



East Cambridgeshire District Council

Meeting: Planning Committee

Time: 2:00 pm

Date: Wednesday 7 October 2026

Venue: Council Chamber, The Grange, Nutholt Lane, Ely, CB7 4EE

Enquiries regarding this agenda: Patrick Adams

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Committee membership

Quorum: 5 members

Conservative and Independent members

Cllr Christine Ambrose Smith
Cllr Lavinia Edwards
Cllr Mark Goldsack (Vice Chair)
Cllr Martin Goodearl
Cllr Bill Hunt (Chair)
Cllr Alan Sharp

Conservative and Independent substitutes

Cllr Lee Denney
Cllr Keith Horgan
Cllr Lucius Vellacott

Liberal Democrat and Independent members

Cllr Christine Colbert
Cllr James Lay
Cllr John Trapp
Cllr Ross Trent
Cllr Christine Whelan (Lead Member)

Liberal Democrat and Independent substitutes

Cllr Chika Akinwale
Cllr Kathrin Holtzmann
Cllr Mary Wade

Lead Officer: David Morren, Strategic Planning and Development Management Manager

11:35 am Planning Committee members meet at The Grange reception for site visit.

AGENDA

1. Apologies and substitutions

[oral]

- 2. Declarations of interests** [oral]
To receive declarations of interests from Members for any items on the agenda in accordance with the Members Code of Conduct.
- 3. Chair's announcements** [oral]
- 4. Minutes** Page 5
To confirm as a correct record, the minutes of the meetings held on 2 September 2026.
- 5. 26/00237/ESO – Wellington Road, Lancaster Way Business Park, Ely** Page 17
Location: Land south east of Wellington Road, Lancaster Way Business Park, Ely
Applicant: Grovemere Property Limited
Public access link: <https://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TB2AQRGGK0900>
Outline planning application (all matters reserved) for the provision of up to 72,656 metres² of E(g), B2 and B8 floor space, associated plant, services yards, drainage, landscape works and associated infrastructure and works (renewal of planning reference: 08/00563/ESO).
- 6. 26/00642/FUM – Elean Business Park, Sutton** Page 55
Location: Units 5 & 6, Elean Business Park, Sutton, Ely, Cambs CB6 2QE
Applicant: Cambridgeshire Industrial Properties Limited
Public access link: <https://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TGH2H4GGICZ00>
Change of use from storage and distribution (B8) to general industrial use (B2).
- 7. Planning performance report – August 2026** Page 77

Notes

1. Members of the public are welcome to attend this meeting. Please report to the main reception desk on arrival at The Grange. Visitor car parking on-site is limited to 1h but there are several [free public car parks close by](https://www.eastcambs.gov.uk/parking-open-spaces-and-toilets/car-parks/car-parks-ely) (<https://www.eastcambs.gov.uk/parking-open-spaces-and-toilets/car-parks/car-parks-ely>). The maximum capacity for meetings in

the Council Chamber has been set by the Fire Officer at 100 persons. Allowing for Member/Officer attendance and room layout constraints this will normally give a capacity for public attendance of 30 seated people and 20 standing. Public access to the Council Chamber will be from 30 minutes before the start of the meeting and, apart from for registered public speakers, is on a “first come, first served” basis.

The livestream of this meeting will be available [on the committee meeting's webpage](https://www.eastcambs.gov.uk/node/3509) (<https://www.eastcambs.gov.uk/node/3509>). Please be aware that all attendees, including those in the public gallery, will be visible on the livestream.

2. The Council has a scheme to allow [public speaking at Planning Committee](https://www.eastcambs.gov.uk/public-participation-meetings/speak-committee-meeting) (<https://www.eastcambs.gov.uk/public-participation-meetings/speak-committee-meeting>). If you wish to speak on an application being considered at the Planning Committee please contact the Democratic Services Officer for the Planning Committee democratic.services@eastcambs.gov.uk, to **register by 10am on Tuesday 6 October**. Alternatively, you may wish to send a statement to be read at the Planning Committee meeting if you are not able to attend in person. Please note that public speaking, including a statement being read on your behalf, is limited to 5 minutes in total for each of the following groups:
 - Objectors
 - Applicant/agent or supporters
 - Local Ward Councillor
 - Parish/Town Council
 - County Councillors
 - National/Statutory Bodies
3. The Council has adopted a ‘Purge on Plastics’ strategy and is working towards the removal of all consumer single-use plastics in our workplace. Therefore, we do not provide disposable cups in our building or at our meetings and would ask members of the public to bring their own drink to the meeting if required.
4. Fire instructions for meetings:
 - if the fire alarm sounds, please make your way out of the building by the nearest available exit, which is usually the back staircase or the fire escape in the Chamber and do not attempt to use the lifts
 - the fire assembly point is in the front staff car park by the exit barrier
 - the building has an auto-call system to the fire services so there is no need for anyone to call the fire services
 - the Committee Officer will sweep the area to ensure that everyone is out
5. Reports are attached for each agenda item unless marked “oral”.
6. If required, all items on the agenda can be provided in different formats (such as large type, Braille or audio tape, or translated into other languages), on request, by calling main reception on (01353) 665555 or e-mail: translate@eastcambs.gov.uk
7. If the Committee wishes to exclude the public and press from the meeting, a resolution in the following terms will need to be passed:

“That the press and public be excluded during the consideration of the remaining item no(s). X because it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during the item(s) there would be disclosure to them of exempt information of Category X of Part I Schedule 12A to the Local Government Act 1972 (as amended).”



East Cambridgeshire District Council

Minutes of a Meeting of the Planning Committee

Held at The Grange, Nutholt Lane, Ely, CB7 4EE at 2:00pm on
Wednesday 2 September 2026

Present:

Cllr Christine Colbert
Cllr Lee Denney (Substitute)
Cllr Mark Goldsack (Vice-Chair)
Cllr Martin Goodearl
Cllr Keith Horgan (Substitute)
Cllr Bill Hunt (Chair)
Cllr James Lay
Cllr Alan Sharp
Cllr Ross Trent
Cllr Mary Wade (Substitute)
Cllr Christine Whelan

Officers:

Patrick Adams – Senior Democratic Services Officer
Sophie Browne – Planning Team Leader
Victoria Crosby – Major Projects Officer
Shayleen Kirkland – Locum Planning Lawyer
David Morren – Strategic Planning and Development Management Manager
Gavin Taylor – Major Projects Officer

In attendance:

Catherine Chapman – ADL Traffic & Highways Engineering Limited
Mark Cross – Applicant
ECDC Comms
Philip Gilbey – Applicant's agent
Cllr Julia Huffer – Local Member
Justin Lloyd – Co-operative Group
Richard Radcliffe – Chair of Isleham Parish Council,

31. Apologies and substitutions

Apologies for absence were received from Cllr Christine Ambrose Smith, Cllr Lavinia Edwards and Cllr John Trapp. Cllr Keith Horgan substituted for Cllr Ambrose Smith, Cllr Lee Denney substituted for Cllr Edwards and Cllr Mary Wade substituted for Cllr Trapp.

32. Declarations of interest

Cllr Mark Goldsack declared a non-pecuniary interest in agenda item 7, as he had submitted comments on a previous application, which the applicant had been withdrawn.

33. Chair's announcements

The Chair introduced those present.

34. Minutes

The minutes of the meeting held on 5 August 2026 were agreed as a correct record.

35. 25/00362/FUL – Old Salt Depot, 38 Brinkley Road, Dullingham

Gavin Taylor, Major Projects Officer, presented a report (AB57, previously circulated) on an application for the erection of five two-storey dwellings, associated outbuildings and highway access.

Philip Gilbey made the following statement, on behalf of the applicant.

“Good afternoon, Councillors. My name is Philip Gilbey and I am the Managing Director of Logan Homes. Firstly, may I thank your planning officers and consultees for their assistance during the preparation of this application, and for the comprehensive report before you recommending approval.

“At Logan Homes, we pride ourselves on producing carefully designed developments, which respond to their surroundings and provide homes that meet the needs of the local market. We were therefore very proud recently to receive a Gold Award from Hertfordshire Building Control for the best small housing development in their area.

“We believe we have brought that same attention to design and detail to the proposal before you today. I think the most important starting point when considering this application is the existing, implemented planning permission for this site.

“That permission allows four large detached houses, each of approximately 3,000 square feet, of identical layout, positioned relatively closely together with limited rear gardens. It also provides four separate vehicular accesses onto Brinkley Road.

“When commenting on the application before you, your Conservation Officer perhaps summarised the comparison most clearly, stating that: ‘the five modest units work better than the four bloated detached villas permitted in 2022.’”

“When we first looked at the site, we reached a similar conclusion. We felt there was an opportunity to produce a significantly better development, both in terms of its relationship with Dullingham and the range of homes being provided.

“We have therefore designed five smaller homes: three individually designed four-bedroom detached houses of varying sizes and a pair of three-bedroom semi-detached houses. Importantly, although the number of homes increases from four to five, the overall amount of accommodation actually reduces by approximately 4,000 square feet – around 33% compared with the implemented scheme. That reduction allows substantially more space around and between the buildings, together with more generous gardens, and creates a development which we believe sits much more comfortably within the site.

“We have also addressed concerns regarding the number of accesses onto Brinkley Road. Rather than the four individual accesses already approved, this proposal has just two – only one more than currently exists on the site. That not only provides a simpler relationship with Brinkley Road, but also enables considerably more soft landscaping and screening along the frontage.

“The four built forms proposed are deliberately varied in their design and use a palette of sympathetic and locally appropriate materials. Our aim has been to create a development which feels appropriate to Dullingham rather than simply maximising the size of the houses that could be accommodated on the site.

“It is also important to note the consultation response. The proposal has the support of your planning officers and there are no objections from Conservation, Highways or Trees. Dullingham Parish Council has also raised no objection to this proposal. That is particularly relevant because, when considering the previously approved scheme, the Parish Council objected on the basis that: ‘the dwellings appear too large for the plots and would be overly dominant and out of keeping with existing development.’ We believe this application directly addresses those concerns. There are also no objections from local residents.

