public transport, permeability to pedestrian and cycle routes; and protection of rights of way. Policy COM8 of the Local Plan 2015 seeks to ensure that proposals provide adequate levels of parking, and policy COM7 of the Local Plan 2015 require proposals to provide safe and convenient access to the highway network. Policy TR3 of the NPPF sets out that development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical. The policy requires proposal to take opportunities to utilise existing or proposed transport infrastructure, and support walking, wheeling, cycling and public transport use. The policy sets out that the environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account, including opportunities to avoid or mitigate any adverse effects. The policy refers to development in rural areas and seeks to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area.
44. Policy TR6 sets out the NPPF sets out that proposals that are likely to generate significant amounts of movement should be supported by a transport assessment and a travel plan. The policy notes that development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
45. The Environmental Statement sets out that the impacts on transport would be as follows:
- Impact of construction traffic on local highway network
 - Changes in traffic flows, congestion and delays on local road network
 - Non-motorised users' severance, delay and amenity, fear and intimidation, and safety
 - Users of local bus services
46. The impacts identified are all local in geographical terms.
47. The applicants propose to mitigate the impact of construction traffic on the local highway network via the production of a Construction Environmental Management Plan (CEMP) which would reduce the impact to a negligible amount. As the plots are likely to come forward on an individual basis, this may be secured for each phase of development.

48. The mitigation proposed regarding the changes in traffic flows, congestion and delays on local road networks includes contributing toward ongoing bus services, the submitted travel plan which is designed to reduce car use by supporting alternative forms of transport, contributions to Cambridgeshire County Council toward A142 speed limit reductions and improved cycle signage of the existing cycle route.
49. The contributions toward the A142 speed limit reductions and improved cycle signage of the existing cycle route are also proposed to aid in mitigating the impacts in relation to non-motorised users' severance, delay and amenity, fear and intimidation and safety.
50. The impacts on the users of local bus services would be mitigated by the ongoing contribution to bus services.
51. Following proposed mitigation measures the Environmental Statement sets out that the impact of construction traffic on the local highway network will be negligible.
52. The remaining impacts would be classed as minor impacts following the mitigation measures set out above. The Environmental Statement sets out that a main source of mitigation for the proposed development will be the ongoing Travel Plan which seeks to increase non-car accessibility for the site.
53. The Environmental Statement concludes that the residual cumulative transport effects of the proposed development are not significant.
54. With regard to site specific highways matters, the individual plots would connect to existing internal access roads which lead to the main site access at the roundabout on the A142. It is expected that as reserved matters applications come forward for the remaining plots, that these may achieve acceptable access.
55. The Local Highways Authority have reviewed the information provided and advised that with regard to the mitigation measures proposed for cycle signage and speed reduction, that there is no evidence to demonstrate that this is required. They note that if changes to speed limits or signage are put forward, that the following would need to be demonstrated:
- Existing speed characteristics along the corridor
 - The extent of any speed reduction likely to result from signing only measures
 - The relationship between any forecast speed reduction and the environmental effects identified within the Environmental Statement
 - How compliance with a reduced speed limit would be achieved.
56. The LHA note that while they accept that changes in vehicle speeds (not to be confused with simply changing the speed limit) may influence perceptions of safety and comfort for pedestrians and cyclists and may have some effect on traffic operation, there is no evidence demonstrating that the proposed mitigation would deliver an effect of sufficient magnitude to justify the reduction in assessed impact severity presented within the Environmental Statement. They also note that any speed limit change would need to be justified through observed speed data and consideration of how compliance would be achievable. They advise that their understanding of existing conditions is that 85th percentile speeds along this section of the A142 are already below the current posted speed limit and therefore it is unclear what practical change in driver behaviour would

arise from a reduction in posted speed limit alone. Their view is that a signage-only speed limit change is unlikely to produce a meaningful reduction in observed speeds and that any material change in speeds would likely require physical measure to influence driver behaviour. They cannot conclude that the proposed speed limit reduction would generate the level of benefit assumed within the Environmental Statement and the claimed reduction in impact significance may consequently be overstated. They note that similar concerns apply to the proposed cycle route signage.

57. The LHA conclude that they remain open to considering proposals that seek to improve conditions for non-motorised users but are not persuaded that a signage-only speed limit reduction to 40mph or undefined cycle route signage would deliver any meaningful change in observed driver behaviour, mode choice, or network operation. The LHA conclude that in the absence of evidence demonstrating the effectiveness of mitigation, they can only conclude that the transport impacts of the development are not of a scale that necessitates mitigation of this nature. They advise that if the applicant considers this mitigation necessary, that evidence should be provided to justify it.
58. With regard to the speed limit reduction along the A142 and cycle signage, the Environmental Statement notes that in regard to non-motorised users' severance, delay and amenity, fear and intimidation and safety, that the predicted impact of the development would have a minor significance. This remains a minor significance post-mitigation. Therefore, this remains unchanged should the mitigation measures not be implemented. Regarding the changes in traffic flows, congestion and delays on local road networks, the predicted impact is classified as moderate significance. This is reduced to minor significance post-mitigation. Given that the LHA have concluded that they are not persuaded that speed limit reductions and cycle signage would have a meaningful impact on observed driver behaviour, mode choice or network operation, and that in the absence of evidence demonstrating the effectiveness of such proposals that they can only conclude that the transport impacts are not of a scale that necessitates mitigation of this nature, it is considered unreasonable to pursue this type of mitigation. Furthermore, seeking the speed limit reductions and cycle signage by planning condition or S106 obligation must satisfy the tests of being necessary to make the development acceptable in planning terms, being directly related to the development and being fair and reasonably related in scale and kind to the development. As the LHA have discounted this mitigation measure as being necessary it is not considered that even if this was put forward in good faith by the applicant as a voluntary gesture, that it would be reasonable to secure as part of the planning application. The applicant has prepared a Transport Technical Note following the consultation response from the LHA which sets out why this mitigation measure was put forward and discusses that the benefit effect would be considered minimal in terms of significance. The Transport Technical Note sets out that with the omission of this mitigation does not materially alter the Environmental Statement or the conclusions reached. The Cambridgeshire County Council Transport Assessment Team and Local Highways Authority who accept this position. Removing this mitigation results in the impact of changes in traffic flow, congestion and delays on local road networks remaining as a moderate significance which needs to be weighed in the planning balance.
59. The LHA have requested conditions are appended to any grant of approval which require that temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the construction period.

60. The Cambridgeshire County Council Transport Assessment Team have reviewed the information provided and note the previous permission at the site as well as the contributions previously secured under S106. They note that the majority of transport-related improvements and S106 contributions to mitigate the development have already been delivered or paid in full. The response from the Transport Assessment Team notes the level of employees who travel to the site by car, bus, foot and cycle. They note that 25.7% of existing employees live within 5 miles of the Business Park and that there is potential to increase the cycle mode share. They note that there is opportunity for the applicant to provide financial contribution toward the County Council scheme for a new 'grade-separated' cycle bridge over the A10. They note that the County Council cycle bridge scheme has an outline business case and is at a stage where the County Council can receive contributions towards the scheme.
61. The Transport Assessment Team also note that 37.9% of employees live in Ely, Witchford, Sutton, Haddenham, Wilburton, Stretham, Little Thetford, March and Chatteris, all of which are served by the Ely Zipper bus routes which serve the site. They note that only 1% of existing employees travel to the Business Park by bus, indicating significant potential to increase bus travel to the site. This could be achieved by continued bus service provision to the site and travel plan measures to encourage bus use. The Transport Assessment Team note that the applicant is willing to extend bus service funding beyond that secured under the original planning consent.
62. The Transport Assessment Team have requested a contribution of £300,000 toward either the provision of a cycle bridge over the A10, or toward the continued bus service to serve the Lancaster Way Business Park. They note that either scheme would improve access to the business park by sustainable travel modes and encourage a mode shift away from car use, thereby mitigating the developments impact on the local highway network. This either/or scenario can be secured by way of S106.
63. Aside from the financial contribution, the Transport Assessment Team have requested that a condition is appended to any grant of permission which requires the site-wide travel plan to be updated prior to first occupation of each reserved matters application. In order to ensure that expectations and responsibilities are clear, and due to the site historically coming forward in individual phases, it is considered appropriate to condition that as part of each reserved matters application, a travel plan is produced. The Transport Assessment Team have also requested that a condition is appended to any grant of approval which secures the ratio of uses over the development. This can be secured by condition.
64. In conclusion, subject to the appropriate conditions and the securing of required S106 obligations, in line with policy TR6 of the NPPF it is not considered that the residual cumulative impacts on the highway network would be severe, or that there would be an unacceptable impact on highway safety. While the impact of changes in traffic flow, congestion and delays on local road networks remain a moderate significance without mitigation, this is not considered significant, and in the absence of any requirement from the LHA for cycle signage or speed reduction, and no objection to the scheme on this basis, it would be unreasonable to refuse the application given that the NPPF sets out that development should only be refused on highways grounds if there would be a severe adverse impact on the transport network or an unacceptable impact on highway safety. The mitigations proposed result in impacts on the highway network that are not considered

to be significant and balanced against the significant benefits to the district in terms of this being a major employment delivery site, the proposal is considered to be acceptable.

65. Ecology

66. Policy ENV7 of the East Cambridgeshire Local Plan 2015 recognises the importance of environments such as trees, wetlands, hedgerows, woodlands and ponds which provide habitats, corridors and links for wildlife, and are part of an essential network for the survival and diversity of species. Policy N2 of the NPPF requires proposals to contribute positively to the natural environment through consideration of a number of principles, and policy N3 recognises the benefits the importance of trees for biodiversity, climate change and the character of an area.
67. Schedule 7A of the Town and Country Planning Act 1990 makes provision for grants of planning permission to be subject to a condition to secure a minimum 10% biodiversity net gain. This application is subject to the Biodiversity Net Gain requirement.
68. The Environmental Statement is accompanied by a Preliminary Ecological Appraisal which identifies the baseline conditions of the site. The site is predominantly arable land with areas of low value grassland and developed land. As part of the Environmental Statement, the likely evolution of baseline conditions has been outlined. The Environmental Statement sets out that in the absence of the proposed development, the arable land would continue production of arable crops, and that other habitat areas would continue to be managed as they are currently (mown or similar).
69. The Environmental Statement sets out that the main impacts identified are as follows:
- Loss of areas of grassland and tall ruderal
 - Loss of areas of arable cropland
 - Disturbance to retained habitats
 - Disturbance to wildlife including nesting and foraging birds within and adjacent to the site, commuting bats within and adjacent to the site
 - Creations and deposition of dust etc on existing retained habitats within and adjacent to the development site
 - Increased lighting during construction
 - Increased noise from construction
 - Creation of new hedgerows and native buffer suitable for various wildlife including badger, birds, bats, other small mammals and invertebrates
 - Increased lighting may impact on commuting bats
 - International designated sites within 10km and national designated sites within 7km
 - Non-designated sites
70. With regard to the mitigation measures proposed, the Environmental Statement sets out that a Construction Environmental Management Plan will be prepared as part of each future reserved matters application which will cover matters such as environmental control measures, protection of root protection areas, sensitive working methods and timings in relation to nesting birds. The CEMP would also include measures to ensure that impacts on commuting and foraging habitat for badgers at the site perimeter are managed by securing excavations, safe storage of materials and fuels, and the use of fencing during construction to ensure that animals can continue to commute using these areas. The submission of a Landscape and Ecology Management Plan is proposed for each phase