“The proposal will replace a redundant brownfield site with an attractive and carefully considered development providing a better range and scale of homes. Compared with the permission which has already be implemented, it provides smaller buildings, substantially less overall building mass, greater spacing, larger gardens, fewer road accesses and improved opportunities for landscaping. In addition, because this is a new application, the development will deliver a 10% Biodiversity Net Gain – an environmental benefit which the existing permission is not required to provide. So, the choice before Members is not between this development and leaving the site undeveloped. There is already an implemented permission. We respectfully suggest that the proposal before you represents a clear improvement on that permission, while delivering five well-designed homes appropriate to this location. It has the support of your professional planning officers, no objections from the relevant consultees, no objection from the Parish Council and no objections from local residents. For those reasons, I respectfully ask Members to support your officers’ recommendation and approve the application.”

Councillors were invited to ask questions to Philip Gilbey.

In reply to Cllr Alan Sharp, Philip Gilbey explained that the developer planned to keep the existing mature hedge and supplement it with additional planting.

In reply to Cllr Bill Hunt, Philip Gilbey confirmed that the footpaths on the site would connect with the existing footpaths. He also confirmed that whilst the development was for five homes instead of four requested in the previous application, the actual footprint of buildings was 4,000 square feet less than that of the previous plans.

There were no additional comments from officers.

Members of the Committee were invited to ask questions to officers.

In reply to Cllr Keith Horgan, the Major Projects Officer stated that there had been no objections from Cambridge Highways. They had suggested the use of simple vehicle crossovers rather than bellmouth arrangements as proposed. The plans could be amended with input by Highways as part of the Section 278 agreement.

In reply to Cllr Alan Sharp, the Strategic Planning and Development Management Manager explained that a construction management plan could be agreed with the developer to ensure that the construction vehicles were parked sensibly.

The Committee moved into debate.

Cllr Alan Sharp explained that Dullingham needed more three bed properties and so he supported the proposal to build five medium sized homes, instead of four larger houses. He was concerned about traffic safety and approved of the plans which reduced four exits to two. He proposed that the Committee approve the application. Cllr James Lay seconded this proposal. He stated that more three bedroom homes were needed in the area.

Cllr Alan Sharp proposed and Cllr James Lay seconded that the Committee approve the application. A vote was taken and

the Committee unanimously **agreed**

to resolve

to **approve** the application, subject to the conditions set out in Appendix 1.

36. 25/00535/FUM – Meadow View Industrial Estate, Reach Road, Burwell

Victoria Crosby, Major Projects Officer, presented this report (AB58, previously circulated), on an application for the regularisation of the development for a lorry storage park, self-storage container, 15 industrial units, including associated parking, drainage, hard landscaping, and a surface water attenuation pond.

Cllr Mary Wade joined the meeting at 2:42 pm. She did not participate in the debate on this item and did not vote.

The applicant Mark Cross was present, but did not make a statement under the Committee's public speaking scheme.

Councillors were invited to ask questions to Mark Cross.

In reply to Cllr Lee Denney, Mark Cross acknowledged that the application was retrospective. He explained that an application had been submitted May last year. When the units were built the containers and lorries had to be moved over to allow the construction of the units. The number of lorries had been reduced.

In reply to Cllr Keith Horgan, Mark Cross stated that every day two vehicles left the compound and then returned.

In reply to Cllr Martin Goodearl, Mark Cross explained that the blue containers in the yard were full of soil and acted as an anti-theft device. He confirmed that the lorries would not be replaced by bigger vehicles and he had no plans to purchase any additional lorries.

In reply to Cllr Christine Colbert, Mark Cross explained that users of the containers had key fobs to gain access to the site and whilst access was difficult to monitor he believed that very few containers were accessed after hours. Solar powered lighting was in place, which was barely visible from the road.

In reply to Cllr Mark Goldsack, Mark Cross stated that there were no plans to provide access for commercial vehicles to the site.

In reply to Cllr Keith Horgan, Mark Cross stated that as the applicant, he fully intended to meet the BREEAM Good standard or equivalent.

The Senior Democratic Services Officer read out the following statement from Cllr David Brown, local member for Burwell.

"I strongly support the officer's recommendation to approve this application for the reasons laid out in the officer's report. I hope that the Committee will agree. Thank you for your consideration."

Officers were invited to make comments. The Major Projects Officer stated that Appendix A included condition 3 that restricted the use of the lorry park to

vehicles ancillary to the operations of the Meadow View Industrial Estate and condition 7 that ensured suitable lighting on the site.

Members were invited to ask questions for officers.

In reply to Cllr Christine Colbert, the Major Projects Officer explained that condition 6 limited the hours of use of the site, which could lead to enforcement if breached.

In reply to Cllr Lee Denney, the Strategic Planning and Development Management Manager stated that hours of operation were restricted by a standard condition. If this was breached the enforcement team would have to deal with it.

In reply to Cllr Alan Sharp, the Major Projects Officer assured the Committee that the three reasons given for the refusal of permission two years ago had been addressed. In addition, it was noted that under the new National Planning Policy Framework substantial weight should be given to applications that support economic development.

The Committee moved into debate.

Cllr Mark Goldsack stated that he did not approve of retrospective applications. However, he supported this application and was assured that the conditions would prevent other lorries from using the site. He proposed that the Committee approve the application. Cllr Christine Colbert seconded this proposal.

Cllr Alan Sharp stated that the application complied with the National Planning Policy Framework and he would support it. Cllr Christine Whelan approved of the use of solar powered lights and she supported the application.

Cllr Mark Goldsack proposed and Cllr Christine Colbert seconded that the Committee approve the application. A vote was taken and

the Committee unanimously **agreed**

to resolve:

to **approve** the application, subject to the conditions set out in Appendix A.

37. 26/00520/FUL – 11 Mill Street, Isleham

Gavin Taylor, Major Projects Officer, presented a report (AB59, previously circulated) on a hybrid application comprising full planning permission for the erection of a convenience store with associated external plant, access, parking and servicing areas, and landscaping; and Outline permission, (all matters reserved except access) for two single-storey dwellings.

Justin Lloyd of the Co-operative Group explained that his organisation had reviewed feedback from Council officers and residents on the original application and had made significant changes to the proposals. The resulting application would provide Isleham residents with a larger, more modern shop with improved parking, replacing an old store which was on a junction and had limited parking. The additional bungalows were necessary to make the development viable and they met the objectives of the National Planning Policy Framework regarding sustainable development. The Mill Street site had been vacant for a number of years and had deteriorated into a derelict condition. The application would transform a neglected site into an attractive landscape development. Council officers recognised that the development would complement the character and appearance of the Conservation Area. Traffic and parking arrangements had been comprehensively reviewed by ADL Traffic & Highways Engineering Limited and the Highways Agency had raised no objections. The impact of noise and deliveries had been assessed and mitigated through conditions. The outline application set maximum building and boundary heights but did not include matters such as the appearance, layout, scale and landscaping of the single-storey homes, which would be considered in a forthcoming, reserved matters application. Concerns relating to overlooking, loss of privacy and daylight had been addressed. He concluded that the development would offer an improved facility and employment opportunities for residents.

Members of the Committee were invited to ask questions to Justin Lloyd.

In reply to Cllr Keith Horgan, Justin Lloyd confirmed that the plan was to sell the site for the two bungalows to a developer who would then build the homes.

In reply to Cllr Lee Denney, Justin Lloyd acknowledged that the final details of the buildings were still to be agreed but these would be governed by the plans and the conditions in the report. He explained that there would be approximately 2-4 deliveries a day, between 8 am and 7 pm. The size of the vehicles would be restricted by planning conditions.

The Senior Democratic Services Officer read out the following statement on behalf of Chris Reed, resident of Isleham.

“As residents of Isleham, we are pleased to see this revised application for a class E convenience store be considered by this committee, with an officer recommendation for approval. There is strong support within the parish for this site to be brought back into use and this is a view we share. Whilst strongly supporting this application we would like to ask committee members to fully consider the possible highway safety impacts, namely, existing parking displacement, HGV servicing, and pedestrian connectivity. The latter being significant, noting the existing western footway opposite the proposed access being constrained in width and no existing pedestrian crossings in the close vicinity.

"We note the statutory consultee for the above matters raised 'no objection', for which on balance we can appreciate how this decision was reached, in line with the NPPF. In general, we agree with the supplementary response to public comments provided by the LHA dated 21 July 2026. We note that in the response they state specifically that the LPA should consider the impacts of existing and proposed parking (or displacement thereof) as part of the residential amenity and therefore we ask that this committee evaluate this as part of the decision-making process.

"We hope that all members of this committee would agree that to lose such an opportunity of an enhanced store, would be a significant cost to the parish of Isleham. Thank you all for your support of this application."

Richard Radcliffe, Chair of Isleham Parish Council, made the following statement:

"I am speaking on behalf of Isleham Parish Council regarding this application for the proposed Co-op relocation and two single-storey dwellings at the former Patterson's Stores site on Mill Street.

"The Parish Council wishes to begin by reaffirming our strong and longstanding support for this application. The Co-op is a vital facility for Isleham, and the majority of residents attending our public meetings have expressed clear support for its relocation. Councillors are concerned that refusal of this proposal may jeopardise the future viability of the existing store, which is ageing and constrained by its location. We want the applicant to achieve the best possible scheme for the village, and our comments are aimed at strengthening the proposal rather than opposing it.

"We previously raised concerns about the Transport Statement in relation to Highways and Parking because of the existing parking difficulties and the bottleneck on Mill Street. We recognise that parking pressures exist on Mill Street already as they do in other parts of the village. These will continue irrespective of this development, and we are aware of the impact of this development for the residents living opposite and near to the site. We note that Highways Officers have confirmed no objection to the proposed scheme and therefore that Highways matters here should not be a concern for our Council in future years.

"We do welcome the applicant's confirmation that the outline element for the residential dwellings is now restricted to single-storey dwellings. We wish to be very clear that the Parish Council expects no rooflights, dormers or elevated openings, in line with the applicant's own statements about preventing overlooking when it comes to the final proposals. Councillors are fully aware of the amenity impacts that would arise if roof-level openings were permitted.

"We note the updated Parameters Plan secure 1.8-metre boundary treatments. These must be designed to protect privacy while avoiding overbearing impacts for neighbouring residents and be sympathetic to the site's context in the

village. This is an important balance, and we expect it to be secured at reserved matters stage.

“We also request that landscaping is implemented at the development stage, not left as an afterthought. Early landscaping will help integrate the development into the Conservation Area and soften visual impacts for neighbouring properties.

“We welcome confirmation that no piling is proposed, and that any future need for piling would require a management plan. This development is in the heart of our Conservation Area and protection of the clunch retaining walls is essential in reflecting the site’s history. We expect this to be reflected fully in the conditions to be applied.

“In summary, the Parish Council believes that meaningful improvements have been secured through the planning process. The applicant has addressed the concerns raised, and the scheme now represents a significant enhancement to local facilities. We therefore confirm our continued strong support for the application and respectfully ask the Committee to give due weight to the clear community support expressed at our meetings.”

Members were invited to ask questions to Richard Radcliffe.

In reply to Cllr Martin Goodearl, Richard Radcliffe explained that he could only comment on the existing application, and he would not speculate on whether moving the car park to the front of the proposed shop would allay any road safety concerns.

In reply to Cllr James Lay, Richard Radcliffe explained that residents wanted to secure the future of the Co-op shop in the village and this was more important than concerns regarding the street scene.

Cllr Julia Huffer spoke to the Committee as a Local Member for the village of Isleham. She explained that she had called-in this application due to the concerns that residents had about the application. She reported that everybody in the village wanted to see a new store built, as residents relied on the service it provided. However, there were concerns regarding properties being overlooked and road safety. She explained that similar concerns had been ignored in the village of Fordham, resulting in a fatality. She asserted that lorries would not have sufficient space to enter and leave the site safely. She concluded that the store was needed but safety should not be compromised.

Members were invited to ask questions to Cllr Julia Huffer.

In reply to Cllr James Lay, Cllr Huffer assumed that the reason for the location of the car park on the current plans was to allow for space for the bungalows to be built. Cllr Bill Hunt suggested that the bungalows were needed to ensure that the project was viable. Cllr Huffer replied that the safety of residents was more important.

Officers were invited to make comments. The Major Projects Officer clarified that this was a hybrid application for both the store and access for the residential development. The design, scale and layout of the homes were reserved for a future application. The dwellings were restricted to 5 metres in height. He suggested that an additional condition could be agreed to restrict permitted development rights for roof alterations to include things such as dormer windows and rooflights. The design of the store was a consideration of this application, made more challenging by the fact that it was in a Conservation Area. It was noted that the Highways Officer, James Stringer, was present to answer concerns about traffic safety.

Members of the Committee were invited to ask questions of the officers.

In reply to Cllr Keith Horgan, James Stringer stated that Highways had assessed the plans as being safe for delivery vehicles of up to 10.3 metres in length to carry out deliveries to the store. The vehicles would be able to arrive and depart in forward gear. The provision of 13 parking spaces for customers complied with the Local Plan. The average time a customer parked their vehicle was nine minutes, so less parking was required than for a larger store. It was noted that this was more spaces than were provided at the current store. In reply to Cllr Lee Denney, James Stringer explained that national standards had been applied to the application's car parking proposals.

Cllr Mark Goldsack expressed concern about the visibility for customers driving out of the store car park, due to cars parked on Mill Street. James Stringer acknowledged that drivers of delivery vehicles would have better visibility than the drivers of private vehicles, as they will be higher up. Cllr Goldsack suggested that some shoppers will park on the street, compounding the problem.

In reply to Cllr Goldsack, the Major Projects Officer stated that bollards would be placed in front of the ATM machine to prevent theft. In reply to Cllr Goodearl, he expected that further security issues, such as adequate lighting, would be part of the business's security strategy.

In reply to Cllr Christine Colbert, James Stringer stated that disabled and family parking spaces would be nearest the store. He believed that deliveries were likely to take place early in the morning, when fewer people and other vehicles were about. The Strategic Planning and Development Management Manager added that under condition 11 delivery vehicles were restricted to arriving within the operational hours of the company.

In reply to Cllr Mary Wade, the Major Projects Officer explained that it was not unusual for stores to have car parks at the rear of the building and in this regard, the layout of the shop reflected the historic pattern of development in the area. The Strategic Planning and Development Management Manager added that the application met the criteria for development in a Conservation Area. It was noted that whilst some regard had to be given to the current environment, issues such as aesthetics were a matter of judgement.

In reply to Cllr Lee Denney's concerns regarding the effect of the historic quarry on the site, the Major Projects Officer explained that an environmental survey had been carried out, and the site was seen as stable and appropriate for development. There would have to be an agreement between the developer and the owner of the relevant land if shared boundaries would be affected through the development.

The Committee moved into debate.

Cllr James Lay understood both the local support in Isleham for the new store and residents' concerns about traffic safety. He felt that he could not support the application due to the risk caused by the planned layout.

Cllr Bill Hunt recognised the importance of a local store for the residents of Isleham. Cllr Lee Denney agreed but suggested that the Committee should not approve an application that would compromise residents' safety. He also expressed concern regarding the design for store building and the lack of windows. He concluded that he could not support the application.

Cllr Alan Sharp recognised the local need for the store, but he had the following concerns. Firstly, the location of the car park behind the store made parking on the street more likely. Secondly, delivery lorries coming in and out of the car park would hold up traffic. Thirdly, vehicles exiting the car park would have their visibility obscured by parked cars. Fourthly, the new homes could overlook exiting properties and fifthly, he was concerned that if the store was built first, construction traffic for the bungalows would be via the car park.

Cllr Mark Goldsack asked if the Committee could agree a condition for a transport review regarding access to and from the car park and the impact on the traffic on Mill Street. The Strategic Planning and Development Management Manager agreed that conditions could be added for this and for Cllr Sharp's concern regarding the height of the new homes.

Cllr Martin Goodearl supported the application but recognised that having the car park at the back of the building was not ideal. He shared concerns about traffic safety and supported a suitably worded condition. Cllr Mark Goldsack proposed approving the application with the following additional conditions:

"To give delegated authority (in conjunction with the County's Highways Officer) to the Strategic Planning and Development Management Manager to formulate a pre-commencement condition (subject to agreement by the applicant) on an updated transport assessment, to include a line of sight assessment, taking into account parked cars. The assessment will consider the possibility of parking restrictions and the installation of road traffic speed restrictions on Mill Street to make the road safe.

"To give delegated authority to the Strategic Planning and Development Management Manager to restrict the permitted development rights to roof alterations and expansion."

Cllr Martin Goodearl seconded this proposal. Cllr Mary Wade stated that the Council needed to balance the demand for the store with concerns regarding road safety. She supported the additional condition ensuring a transport assessment.

Cllr Christine Colbert suggested that the proposed bollards could impede pedestrians with trolleys and wheelchair users.

Cllr Mark Goldsack proposed and Cllr Martin Goodearl seconded that the Committee approve the application, with the additional two conditions. A vote was taken and with 9 votes in favour, 2 against and no abstentions,

the Committee agreed

To **approve** the application, subject to the conditions set out in Appendix 1 and give delegated authority (in conjunction with the County's Highways Officer) to the Strategic Planning and Development Management Manager to formulate a pre-commencement condition (subject to agreement by the applicant) on an updated transport assessment, to include a line of sight assessment, taking into account parked cars. The assessment will consider the possibility of parking restrictions and the installation of road traffic speed restrictions on Mill Street to make the road safe.

To give delegated authority to the Strategic Planning and Development Management Manager to restrict the permitted development rights to roof alterations and expansion.

38. Planning Performance Report – July 2026

David Morren, Strategic Planning and Development Management Manager, presented a report summarising the performance of the Planning Department in July 2026. Cllr James Lay asked how many of the ten applications that had been refused had been incomplete. The Strategic Planning and Development Management Manager agreed to find out this information and report back to the Committee.

The Committee agreed

to resolve to **note** the report.

The meeting concluded at 5:04 pm.

Chair.....

Date.....

26/00237/ESO

Land South East of Wellington Road

Lancaster Way Business Park

Ely

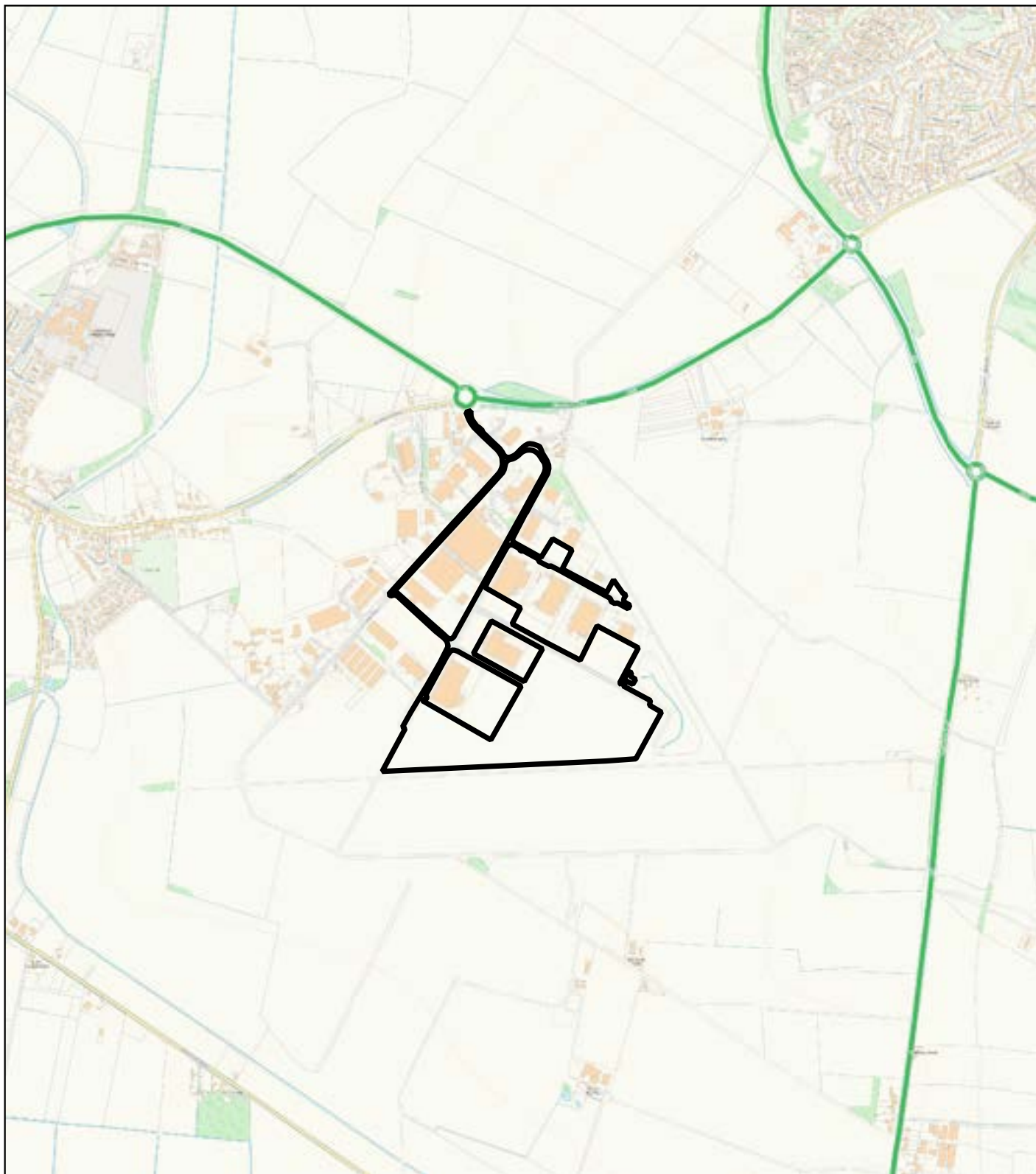
CB6 3NX

Outline planning application (all matters reserved) for the provision of up to 72,656 metre² 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).