of development to establish the long term management of created and retained habitats. A number of mitigation measures to minimise the risk of disturbance to foraging and commuting bats are recommended, taken from the Institution of Lighting Professionals and Bat Conservation Trusts' Guidance Note (Institution of Lighting Professionals 2023). The Environmental Statement also proposes a Skylark Mitigation Strategy on a site-wide basis rather than on an individual plot basis. The Environmental Statement sets out that vegetation clearance will be carried out outside of nesting season and that any works required during nesting season will be checked by a qualified ecologist prior to being carried out. Further mitigation includes the installation of bird boxes.

71. The Environmental Statement notes that there are some residual effects such as an increase of lighting, the loss of existing habitats within the site, and the creation of dust and noise. However the Environmental Statement notes that the residual effects can be controlled by condition. All effects are considered to be negligible post-mitigation. The creation of new hedgerows and native buffers would create a moderate beneficial impact. The Environmental Statement notes that the majority of impacts will be short term and greatly reduced with the appropriate mitigation and management strategies and will therefore not contribute significantly to cumulative effects.
72. The Local Nature Recovery Strategy (LNRS) is a statutory document which plans, maps and creates priorities for nature in a given area. Local authorities must have regard to any relevant LNRS through the exercise of its functions, including as a local planning authority (see S40(2A) of the NERC Act 2006). Amongst other matters, the LNRS identifies on a map (the 'habitat map') "areas known to be of particular importance for biodiversity (APIB)" such as SSSIs and "areas that could become of particular importance for biodiversity" (ACB sites) which have been determined to offer the potential to become important for nature recovery if measures the recommended actions are taken to improve the habitats on that particular site to align with local nature recovery mapped objectives. For this particular application, it has been determined that no LNRS APIB or ACB boundary aligns with the planning application site area as such, this is a neutral consideration in reaching a recommendation for this planning application.
73. The Council's Senior Ecologist has reviewed the Environmental Statement and supporting documents and advise that they support the application subject to appropriate conditions bring appended to any grant of permission and the skylark mitigation being secured by S106. They have requested that a number of conditions are appended to any grant of permission including the submission of a CEMP for biodiversity, the submission of a landscape and ecological management plan, and a scheme for ecological enhancements. The Senior Ecologist has also reviewed the BNG information supplied and notes that the applicant has met the minimum requirements at this stage. They note that it is unlikely that BNG can be delivered on site with this scale of development and that offsite units will need to be secured.
74. Natural England have been consulted on the proposals and advise that they do not consider that the proposed development will have significant adverse impacts on statutorily protection nature conservation sites or landscapes.
75. The Council's Trees Officer has reviewed the proposals and has raised no objections to the proposals but has advised that soft landscaping information will need to be provided as part of any future reserved matters applications.

76. Subject to securing the appropriate ecological conditions and Biodiversity Net Gain, the proposed development is considered to comply with policy ENV7 of the Local Plan, the provisions of the NPPF, and the requirement of the Environment Act 2021.

77. Contamination & Pollution

78. Policy ENV9 of the Local Plan sets out that development proposals should minimise, and where possible, reduce all emissions and other forms of pollution, including light and noise pollution, and ensure no deterioration in air and water quality. Policy P2 of the NPPF sets out that sites proposed for development should be suitable for their proposed use taking into account ground conditions and the extent to which any risks can be mitigated. It requires that adequate site assessment information prepared by a competent person should be available to inform these considerations. Policy P3 of the NPPF sets out a number of requirements for development proposals to ensure that matters such as living conditions, air quality, noise impacts, water quality and artificial light are taken into consideration.

79. The application is accompanied by a Phase 1&2 Geo-Environmental Assessment and Air Quality Assessment. The Council's Scientific Officer has reviewed the Phase 1&2 Geo-Environmental Assessment and advises that they accept the findings that the site is essentially free of contamination and is suitable for its proposed commercial use. They do not require further investigation to be carried out but have requested that a condition is appended to any grant of permission regarding the reporting of unexpected contamination.

80. The Air Quality Assessment informs the Environmental Statement. The Environmental Statement sets out that there is the potential for air quality impacts to occur during the construction and operation phases of the development. There is also the potential for future users of the proposed development to be exposed to odour from operations undertaken at a nearby broiler (poultry) house. The potential impacts to air quality are as set out below:

- Construction phase dust and PM₁₀
- Impact of construction vehicle NO₂
- Impact of vehicle NO₂ emissions during operational phase
- Impact of vehicle PM₁₀ emissions during operational phase
- Impact of vehicle PM_{2.5} emissions during operational phase

81. The Environmental Statement notes that in regard to the potential for odour from the poultry houses, that no complaints had been received since 2006 and that the Environment Agency and Environmental Health Team at East Cambridgeshire District Council had raised no concerns in this regard. It also notes that the site operates under a regulatory regime. Given the above, the Environmental Statement concludes that negligible/no significant impacts are identified in this regard.