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

<https://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TB2AQRGGK0900>





26/00237/ESO

Land South East Of Wellington
Road
Lancaster Way Business Park
Ely
Cambridgeshire
CB6 3NX

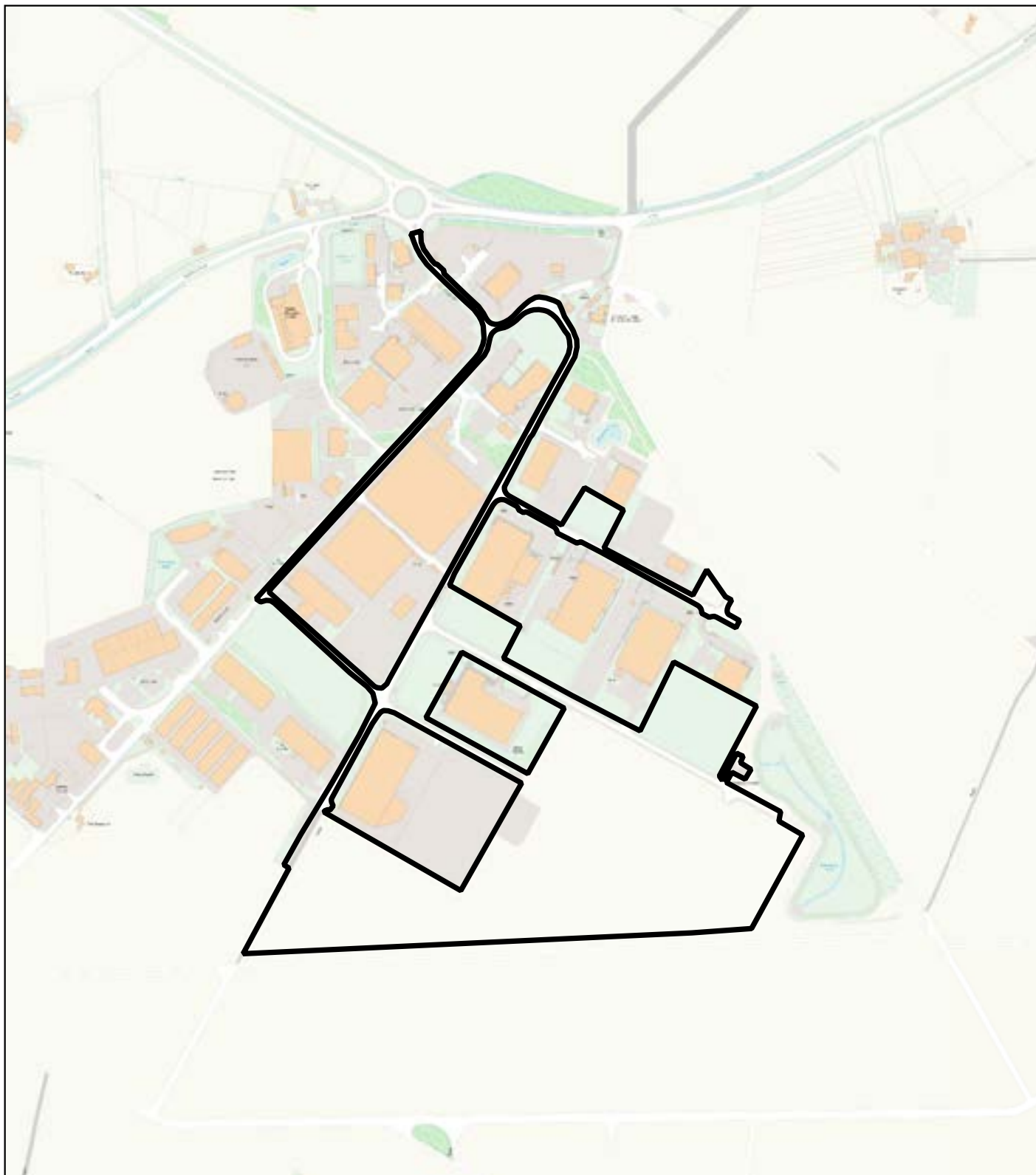


East Cambridgeshire
District Council

Date: 23 Sep 2026
Scale: 1:15,000



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26/00237/ESO

Land South East Of Wellington
Road
Lancaster Way Business Park
Ely
Cambridgeshire
CB6 3NX



East Cambridgeshire
District Council

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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

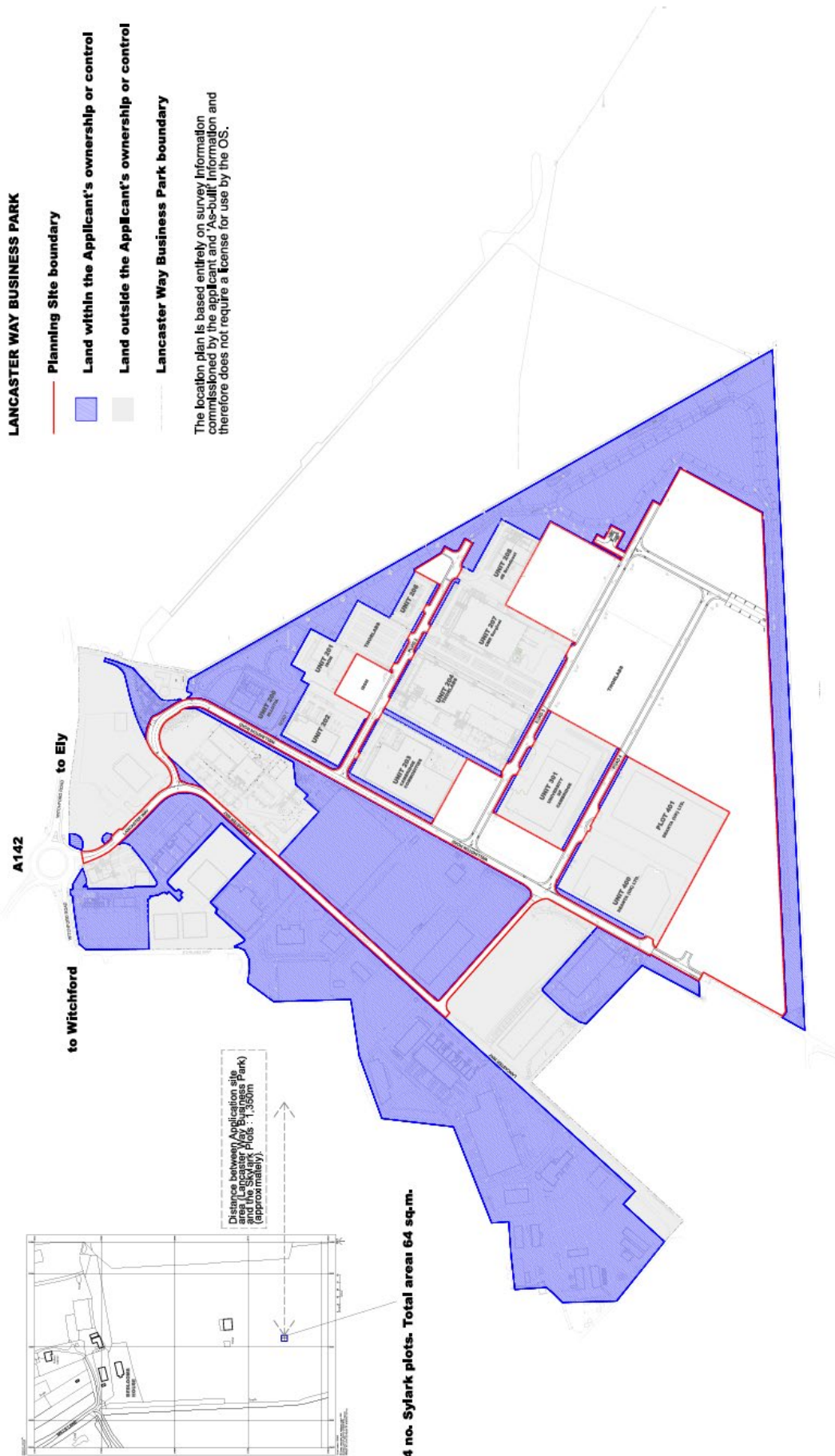
PLANS

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).

26/00642/FUM

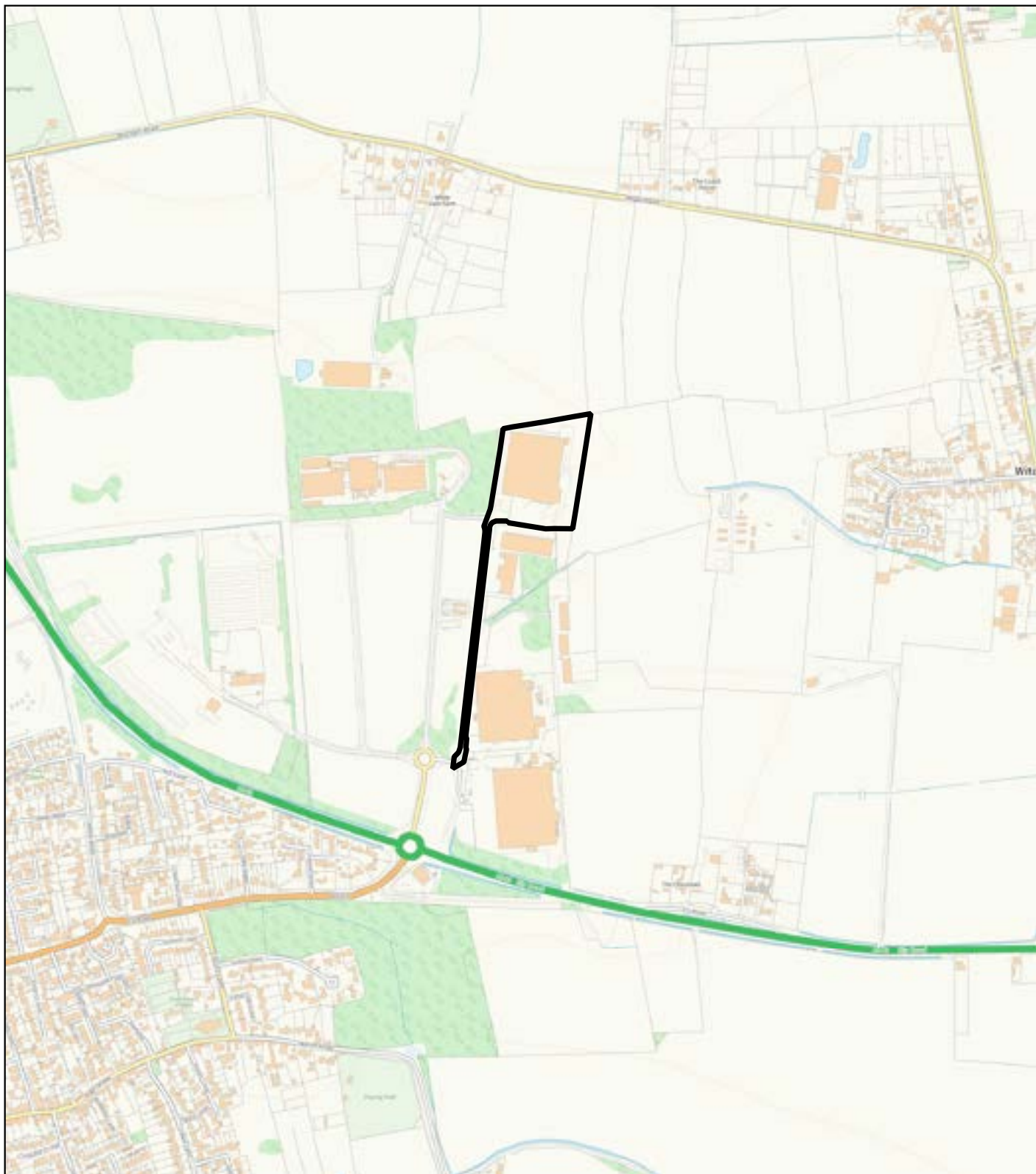
Units 5 and 6
Elean Business Park
Sutton
Ely
CB6 2QE

Change of use from storage and distribution (B8) to general industrial use (B2)

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

<https://pa.eastcambs.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TGH2H4GGICZ00>





26/00642/FUM

Units 5 And 6
Elean Business Park
Sutton
Ely
Cambridgeshire
CB6 2QE



East Cambridgeshire
District Council

Date: 23 Sep 2026
Scale: 1:10,000



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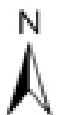
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East Cambridgeshire
District Council

Date: 23 Sep 2026
Scale: 1:5,000



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TITLE: 26/00642/FUM

Committee: Planning Committee

Date: 07 October 2026

Author: Charlotte Sage

Report No: AB82

Contact Officer: Charlotte Sage, Planning Officer
Charlotte.Sage@eastcambs.gov.uk
01353 616353
Room No 011 The Grange Ely

Site Address: Units 5 And 6 Elean Business Park Sutton Ely Cambridgeshire CB6 2QE

Proposal: Change of use from storage and distribution (B8) to general industrial use (B2)

Applicant: Cambridgeshire Industrial Properties Limited

Parish: Sutton

Ward: Sutton

Ward Councillor/s: Lorna Dupre
Mark Inskip

Date Received: 11 June 2026

Expiry Date: 10 September 2026

RECOMMENDATION

1. Members are recommended to APPROVE the application for the following reason(s):

- The development is seeking to reutilise an existing building within the Elean Business Park
- There will be no visual or residential impact by virtue of the change of use as no physical alterations are required.
- The change in premise is supported by a Transport Assessment that concludes that there would not be a detrimental impact on the local highways network.
- The proposed development would all for the retention of 100 jobs, with the potential for the business to expand in the future.

2. The application is being heard by committee because it triggers the Councils Constitution in respect of a development for major employment uses where floor space created is 1,000 square metres or more.

SUMMARY OF APPLICATION

3. This application is for the change of use from Storage and Distribution (Use Class B8) to General Industrial Use (Use Class B2) at Units 5 and 6, Elean Business Park.
4. The business is currently located to the south of the proposed development site in a neighbouring business unit within Elean Business Park. The development is not seeking to make any external changes to the existing building and will be able to facilitate the change of use internally.
5. The proposal is not Schedule 1 development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The proposal has been assessed against the categories of Schedule 2. The proposed use involves the manufacture of corrugated packaging products from pre manufactured corrugated board. Whilst the use falls within the wider paper packaging sector, the process does not involve the production of paper or board. The company are manufacturing packaging from an existing product. Therefore, this development is not considered to fall within Schedule 2, Category 8(a) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The proposal is a change of use of an existing building and does not constitute an industrial estate development project or fall within any other Schedule 2 category. Accordingly, the proposal does not constitute EIA development, and the regulations do not apply.
6. 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

7.

08/00699/FUL

Bunded tank storage area, compressor shed and extractor flue

Approved

17 September 2008

10/00929/FUM

Extension to existing warehouse (2621.0 m2)

Approved

31 January 2011

14/01238/VAR

To vary conditions 5 (Energy) & 6 (Soft Landscaping) of previously approved 10/00929/FUM for Extension to existing warehouse (2621.0 m2)

Approved

21 January 2015

17/01728/FUL

Retain chiller cover building extension.

Approved

15 November 2017

18/01297/FUL

Cover building for packaging compactors to aid recycling

Approved

31 October 2018

THE SITE AND ITS ENVIRONMENT

8. This application is for the change of use from Storage and Distribution (Use Class B8) to General Industrial Use (Use Class B2) at Units 5 and 6, Elean Business Park. The business is currently located to the south of the proposed development site in a neighbouring business unit within Elean Business Park. The development is not seeking to make any external changes to the existing building and will be able to facilitate the change of use internally.

RESPONSES FROM CONSULTÉES

9. Responses were received from the following consultees; Local Highways Authority, Environmental Health, UK Power Networks, Lead Local Flood Authority and these are summarised below.

Local Highways Authority - 28 July 2026

Unlikely to result in significant adverse impact to the highway. No objection.

Environmental Health - 17 June 2026

No objection

UK Power Networks - 17 June 2026

UK Power Networks have no objections to this application.

Lead Local Flood Authority - 2 July 2026

The application does not appear to have any surface water flood risk or drainage implications therefore we have no comments to make.

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

10. A site notice was displayed near the site on 16 June 2026, and a press advert was published in the Cambridge Evening News on 25 June 2026.
11. A site notice was displayed near the site on 16 June 2026, and a press advert was published in the Cambridge Evening News on 25 June 2026. In addition, 11 neighbouring properties have been directly notified by letter. No responses have been received.

THE PLANNING POLICY CONTEXT

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

GROWTH 2	Locational strategy
GROWTH 5	Presumption in favour of sustainable development
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
COM 7	Transport impact
COM 8	Parking provision
EMP 4	Re-use and replacement of existing buildings in the countryside

13. Sutton Neighbourhood Plan 2019 (NP)

SUT 1	Spatial Strategy
SUT 8	Biodiversity Net Gain
SUT 14	Elean Business Park
SUT 19	Design Considerations
SUT 21	Flooding and Sustainable Drainage
SUT 22	Sustainable Building Practices
SUT 23	Renewable Energy

14. Cambridgeshire and Peterborough Waste and Minerals Local Plan 2021

15. National Planning Policy Framework (August 2026) (NPPF)

DM3:	Determining development proposals.
DM6:	Use of planning conditions and obligations
S3:	Presumption in favour of sustainable development
S5:	Principle of development outside settlements
S6:	Neighbourhood plans and the presumption
CC2:	Mitigation of climate change
CC3:	Adaptation to climate change
E2:	Meeting the need for business land and premises.
L2:	Making effective use of land.
DP3:	Key principles for well-designed places
DP4:	The design process
TR3:	Locating development in sustainable locations.
TR4:	Street design, access and parking
TR6:	Assessing transport impacts.
P2:	Ground conditions
P3:	Living conditions and pollution.
F4:	Assessing flood risk for decision-making.
F7:	Ensuring development is safe from flooding.
N2:	Improving the natural environment.

16. Supplementary Planning Documents

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

17. Planning Practice Guidance

PLANNING MATERIAL CONSIDERATIONS AND COMMENTS

18. The main considerations for this application are the principle of development, impacts to the highways network, and pollution.

Principle of Development

19. Sutton Neighbourhood Plan 2024 sets out a policy for the Elean Business Park, policy SUT 14. Policy SUT 14 states that further development of the Elean Business Park, for employment uses will be supported.

20. Policy EMP 4 of the ECLP states that proposals for the re-use of existing buildings in the countryside for business (B1, B2, B8), tourism, outdoor recreation or community-related uses which require a planning application will be permitted where:

- It can be demonstrated that the building is of permanent and substantial construction.
- The form, bulk and design of the building is of visual merit, architectural merit or historical significance, and is in general keeping with its surroundings.
- The proposal does not harm the character and appearance of the building or the locality.
- The proposal would not (by itself or cumulatively) have a significant adverse impact in terms of the amount or nature of traffic generated; and
- Other Local Plan policies relating to specific uses are met.

21. Policy S3 of the NPPF sets out that development proposals should apply a presumption in favour of sustainable development. Policy S5 sets out that only certain forms of development should be approved outside settlements which are listed within bullets a-j. Relevant to this application is bullet c. the reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the existing building.