82. The Environmental Statement sets out that the development will be delivered on a piecemeal basis over a number of years and that the phased approach will limit daily construction traffic flows making it unlikely that any Institute of Air Quality Management screening thresholds would be met. The Environmental Statement notes that the impact of vehicle emissions during the construction phase are considered to be temporary, short-term, local, and of negligible adverse significance. The Environmental Statement considers that during the operational phase of the development there would be a negligible

increase in annual mean NO₂, PM₁₀, and PM_{2.5} concentrations at the identified receptor locations. The impact of releases of vehicle emissions from operational traffic are considered to be medium-long term, local and of negligible adverse significance.

83. The Council's Scientific Officer has reviewed the Air Quality Assessment and generally accepts the findings and recommendations that any air quality impacts are likely to be negligible. They note that they support the recommendations to incorporate low emission design measures in the development where possible. The Council's Environmental Health Officer (Domestic) has also reviewed the information provided and requests that a CEMP is conditioned and that if any ground piling is to take place, that a method statement is produced. Additionally, they have asked for conditions relating to noise and disturbance from the original application to be carried forward.
84. It is considered that with the appropriate conditions, that the proposed development would comply with policy ENV9 of the Local Plan, and that the proposed scheme would not create any significant impacts.

85. Flood Risk & Drainage

86. Policy ENV8 of the Local Plan sets out that all developments should contribute to an overall flood risk reduction. It notes that new development should normally be located in Flood Risk Zone 1. The policy requires that major developments in Flood Zone 1 on sites of 1 hectare or great will be required to be accompanied by a site specific flood risk assessment (FRA). Further, it requires that all applications for new development must demonstrate appropriate surface water drainage arrangements.
87. Policy F4 of the NPPF sets out the requirements for when site-specific flood risk assessments are needed to inform decision-making. Policy F5 of the NPPF states that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Policy F7 of the NPPF seeks to ensure that development proposals do not present a risk from flooding to potential occupiers, users or visitors, and that flood risk elsewhere isn't increased. Policy F8 of the NPPF encourages the use of sustainable drainage systems and notes the multifunctional benefits of these systems.
88. The application is supported by a site specific flood risk assessment which sets out that the site is within flood zone 1 and therefore compliant with the requirements of the sequential test and the principles of the NPPF. The proposed land uses are classed as less vulnerable.
89. The FRA notes that the site comprises land assessed as having a less than 0.1% annual probability of river flooding, therefore concluding that the site is at low risk of flooding from fluvial sources. It notes that the site is not at risk of tidal flooding or flooding from artificial sources (such as reservoirs, canals etc). The FRA notes that the site is considered to be at low risk from groundwater and sewer flooding.
90. The FRA identifies that an existing on-site strategy has been developed as part of the previous permission on the site, and that the proposed development considered under this application will connect into the existing strategy. It notes that all highways and plot surface water drains toward the east and is attenuated by a lagoon on the eastern boundary of the site before discharging via a headwall to an on-site pumping station before discharging off-site to Cawdle Fen. Foul drainage is dealt with by a private gravity and

pumped system which has been developed as part of the primary infrastructure in the highway and the proposed development considered under this application would connect into the existing infrastructure.

91. The LLFA have reviewed the proposal and have raised no objection in principle. They advise that the documents demonstrate that surface water can be managed through the use of swales and a detention basin, restricting surface water discharge to 81.9l/s. The LLFA note that the design approach was originally approved in 2011 and is now a fixed constraint on the site, however they advise that it is acknowledged and welcomed that the applicant proposes the incorporation of permeable paving within the remaining undeveloped plots where feasible to provide an opportunity for improved surface water management and better alignment with current best practice. The LLFA supports the use of swales and detention basis as they provide amenity biodiversity and water quality management as well as controlling surface water discharge rates. They note that water quality has been adequately addressed. Conditions have been requested to require that any reserved matters application includes a detailed surface water strategy, as well as a condition requiring the details of how additional surface water run-off from the site will be avoided.

92. Anglian Water have also responded to the consultation to advise that the Ely-New Water Recycling Centre is within the acceptance parameters and can accommodate the flows from the proposed development. They also advise that the sewerage network has capacity for the anticipated flows from the development. They note that the surface water drainage strategy does not relate to any Anglian Water owned assets.

93. The Internal Drainage Board (IDB) have been consulted on the application and have raised no objection subject to the appropriate Bye Law Consent being in place.

94. It is considered that subject to the requested conditions from the LLFA, that the proposal complies with policy ENV9 of the Local Plan and the provisions of the NPPF, and has demonstrated that flood risk and the water environment can be adequately dealt with and do not raise any significant impacts.

95. Cumulative Effects

96. Chapter 11 of the Environmental Statement considers the cumulative effects on the locality of the site. It notes that there is no accepted method of assessing cumulative effects but that there are two main forms of cumulative effect, these being inter-project effects and intra-project effects. It notes that three main categories of cumulative effects are considered, these being incremental effects, accumulative effects and cumulative effects. In considering the proposed development, the Environmental Statement has considered a number of potential committed developments. These are discussed within each relevant chapter of the Environmental Statement but are summarised separately in chapter 11.

- Air Quality- The cumulative effects from other nearby developments have been taken into account through traffic data.
- Ecology- A number of schemes have been considered, however, due to the scale or distance from the proposed site the cumulative effects are considered to be negligible.