22. This proposal is located within the Elean Business Park and will utilise an existing building sited on the North eastern edge of the business park. The building currently has permission for use as B8, and this application is seeking to change the use of Use Class B2. The applicant is proposing to move their existing business from a building towards the south of the business park to this unit, providing opportunity for new businesses to take over the space.

23. Unit 5 and 6 located to the north eastern edge will not be subject to any external amendments to facilitate the change of use to B2, and the building is of permanent and substantial construction as demonstrated by the recent use for B8 by a nationally recognised company. The building will remain as it is currently presented, and therefore the existing visual merits will remain.
24. As will be discussed in the below highways section, the development has been deemed not to have a significant detrimental impact upon the highways network and is therefore appropriate in light of highways safety.
25. In line with policy E2 of the NPPF, substantial weight should be given to the economic benefits of proposals for commercial development which allows for businesses to invest, expand and/or adapt. This includes the implementation of the 'industrial strategy' and supporting of improvements in freight and logistics. The proposal seeks to change from B8 to B2, and the business proposes to take over a larger premise to expand their business and retain all 100 jobs as part of the new location. The use of the building for B2, specifically, creation of packaging, will continue to enhance the freight and logistics industry as the product of this business is intrinsically linked to the delivery of goods.
26. The proposal is therefore considered to be in accordance with policy EMP 4 of the ECLP, policy SUT 14 of the NP and policies S3 and S5 of the NPPF.

Residential Amenity

27. Policy ENV 2 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.
28. Policy DP3 of the NPPF 2026 requires development to respond to their context to ensure integration with and enhance their surroundings.
29. The Environmental Health Officer was consulted on this application and has no immediate concerns with the change of use from B2 to B8. An informative will be applied to any permission that informs the applicant that planning permission does not confer immunity from action under statutory nuisance.
30. The site is located within the Elean Business Park, where there are no immediate residential receptors. Adjacent the site is a mixture of uses including a power station, and other B2 and B8 uses. The development, therefore, is not considered to have any detrimental impact upon residential amenity.

Visual Amenity

31. Policy ENV1 and ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023) requires that all development proposals are designed to a high quality, enhancing and complementing local distinctiveness and public amenity by relating well to existing features and introducing appropriate new designs. Additionally, Policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023) makes it clear that all new development proposals will be expected to respect the density and character of the surrounding area, whilst ensuring that the location, layout, scale, form, massing, materials

and colour of buildings relate sympathetically to the surrounding area and each other, as well as creating quality new schemes in their own right.

32. Policy SUT 19 of the Sutton Neighbourhood Plan sets out that Development proposals should reflect the local characteristics in the neighbourhood area, and create and contribute to a high quality, safe and sustainable environment.
33. Policy L2 of the NPPF sets out that development should make effective use of previously development land and buildings by redeveloping underutilised sites and reusing the existing facilities. This application meets the requirements of this policy by directly utilising an existing building and infrastructure arrangements.
34. Policy DP3 of the NPPF requires development to respond to their context in order to ensure integration with and enhance their surroundings.
35. As has been discussed above, the development does not seek to make any physical changes to the external elevations or roof of the building. Nor does the application seek changes to the existing external layout or parking arrangements for cars or larger HGV vehicles. The proposal therefore retains the existing appearance, making no changes to the way the building appears within the streetscape.
36. Planning permission ref. 10/00929/FUM for the extension of the industrial unit, approved in 2011, was subject to a condition restricting the installation of external lighting other than that expressly approved as part of the application. The condition was imposed in the interests of protecting the character and appearance of the area.
37. Having regard to the continued need to safeguard the existing character of the area, it is considered reasonable and necessary to impose a similar condition on any permission granted. This would ensure that any future external lighting is appropriately controlled and would not result in undue visual intrusion or harm to the character and appearance of the surrounding area. Accordingly, the reimposition of the condition is considered justified and reasonable in planning terms.
38. On this basis, it is considered that the proposal meets the criteria set out within the above-mentioned policies.

Highways

39. Policy COM7 of the Local Plan seeks to ensure that new development is designed to reduce the need to travel, especially using private motor vehicles. This means new development should be focused within settlement where there is a choice of means of transport. It should also be capable of accommodating the level/type of traffic generated without detriment to the local highway network and the amenity, character and appearance of the locality.
40. Policy COM 8 of the East Cambridgeshire Local Plan 2015 (as amended 2023) requires development proposals to provide adequate levels of car and cycle parking and make provision for parking broadly in accordance with the Councils parking standards.
41. Policy TR3 of the NPPF (2026) sets out that development should be located where it can support sustainable patterns of movement and make the most of existing and proposed

transport infrastructure. This development site is located within an existing business park to the north east of Sutton. As the proposed development is a change of use with no physical alterations to the building, and will be retaining the existing number of staff, it is considered that the existing circumstances for the business can and will be transferred to the new premises.

42. Policy TR4 of the NPPF states that transport considerations should be integral to the design of the development. In this case, the existing arrangements on site such as cycle parking, car and HGV parking will remain as currently provided on site and will be suitable for the new use of the building and all existing staff to be transferred. Other elements of the site such as the access, will remain as existing.
43. The Local highways authority has been consulted on this application, and following a review of the submitted Technical Note (1567-TN-01 Rev 0, July 2026), the Local Highway Authority is satisfied that the proposed change of use from Storage and Distribution (Use Class B8) to General Industrial (Use Class B2) is unlikely to result in a significant adverse effect upon the public highway should it gain benefit of planning permission. The submitted Transport Technical Note utilises TRICS data to compare the trip generation associated with the existing and proposed uses. Whilst the proposal is anticipated to generate a modest increase in vehicle trips during the AM peak hour, this is offset by a reduction in vehicle trips during the PM peak hour, resulting in an overall trip profile that is broadly comparable and similar to the existing use.
44. Whilst it is acknowledged that the assessment does not provide a detailed breakdown of vehicle types and relies upon a relatively limited sample of TRICS sites for the proposed B2 use, the evidence submitted is considered sufficient, on balance, to demonstrate that the proposed change of use is not likely to result in a significant adverse impact on the local highway network.
45. It is also noted that the proposal relates to an existing employment building located within an established business park that is already served by infrastructure designed to accommodate commercial vehicle movements. The Local Highway Authority is therefore satisfied that the proposal would not result in an unacceptable impact on highway safety, given the data provided by the applicant.
46. The requirements for parking as set out within the ECLP states that B8 Storage and Distribution should allow for up to 1 car space per 100m², and B2 General Industrial at up to 1 car space per 50m².
47. The proposed B2 use, at 1 space per 50m² would result in a parking requirement of 254 car spaces and 254 cycle spaces. Currently the site hosts 63 car parking spaces, alongside 20 cycle spaces, and 10 HGV spaces.
48. Whilst the level of current parking provision on this application site would fall below the indicative standards set out within Policy COM8, the policy allows for a degree of flexibility where justified by the circumstances of the site and development. In this instance, the proposal relates to the change of use of an existing employment building within an established business park, with no alterations proposed to the existing access arrangements or parking layout. The applicant has advised that the existing workforce of 100 employees, would be retained, and it is noted that the site benefits from an extant

permission which would allow for the provision of additional parking spaces (extant permission under 15/00346/FUM) should they be required in the future. Whilst the proposed level of parking provision would not fully accord with the Council's parking standards, having regard to the nature of the proposal, the existing lawful use of the site, and the absence of any objection from the Local Highway Authority, it is not considered that the development would be likely to result in an unacceptable impact on highway safety or the operation of the local highway network.

49. On balance, it is considered that the proposal is in accordance with policies COM 7 and COM 8 of the East Cambridgeshire Local Plan 2015 (as amended 2023) and policies TR3 and TR4 of the NPPF 2026.

Ecology

50. Policy ENV7 of the East Cambridgeshire Local Plan 2015 (as amended 2023) sets out that all development proposals will be required to protect the biodiversity value of land and buildings and minimise harm to or loss of environmental features, such as trees.
51. Policy N2 of the NPPF (2026) sets out that for development proposals to contribute positively to the natural environment, particularly for landscaping, conserving and enhancing existing natural features, using green infrastructure and minimising any adverse impacts on biodiversity and threatened species.
52. The 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).
53. Amongst other matters, the LNRS identifies on a map (the 'habitat map') "areas that could become of particular importance for biodiversity" (ACB sites), which have been determined to offer the potential to become important if measures were taken to improve the habitats on that particular site. For this particular application, it has been determined that no LNRS ACB site aligns with the planning application site area and there is no other apparent reason why the LNRS is an important determining factor for this application. As such, very little weight has been given to the content of the LNRS in reaching a recommendation for this planning application.
54. This application seeks only to change the use of the building from B8 to B2. The application does not include any material changes to the building including that of extensions or renovation. On this basis, it is considered that there would be very limited impact to Ecology and therefore would be acceptable.
55. Whilst the NPPF, Policy ENV 7 and Natural Environment SPD set out that measures should be integrated where possible, this proposal is seeking to change an existing B8 use to B2 General Industrial. It is likely that any mitigation measures for species such as birds, bats and hedgehogs would not be compatible with the nature of the proposed use, and on this basis, it is considered that no condition should be applied for the submission of details relating to biodiversity enhancements.

56. In any case, this proposal is seeking to reuse an existing building without the need for extension or additional construction works. On this basis the proposal is considered to meet the requirements of the above-mentioned policies through the reduction of construction related carbon footprint.

Trees

57. There are no existing trees on this site, and there is no proposed additional landscaping that would include trees. On this basis it is considered that there would be no impact to Trees.

Biodiversity Net Gain

58. By virtue of the development type, this application is exempt from Mandatory BNG through de minimis development, as there is no physical alteration or change in surfacing proposed.

Flood Risk and Drainage

59. Policy ENV 8 requires all developments and re-developments to contribute to an overall flood risk reduction. The site is located in Flood Zone 1 where the principle of development is considered acceptable in terms of Flood Risk. A condition for the submission of details relating to Foul and Surface Water Drainage could be applied to this application, however, Officers do not consider it necessary as there is no physical construction works to take place, and the new use class will not impact upon the existing drainage arrangements.
60. Policy F4 of the NPPF (2026) states that in Flood Zone 1, a site-specific flood risk assessment should inform and accompany all development proposals involving, a, sites of one hectare or more, and c, land identified in a strategic flood risk assessment or the Flood Map for Planning as being at risk of flooding from any source, whether now or in the future. This site is located within Flood Zone 1, where the principle of development is supported. The site has a small area of surface water risk now and in the future along the western and southern western area of the development site. The site area is over 1ha, and therefore the LPA requested that the applicant submit a proportionate flood risk assessment.
61. Policy F4 sets out that the sequential test should be used in areas known to be at risk now or in the future from any form of flooding other than, and in this case for: c (iii) Changes of use, other than changes of use to a caravan, camping or chalet site, or to a mobile home or park home site.

Other Material Matters

Contamination

62. Policy ENV 9 states that that all 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. All applications for development where pollution is suspected must contain sufficient information to enable the Council to make a full assessment of potential hazards and impacts.

63. Policy 2 of the NPPF (2026) sets out that site proposed for development should be suitable for their proposed use taking into account ground conditions and mitigation. Policy P3 sets out that development proposals should be appropriate for their location, taking into account likely effects of pollution on health, living conditions and the natural environment.
64. There is no construction to take place to facilitate the change of use. The proposed use relates to the manufacture of cardboard packaging products within an existing building. The process is understood not to involve activities typically associated with significant contamination risks, such as the storage or handling of hazardous substances, chemical processing, or operations likely to generate contaminated runoff.
65. No external storage areas, fuel tanks, groundworks or alterations to existing drainage arrangements are proposed as part of the application. As such, there is no indication that the proposed use would give rise to land contamination or adversely affect surface water or groundwater quality.
66. Whilst the proposal has the potential to generate some waste material in the form of cardboard off cuts, these materials can be appropriately managed through standard commercial waste and recycling arrangements.
67. Whilst the operation of the business may generate operation noise, these activities would take place within the existing building and on an established employment site. The site is located within Elean Business Park, an area characterised by commercial and industrial uses where a degree of operational noise is expected. Given the nature of the proposed activity, the existing lawful use of the building, and the separation distances to nearby sensitive receptors, it is not considered that the proposal would result in unacceptable levels of noise pollution or harm to neighbouring amenity.
68. Accordingly, it is considered that the site is suitable for the proposed use and that the development would accord with Policy ENV9 of the Sutton Neighbourhood Plan and Policies P2 and P3 of the NPPF (2026).

Climate Change

69. Local Plan Policy ENV4 states: 'all proposals for new development should aim for reduced or zero carbon development in accordance with the zero-carbon hierarchy: first maximising energy efficiency and then incorporating renewable or low carbon energy sources on-site as far as practicable' and that 'applicants will be required to demonstrate how they have considered maximising all aspects of sustainable design and construction.' The adopted Climate Change SPD encourages all development to include sustainability measurements within their proposal.
70. Furthermore, policies CC2 and CC3 of the NPPF state that substantial weight should be given to the benefits of improving the energy efficiency of existing buildings and/or drawing energy from district heat networks, renewable and low carbon sources (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights) where this would be achieved through proposals for development.

71. This proposed development seeks to change the use of the building from B8 to B2 without the need to change any physical fabric of the building. At this time there are no proposed sustainability measures put forward; however, it is deemed reasonable that these have not been included given the immaterial nature of the proposed development. Should an application be made in the future that requires the change in physical materials for this building, external alterations or extensions, then sustainability measures can be applied at that time.

72. Human Rights Act

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.

73. Equalities and Diversities

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.

Planning Balance

74. Officers have considered the information submitted as part of this application and have discussed policy implications with regard to the principle of development, design, visual amenity, and residential amenity. It is considered that the proposal would have minimal impact on residential amenity and the visual appearance of the area, and the proposal would be compliant with the relevant local and national policies referred to above. The application is therefore recommended for approval subject to conditions.

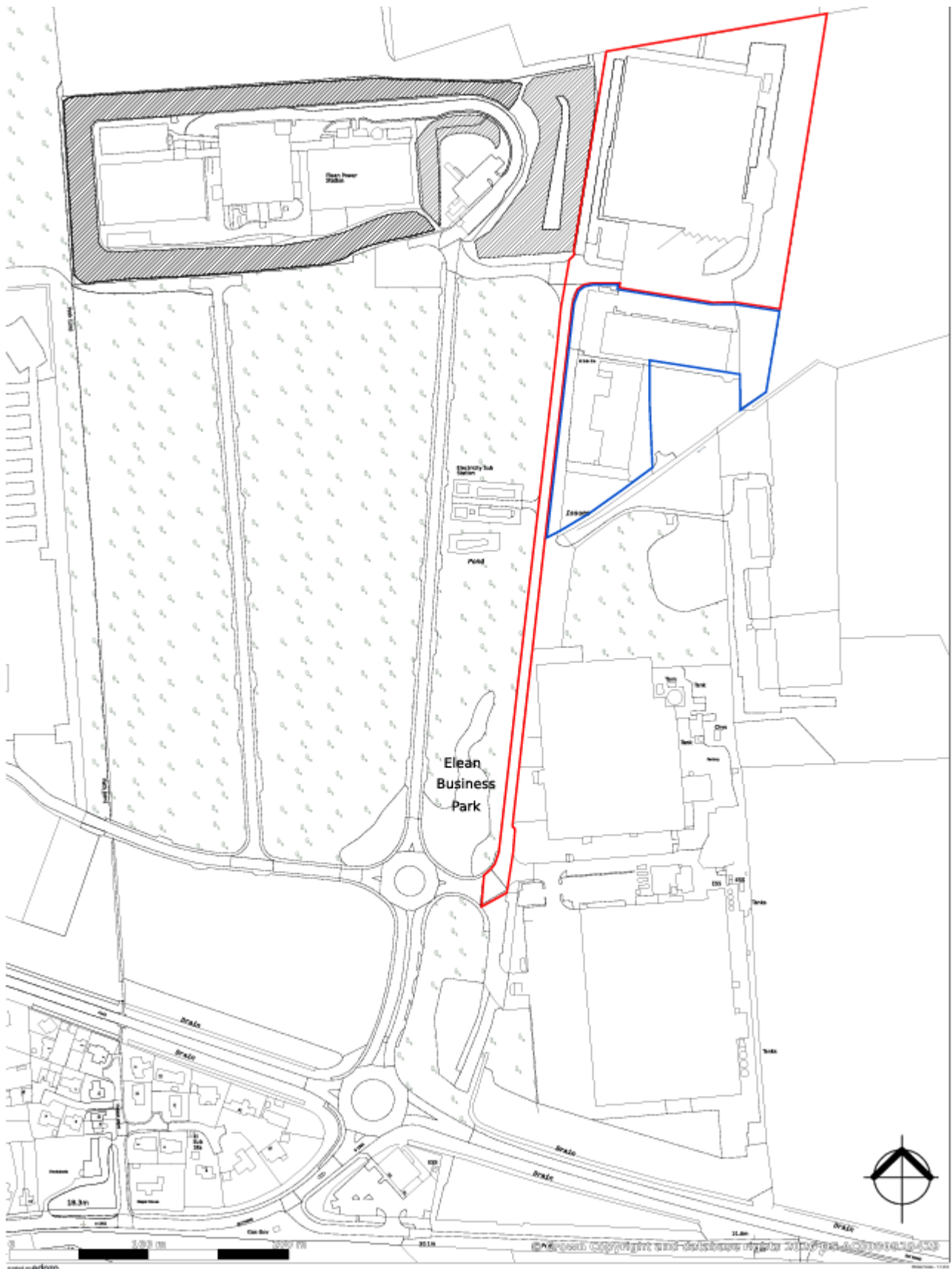
APPENDICES

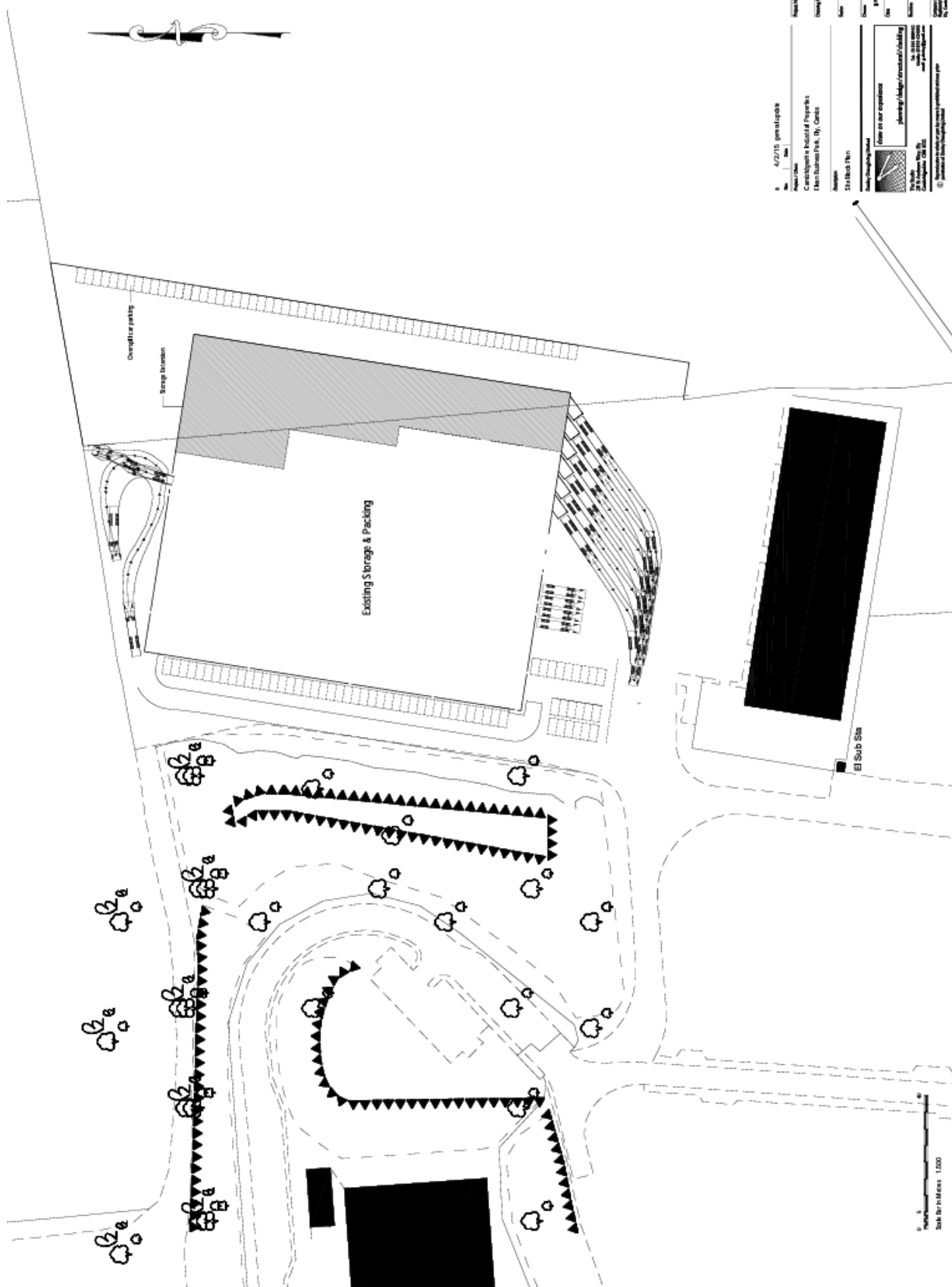
Appendix 1: Conditions

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.