- Landscape and Visual- Due to the distances between developments the cumulative impacts are considered to be negligible.
- Construction Phase- Potential for cumulative impacts in regard to emissions and movement of construction vehicles however significant impacts are not expected with the provision of a CEMP. Dust impacts would also be managed by the provision of a CEMP and therefore cumulative impacts are not expected. There is potential for the number of HGVs on the road network to cause cumulative impacts on air quality however construction traffic and plant numbers for the scheme are not confirmed at this stage. The Environmental Statement sets out that if potential significant cumulative impacts were anticipated, that it is likely that contractors would seek to coordinate deliveries to mitigate the impacts. Landscaping would be implemented to reduce the visual impacts of construction.
- Operational Phase- Cumulative impacts on air quality are not anticipated due to the relatively small number of people who would be working on site and the anticipated vehicle movements. Landscaping would be implemented to reduce the visual impacts of the operational phase.
- Transport- Cumulative schemes are included in the NTM/TEMPro growth factor data.

97. The Environmental Statement concludes that the combined effects of the different types of residual impacts from the proposed development have been considered and it is not expected that there would be significant cumulative effects attributable to the development.

98. Planning Balance

99. The proposed development is on an allocated site within the Local Plan that identifies its further development as a key element of the Council's employment strategy for Ely. The Council's Economic Development Manager has set out within their consultation response that there is significant economic benefit to the Council arising from the Lancaster Way Business Park as an Enterprise Zone. Additionally, they note that there are a significant number of existing jobs as a result of the Business Park, which will increase with its future development.

100. The proposals are subject to mandatory BNG legislation and will therefore result in a 10% net gain. Additionally, future reserved matters applications would be subject to soft landscaping requirements which would introduce further trees and hedgerows within the site.

101. As a result of the proposals, if approved, there would be a significant financial contribution toward the continuation of the Ely Zipper bus service (the only form of public transport for some local villages and hamlets), or toward the Cambridgeshire County Council scheme for a new active travel bridge over the A10. This is considered to be a significant benefit arising from the scheme.

102. There are some residual effects arising from the development which relate to landscape and visual impacts, transport, ecology and air quality as summarised in table 12.1 of the Environmental Statement, however the majority of these residual effects are noted as being of negligible significance. There is one residual minor adverse impact on Viewpoint 3 in terms of landscape and visual impacts, however this needs to be

considered against the fact that this is an allocated site within the Local Plan where development of this nature is accepted, and the economic benefits expected as a result of its future development. Equally, while the impact of changes in traffic flow, congestion and delays on local road networks remain a moderate significance without mitigation, this is not considered significant, and in the absence of any requirement from the LHA for cycle signage or speed reduction, and no objection to the scheme on this basis, it would be unreasonable to refuse the application given that the NPPF sets out that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or if the residual cumulative impacts on the road network following mitigation would be severe. The residual effects are not considered to be significant and are considered to be outweighed by the significant benefits to the district in terms of employment and income generation in the district, as well as the financial contributions to bus services or the active travel bridge, which would be secured through any grant of permission.

103. Therefore on balance, and when assessed against the development plan as a whole, the proposal is considered to comply with the relevant policies and is considered to meet the objectives of sustainable development as set out within the NPPF. The application is therefore recommended for approval subject to the conditions set out in Appendix 1 and the mitigation measures as discussed below which may be secured by condition or by S106 agreement.

104. Mitigation Measures

105. Chapter 12 of the Environmental Statement sets out the summary of effects and discusses the mitigation measures proposed.

106. A summary of the mitigation measures proposed, either to be secured by way of condition or S106 agreement, are set out as follows:

- Provision of a Construction Environmental Management Plan
- Provision of a Travel Plan
- Bus service contributions
- Habitat creation and ecological enhancements
- Retention of existing trees and hedgerows
- Site clearance outside of nesting season
- Sensitive lighting strategy
- Provision of soft landscaping

Human Rights Act

107. The development has been assessed against the provisions of the Human Rights Act 1998, and in particular Article 8 (right to respect for private and family life) and Article 1 of the First Protocol (protection of property). Under the Act, it is unlawful for a public authority, such as East Cambridgeshire District Council, to act in a manner that is incompatible with the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance. The Council is also permitted to control the use of

property in accordance with the general interest and the recommendation set out below is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

Equalities and Diversities

108. In considering this planning application due regard has been had to the public sector equality duty (PSED) under Section 149 of the Equality Act 2010, which means that the Council must have due regard to the need (in discharging its functions) to put an end to unlawful behaviour that is banned by the Equality Act, including discrimination, harassment and victimisation and to advance equality of opportunity and foster good relations between people who have a protected characteristic and those who do not. Account has been taken of the PSED and it is considered that the recommendation set out below would not undermine the objectives of the duty.

109. Planning Balance

APPENDICES

110. Appendix 1- proposed conditions

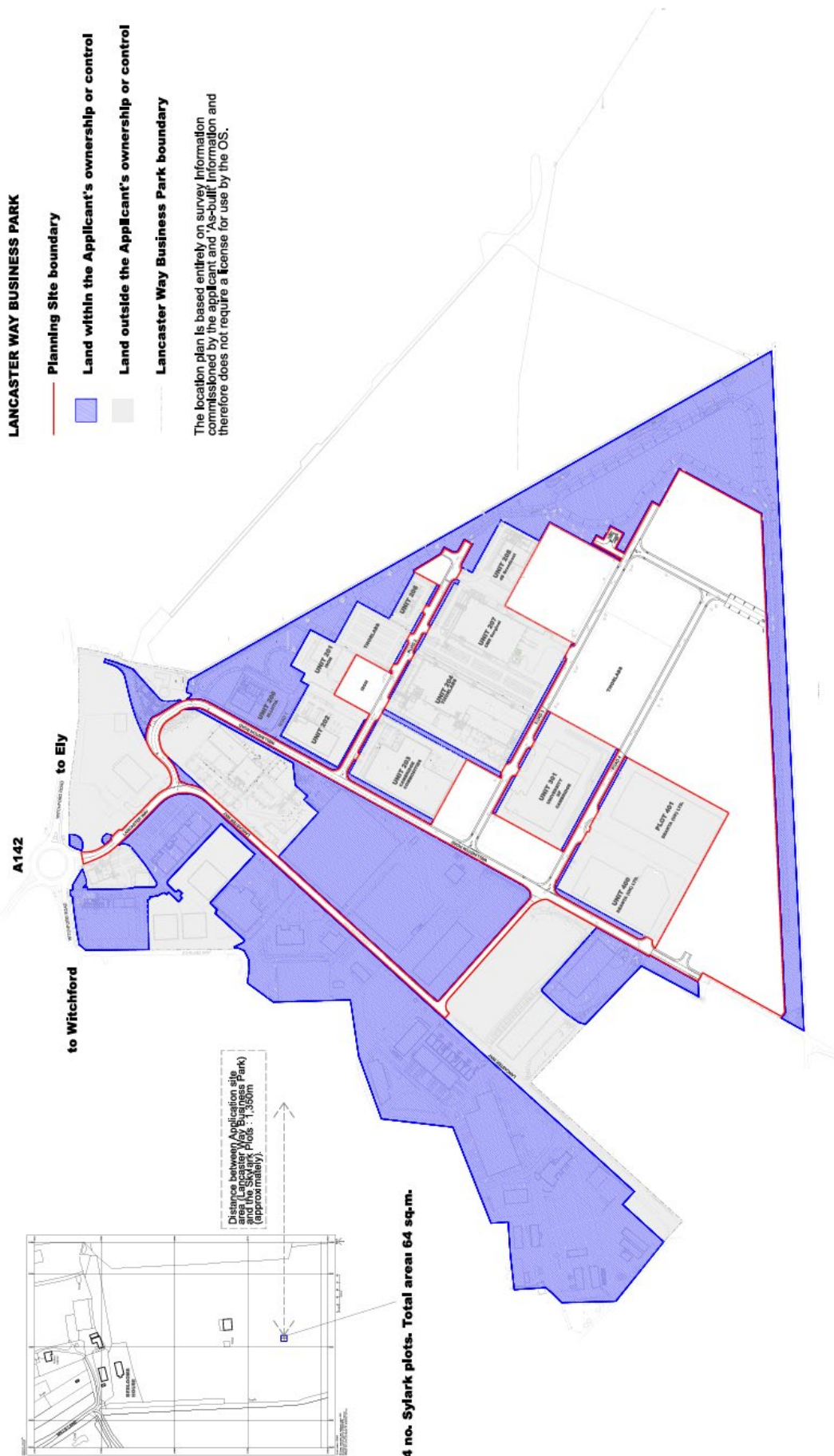
PLANS

The following plans are a selection of those submitted as part of the application and are provided to illustrate the proposed development. They may not be to scale. The full suite of plans can be found on the Council's website.

LANCASTER WAY BUSINESS PARK

- Planning Site boundary
- Land within the Applicant's ownership or control
- Land outside the Applicant's ownership or control
- Lancaster Way Business Park boundary

The location plan is based entirely on survey information commissioned by the applicant and 'As-built' information and therefore does not require a license for use by the OS.



4 no. Sylark plots. Total area: 64 sq.m.

Appendix 1- Proposed Conditions

Approve

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

Plan Reference	Version No	Date Received	
Transport Technical Note August 2026		Issue 2	2nd September
JBA 23 345 SK03		21st August 2026	
Transport Assessment Addendum July 2026		31st July 2026	
Flood Risk Assessment 250179-CON-XX-XX-RP-C-001		V1.4	26th May 2026
Appendix 5.1 Plans and Drawings		26th February 2026	
Appendix 10.2 Travel Plan		26th February 2026	
Appendix 7.1 Air Quality Assessment 2026		Issue 3	26th February
Appendix 8.1 Ecology Appraisal		26th February 2026	
Appendix 8.2 Breeding Bird Survey		26th February 2026	
EO71 003	Rev P4	26th February 2026	
EO71 004	Rev P4	26th February 2026	
EO71 000	Rev P5	26th February 2026	
EO71 001	Rev P5	26th February 2026	
EO71 002	Rev P3	26th February 2026	
EO71 006	Rev P5	26th February 2026	
Environment Statement	Volume 1	26th February 2026	
Transport Assessment	Part 1 - Issue 2	26th February 2026	
Transport Assessment	Part 2 - Issue 2	26th February 2026	
Transport Assessment	Part 3 - Issue 2	26th February 2026	
Preliminary Ecological Appraisal	Rev C	26th February 2026	
JBA 23 345 SK02		26th February 2026	
Summary of Archaeological Works		26th February 2026	
JBA 25/142- SK01		26th February 2026	
Landscape and Visual Impact Assessment - Figures and Representative Viewpoints			Part
1	26th February 2026		
Landscape and Visual Impact Assessment - Figures and Representative Viewpoints			Part
2	26th February 2026		
BNG Metric	RevA	27th April 2026	
Waste Management Strategy	Issue 1.2	26th February 2026	
Phase I & II Geo-Environmental Assessment		Issue 1	9th March 2026

- 1 Reason: To define the scope and extent of this permission.
- 2 The development hereby approved shall be carried out in accordance with the mitigation measures set out in the Environmental Statement Addendum and Appendices and the Transport Technical Note dated August 2026, and whenever the Local Planning Authority is requested to approve a variation to those mitigation measures or minor material amendment as provided by planning procedures, it shall do so only if satisfied that the proposed variation or amendment would not have any significant environmental effects which have not been assessed in the Environmental Statement.
- 2 Reason: In order to ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement in order to minimise the environmental effects of the development.