Please add a site layout plan, and any elevations that the members will need to refer to during the site visit or the committee meeting. This will replace the need for an additional bundle being created. If in doubt consider what plans you are intending to display on your presentation





Project No.	4/27/15	Project Name	gms at gable
Client	City of New York	Project Manager	John J. Gable
Design Team	Cambridge & Associates Inc.	Project Date	2010/12/15/16
Project Location	Elm Street Park, NY, Queens	Project Size	1,000
Project Description	Site Block Plan	Project Status	in design
Project Notes	Please see our experience planning / design / construction / building for the City of New York and other clients (1) Department of Housing Preservation and Development		

26/00642/FUM
08/00699/FUL
10/00929/FUM
14/01238/VAR
17/01728/FUL
18/01297/FUL

APPENDIX 1 - 26/00642/FUM Conditions

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

Plan Reference	Version No	Date Received
Location Plan		11th June 2026
2024_16_01		11th June 2026
3010/13/1A	REV A	11th June 2026

- 1 Reason: To define the scope and extent of this permission.
- 2 The development hereby permitted shall be commenced within 3 years of the date of this permission.
- 2 Reason: To comply with Section 91 of the Town and Country Planning Act 1990, as amended.
- 3 No external lights shall be erected within the site (either freestanding or building-mounted) other than those expressly authorised within this application.
- 3 Reason: To safeguard the character and appearance of the area, in accordance with policy ENV2 of the East Cambridgeshire Local Plan 2015 (as amended 2023)< Policy SUT 19 of the Sutton Neighbourhood Plan 2024, and Policy DP3 of the National Planning Policy Framework 2026

Planning Performance Report – August 2026

Planning will report a summary of performance. This will be for the month before last month, as this allows for all applications to be validated and gives a true representation.

All figures include all types of planning applications.

Determinations

	Total	Major	Minor	Householder	Other	DIS/NMA	Trees	Pre-app
Determinations	125	0	14	22	18	34	23	14
Determined on Time (%)	-	-% (90% within 13 weeks)	93% (80% within 8 weeks)	95% (90% within 8 weeks)	94% (90% within 8 weeks)	59% (80% within 8 weeks)	100% (100% within 8 weeks)	N/A
Approved	102	0	13	22	14	31	22	N/A
Refused	9	0	1	0	4	3	1	N/A

Validations

98% of applications validated within 5 working days (ECDC target is 85%).

	Total	Major	Minor	Householder	Other	DIS/NMA	Trees	Pre-app
Validations	118	0	15	20	20	26	24	13

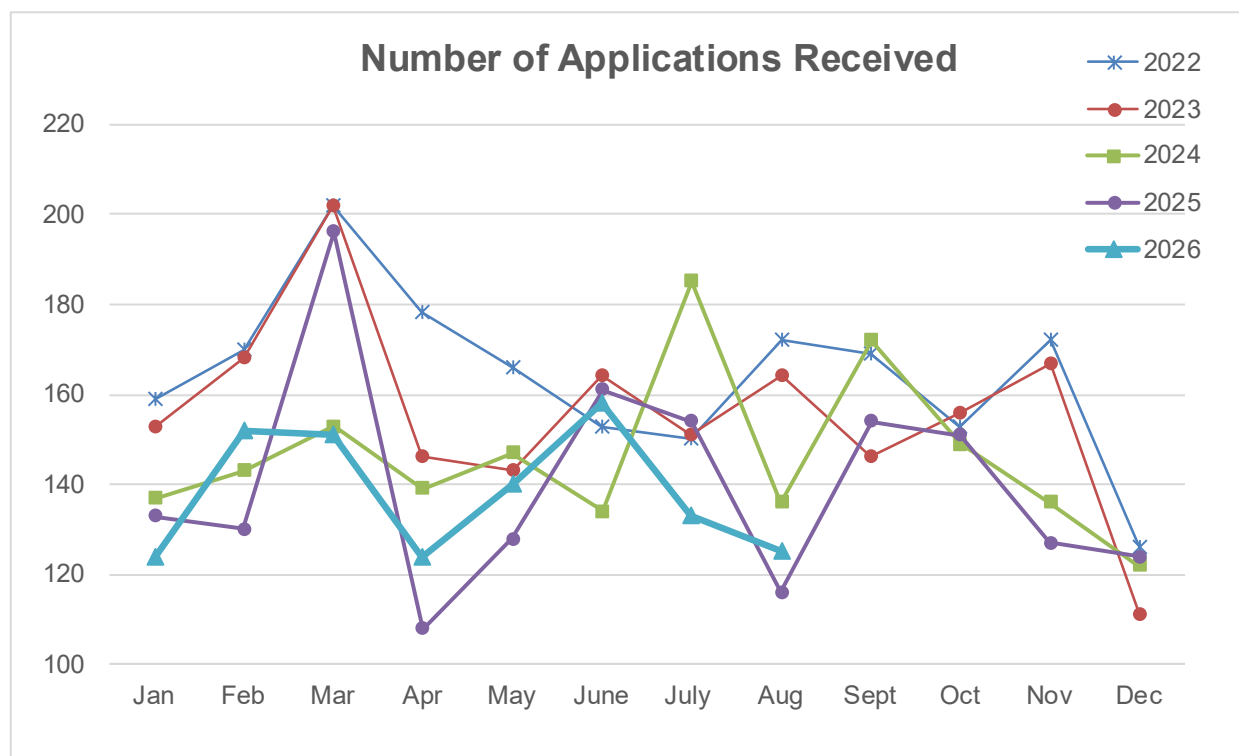
Open Cases by Team (as of 21 Aug 2026)

	Total	Major	Minor	Householder	Other	DIS/NMA	Trees	Pre-app
North Team (8 FTE)	148	12	32	28	28	32	0	16
South Team (8 FTE)	161	19	32	17	35	35	0	23
No Team (2 FTE)	42	0	0	0	0	1	41	0

('No Team' includes the Trees Officer and the Conservation Officer.)

Applications Received

The Planning department received a total of 125 applications in August 2026 which is a 7.8% increase to the total received in August 2025 (116) and a 6% decrease to the total received in July 2026 (133).



Planning Appeals Received

Valid appeals received in August 2026: 1

Appeal reference	Site Address	Decision Level
26/00018/REFAPP	De Freville Farm High Street Aldreth Ely Cambridgeshire CB6 3PQ	COMM

Planning Appeals Decided

Appeals decided in August 2026: 3

Appeal reference	Site Address	Decision Level	Outcome
26/00008/LBCAPP	15 Newnham Street Ely Cambridgeshire CB7 4PG	DEL	ALLOW
26/00013/REFAPP	Boundary Farm Sutton Road Witchford Ely Cambridgeshire CB6 2HX	DEL	ALLOW
26/00007/REFMC	15 Newnham Street Ely Cambridgeshire CB7 4PG	DEL	ALLOW

Planning Appeal Hearings

Upcoming appeal hearing dates: 2

Appeal reference	Site Address	Decision Level	Hearing Date
26/00010/REFAPP	Land Off Water Lane Long Acre Kirtling Suffolk	COMM	20 Oct 2026
26/00014/REFAPP	Land Southwest Of Hightown Drove Burwell Cambridgeshire	COMM	01 Dec 2026

Enforcement

New complaints registered in August 2026: 19 (1 proactive)

Cases closed in August 2026: 9 (0 proactive)

Notices served in August 2026: 0

Open cases per officer as of 21 Sep 2026: 174 (24 proactive) / 3.6fte = 48.3 FTE

Comparison of Enforcement complaints received during August:

Code	Description	2025	2026
ADVERT	Reports of unauthorised adverts	4	
BNGBRE	Reports of breaches of a mandatory BNG condition		1
COND	Reports of breaches of planning conditions	6	5
CONSRV	Reports of unauthorised works in a Conservation Area		
DEM	Reports of unauthorised demolition in a Conservation Area		
DEVMON	Development monitoring		1
HEDGE	High Hedge complaints dealt with under the Anti-Social Behaviour Act		
HEDBR	High hedges breach		
LEGOB	Legal Obligation monitoring		
LEGOR	Legal Obligation report		
LISTED	Reports of unauthorised works to a Listed Building		
MON	Compliance Monitoring		
OP	Reports of operational development, such as building or engineering works	5	5
OTHER	Reports of activities that may not constitute development, such as the siting of a mobile home	1	
PLAN	Reports that a development is not being built in accordance with approved plans	2	
PRO	Proactive cases opened by the Enforcement Team, most commonly for unauthorised advertisements and expired temporary permissions	2	1
TRECON	No notice of tree works in a Conservation area		
TREHDG	Hedgerow Regulations breach		
TRETPO	Unauthorised works to TPO tree		
UNTIDY	Reports of untidy land or buildings harming the visual amenity	1	
USE	Reports of the change of use of land or buildings	2	6
Total		23	19

Code Descriptions

DIS	Discharge of Condition	DISMISS	Appeal Dismissed
NMA	Non-material Amendment	ALLOW	Appeal Allowed
COMM	Committee Decision	NONDET	Appeal for non-determination
DEL	Delegated Decision	APPWIT	Appeal withdrawn