3 The Masterplan E071 001 REV P5 shall inform all subsequent Reserved Matters applications. Any changes to the masterplan shall be agreed in writing with the Local Planning Authority.

3 Reason: To ensure the development of the site is progressed in a co-ordinated and comprehensive manner, in accordance with agreed principles and that sufficient infrastructure is in place to serve each phase, in accordance with policies GROWTH 3, ENV1, ENV2, ENV7, ENV8 and ENV9 of the East Cambridgeshire Local Plan 2015.

4 Approval of the details of the layout, scale, appearance and landscaping (hereinafter called "the Reserved Matters") of each building and immediate curtilage within each phase shall be obtained from the Local Planning Authority in writing before any development of that building in that phase is commenced, and shall be carried out as approved.

All Reserved Matters applications shall be submitted within 15 years of the date of this decision.

The development for each building and immediate curtilage shall be begun before the expiration of 2 years from the date of the approval of the last reserved matters for each relevant plot.

4 Reason: The application is for outline permission only and gives insufficient details of the proposed development, and to comply with Section 92 of the Town and Country Planning Order 1990, as amended.

5 Notwithstanding that the application is for a mix of E(g)(i), (ii) and (iii), B2 and B8 uses, the maximum floorspace of those uses shall be as follows:

E(g): maximum of 14,553 sq. m.

B2: maximum of 30,946 sq. m.

B8: maximum of 27,157 sq. m.

(These uses being as identified in the Town and Country Planning (Use Classes) Order 1987 or any statutory instrument revoking and re-enacting that Order.)

5 Reason: To ensure a satisfactory mixed use of the site in accordance with the identified needs of the Council's economic strategy, and having regard to the visual and highway impact in accordance with Policies GROWTH4 and COM7 of East Cambridgeshire Local Plan 2015.

6 The strategic landscaping within the site and structural landscaping along the site boundaries shall be implemented in accordance with the approved details and any approved phasing arrangements.

As part of any Reserved Matters application relating to an individual plot, full details of the landscaping and ecological management proposals for that plot shall be submitted to and approved in writing by the Local Planning Authority. The details shall be consistent with the approved strategic landscaping proposals and shall include:

a) details of hard landscaping works and materials;

b) details of soft landscaping, including planting plans, species, sizes, densities and planting specifications;

c) details of vehicular and pedestrian accesses, insofar as they relate to the landscaping proposals for the relevant plot; and

d) a Landscape and Ecological Management Plan (LEMP) for the relevant plot.

The LEMP shall include, as appropriate:

a) a description and evaluation of the landscape and ecological features to be created, retained, enhanced and managed;

- b) details of any ecological trends and constraints which may influence the management of the site;
- c) the aims and objectives of management;
- d) appropriate management measures and prescriptions for achieving those aims and objectives;
- e) a programme and schedule of management works, including an annual work plan capable of being reviewed and rolled forward at five-year intervals;
- f) details of the body or organisation responsible for implementation and ongoing management;
- g) arrangements for monitoring and, where necessary, remedial measures for a period of not less than 30 years; and
- h) details of the legal and funding mechanisms by which the long-term implementation, management and monitoring of the approved landscaping and ecological measures will be secured.

The LEMP shall also set out the measures to be taken where monitoring demonstrates that the approved landscape or biodiversity objectives are not being achieved, including the identification, agreement and implementation of appropriate contingency or remedial measures.

The approved hard landscaping and associated works shall be implemented in accordance with the approved details and any phasing or implementation timetable forming part of the relevant Reserved Matters approval. The approved soft landscaping shall be carried out within the first planting season following completion of development on the relevant plot, or in accordance with such other timetable as may be approved in writing by the Local Planning Authority.

The approved landscaping and ecological measures shall thereafter be managed, maintained and monitored in accordance with the approved LEMP.

- 6 Reason: To enhance the appearance of the site during its development and assimilate the development into its surroundings in accordance with Policy ENV1 of the East Cambridgeshire Local Plan 2015.
- 7 As part of each Reserved Matters application, an energy and sustainability strategy which complies with relevant planning policy at the time of submission of the application, including details of on-site renewable energy technology, energy efficiency measures and sustainable construction methods to be incorporated into the development, as they relate to that plot, shall be submitted to, and approved in writing by, the Local Planning Authority, and all development shall be carried out in full compliance with the agreed strategy.
- 7 Reason: To ensure that the proposal meets with the requirements of sustainability as stated in policy ENV4 of the East Cambridgeshire Local Plan 2015 (as amended 2023) and the Climate Change SPD, 2021.
- 8 Notwithstanding the information contained in the Environmental Statement, if, during any part of the phased development or development of an individual plot, contamination not previously identified is found to be present at the site, it must be reported in writing immediately to the Local Planning Authority. 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.

No further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out on that part of the development until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the Method Statement detailing how this unsuspected contamination shall be dealt with.

- 8 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 (as amended 2023).
- 9 The surface water drainage scheme shall commence in accordance with 250179-CON-XX-XX-RP-C-001 V1.4. The works scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified and agreed in the approved scheme, unless otherwise agreed in writing with the Local Planning Authority.
- 9 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 10 Any reserved matters application shall include a Construction Surface Water Management Plan. The Construction Surface Water Management Plan shall be submitted to and approved in writing by the Local Planning Authority and shall demonstrate how additional surface water run-off arising from site preparation and construction activities will be avoided and how water quality will be protected throughout the construction phase. The approved measures shall be implemented before any works to create buildings or hard surfaces commence.
- 10 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 11 Any reserved matters application shall include a detailed surface] water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body. The strategy shall include ownership, long-term adoption, management and maintenance schemes and monitoring arrangements/responsibilities. The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes. The development shall be carried out in full accordance with the approved details and no building pursuant to that particular reserved matters site for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures have been fully completed in accordance with the approved details.
- 11 Reason: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies ENV2 and ENV8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

- 12 As part of any Reserved Matters application relating to an individual plot within a phase of the development, a scheme for the provision, implementation and phasing of (i) foul water drainage and (ii) pollution control, as they relate to that plot, shall be submitted to and approved in writing by the Local Planning Authority.

The approved works and measures shall thereafter be implemented and completed in accordance with the approved details and any phasing arrangements specified therein.

- 12 Reason: To ensure satisfactory methods of foul water drainage, and pollution control in accordance with policies ENV8 and ENV 9 of the East Cambridgeshire Local Plan
- 13 Notwithstanding the mitigation measures detailed in the approved Environmental Statement, as part of any Reserved Matters application relating to an individual plot, details of the measures to minimise noise arising from the business activities to be carried out on that plot shall be submitted to and approved in writing by the Local Planning Authority.

The approved measures shall thereafter be fully implemented, and the development shall be carried out in accordance with the approved details.

- 13 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 14 As part of any Reserved Matters application relating to an individual plot, a scheme for waste management and recycling for that plot shall be submitted to and approved in writing by the Local Planning Authority. The development of that plot shall thereafter be carried out in accordance with the approved scheme.
- 14 Reason: To ensure the minimisation of waste generation and its appropriate disposal/recycling in accordance with Policy ENV2 of East Cambridgeshire Local Plan 2015.
- 15 As part of any Reserved Matters application relating to an individual plot within a phase of the development, a scheme for the provision of fire hydrants, or a satisfactory alternative, as they relate to that plot shall be submitted to and approved in writing by the Local Planning Authority.

The approved fire hydrants, or alternative provision, shall be installed and completed in accordance with the approved details prior to the first occupation of any part of the development on that plot.

- 15 Reason: To ensure proper infrastructure for the site in the interests of public safety in that adequate water supply is available for emergency use.
- 16 As part of any Reserved Matters application relating to an individual plot, details of the parking, turning and loading arrangements associated with that plot shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

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

- 16 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 17 As part of any Reserved Matters application relating to an individual plot, a Travel Plan for the development proposed on that plot shall be submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall build upon, and be consistent with, the approved Site Wide Travel Plan submitted as part of the Environmental Statement and shall include, where relevant and proportionate to the development proposed:

- a) measures to discourage unnecessary reliance upon the private motor vehicle and to encourage the use of sustainable modes of travel, including public transport, car sharing, cycling and walking;
- b) details of the measures, initiatives and facilities to be provided to support sustainable travel;
- c) appropriate aims and targets for sustainable travel associated with the relevant plot; and
- d) arrangements for monitoring the implementation and effectiveness of the Travel Plan, including the reporting of monitoring results to the Local Planning Authority where required.

The approved Travel Plan shall be implemented upon first occupation of the development to which it relates and shall thereafter be operated and monitored in accordance with its approved aims, targets and measures.

- 17 Reason: In the interests of highway safety, in accordance with policies COM7 and COM8 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 18 As part of any Reserved Matters application relating to an individual plot, a Construction Environmental Management Plan (CEMP- Ecology) for that plot shall be submitted to and approved in writing by the Local Planning Authority.

The CEMP shall be proportionate to the nature and scale of the development proposed and shall include, where relevant:

- a) precautionary working methods and measures to avoid or minimise harm to protected and notable species, including nesting birds, hedgehogs and any other species identified as being relevant to the development;
- b) the location and timing of works which may affect sensitive ecological or biodiversity features, together with appropriate measures to avoid or minimise such effects;
- c) details of any works requiring supervision by a suitably qualified ecologist, including the role and responsibilities of any Ecological Clerk of Works (ECoW);
- d) details of the persons responsible for implementation of the CEMP and appropriate lines of communication;
- e) details of any protective fencing, exclusion zones, barriers, warning signage and ecological toolbox talks required during construction;
- f) measures to minimise and manage construction noise, dust and artificial lighting;
- g) details of construction access arrangements, including access points for deliveries and construction vehicles;
- h) details of the proposed construction phasing and anticipated timescales, where applicable; and
- i) any other measures reasonably necessary to minimise the environmental effects of construction on the relevant plot.

The development shall thereafter be carried out in accordance with the approved CEMP throughout the construction of the relevant plot, unless otherwise agreed in writing by the Local Planning Authority.

- 18 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 19 As part of each reserved matters, a Construction Environmental Management Plan (CEMP) for that phase 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.

- 19 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).
- 20 Construction times and deliveries, with the exception of fit-out, shall be limited to the following hours:
- 0730-1800 each day Monday-Friday,
-0730-1300 Saturdays
-None on Sundays, Public Holidays, or Bank Holidays.

- 20 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).

- 21 As part of any Reserved Matters application where piling is proposed, details of the proposed piling methodology for the development comprised within that Reserved Matters application shall be submitted to and approved in writing by the Local Planning Authority.

The details shall include the type of piling proposed and the measures to be employed to minimise and mitigate any noise and vibration effects upon nearby occupiers.

Any piling works associated with that Reserved Matters approval shall thereafter be carried out in accordance with the approved details.

- 21 Reason: To safeguard the residential amenity of neighbouring occupiers, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023).