

My ref: SC/JR/Highflyer
Your ref: 11/01077/ESO

Date: 4th July 2013

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Dear Alkis,

BY EMAIL

Proposal: Residential development, a neighbourhood centre comprising retail foodstore, retail units public, public house/restaurant, and business units, primary school, playing fields, place of worship and/or community hall, together with open space, allotments landscaping, highways, infrastructure and associated works.

Location: Land At High Flyer Farm North Of Kings Avenue Ely Cambridgeshire

Reference: 11/01077/ESO

Thank you for consulting Cambridgeshire County Council officers on the above amended planning application for Highflyer Farm – a first phase of development for the wider Ely North proposals.

Council officers are supportive of the growth agenda and note that this development comes forward under the extant and emerging Local Plan's for East Cambridgeshire and the developer-led Master Plan (to be adopted as a Supplementary Planning Document by East Cambridgeshire District Council either later this year or early 2014).

County officers within the various services affected by the proposed development have now been consulted on the planning application as well as being involved in previous consultation and workshop events.

These comments are an officer response only. They have not been endorsed by Members, due to the timescales involved, although the Lead and Local County Members have been made aware of the planning application.

I attach a summary note of the key comments made and full officer comments.

If you have any queries in relation to the response, please do not hesitate to contact myself or Stuart Clarke.

Yours sincerely,

Juliet Richardson
Development & Growth Manager

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SUMMARY COMMENTS

Adult Social Care

Lifetime homes – it is recognised that the emerging Local Plan will require a proportion of all new homes to meet Lifetime Homes standards. County Officers would support **all** new homes to meet Lifetime Homes standards.

Building for Life – whilst referred to in the applicant's Design & Access Statement, a commitment to meeting Building for Life standards would be supported by County Officers.

Demographic Change Impact Assessment (DCIA) – County officers are encouraging new developments to undertake DCIA to address the needs of an aging population and those with physical disabilities, learning disabilities, age related frailties and mental health problems. The appendix to this letter sets out details on what this assessment should include.

Sheltered and Residential Accommodation – although this application is not for the whole Ely North development of up to 3,000 dwellings, it is, never-the-less a significant early phase, and in isolation or as part of a potentially wider development, will generate a rising need for such accommodation. The applicant will need to demonstrate how this need will be met. Appendix 1 to this letter sets out the level of demand likely to arise from Ely north.

Public Health

The ES/EIA is an update from the original one published in 2011. At that stage ECDC asked for a justification of the approach in relation to the cumulative effects of other schemes. The response is that it is a stand alone project which will be delivered in advance of and not dependant on the wider development. The applicant has, however, considered transport, air quality and noise. There are however facilities such as health care which would need to be considered/planned with a view to serving the whole of the North Ely community.

Document Environmental Statement: revised non technical summary March 2013

- **Socioeconomic effects.** This section discusses demographics, housing opportunities and community facilities but the emphasis is on the built infrastructure. An area that is highlighted in the New communities JSNA is the importance of ensuring community development resources to support community infrastructure and social cohesion in new communities. People moving into new communities can feel isolated and community development workers can help to mitigate against this, building community resilience, connectedness and a sense of wellbeing within new communities and with existing communities.

Document: Revised residential travel plan

The targets for model shift for travel (for work or education) do not appear that aspirational (p32). The Ely corridor is part of the LSTF programme that has targets for sustainable transport which should be reflected in this development.

Education

A **holding objection** is raised to the application. Although the majority of the application is supported and provides appropriate design parameters, objection is raised on noise grounds. The location between the primary school and pre-school and Highflyer Avenue will likely give rise to unacceptable noise pollution that will significantly impact upon the level of education to be taught at the school, both for indoor and outdoor classroom space.

Aside from objection on noise grounds the application is considered to be a well-thought out application that has endorsed a number of good urban design principles. Support is given for the following:

- Inclusion of the pre-school within the development
- The relationship to the school and the local centre, in particular provision for car parking to be provided as a shared space for school pick up and drop off in the local centre.
- The flexibility regarding the storey heights of the school.
- The central location of the school within Ely North Growth Area and of particular importance is the proposed pedestrian and cycle link to the east of the school.

CCC Education is happy to work with the applicants to address the noise concerns related to the primary school/pre-school site. One possible solution is for the re-orientation of the school and the recreation area to the east, so that the recreation area has a continuous frontage with Highflyer Avenue, with the school to the south.

Library Facilities

Library provision for this development is not mentioned within the Design and Access Statement except in Chapter 6 - 6.4 Community and Commercial Facilities where it is suggested that

“The D1 use class would enable provision of clinics, health centres and libraries subject to the requirements of the NHS and county council”

Officers have had discussions around provision of an on-site micro-library to meet local day to day needs. There may also need to be potential enhancement of the resources available at the existing Ely library to meet wider, more specialized needs. This would be funded through direct or s.106 provisions for the micro-library and CIL for enhancement of Ely Library. This will need to be discussed further in the s.106 and CIL negotiations.

It is disappointing to see the community facilities are moved away from the local centre area and resited in The Greens area with the place of worship. Although it is mentioned on Page 3 of the Design and Access Statement that “*the Community*

building will help draw people to these central locations and create local points of activity”, it is felt that having a community facility in the same place as retail spaces is mutually beneficial and that residents will visit both in one visit.

Appendix A includes details of the level of provision / costs of the likely library provision.

Sustainable Drainage and Water Management

The amended Drainage Strategy and FRA seem to assume the SAB coming into effect and potentially approving and adopting the SuDS. This may not be the case as the SAB won't be able to give approval to developments that have already been given planning approval; it will be for new ones coming through the process, so officers do not support such statements made in the applicant's document.

In general discussions with the Environment Agency and EDC Officers on Ely North this document is very much seen as a stand alone strategy; it provides no detail or aspiration to be part of a wider drainage strategy for the entire area of Ely North development. That may be acceptable in planning terms but it would be prudent given the sensitivity of the catchments (capacity issues) for phase 1 to at least consider how the drainage of Phase 1 would link into further Phases such that Phase 1 does not impede further drainage phasing but embraces it. Officers would recommend that a more strategic view is taken of the whole Ely North and then how this site fits into the overall strategic drainage system.

There are a number of ditches and watercourses and certain changes (diversions and culverting) to these. If satisfactory, these will need consent from the County Council under the Land Drainage Act 1991, irrespective of any planning permission given. Failure to do so may result in enforcement action by the County Council.

Rights of Way

The proposals make welcome provision for open space, access and green infrastructure generally. However, it is noticeable that reference to new paths is entirely couched in terms of foot paths and cycle paths. The County Council has a duty to “assert and protect” rights of way for other users as well, and in this context officers draw your attention to the Council's policy, as expressed in the Rights of Way Improvement Plan Statement of Action 5/4, to deliver an improved bridleway network. Officers have previously pointed out that the existing public right of way along Clayway Drove has the status of bridleway and it would be desirable for the new “greenway” linking to it to have the same status.

Minerals and Waste

A Waste Audit and Strategy has not been completed for the proposed development as required by the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy Policy CS28 (July 2011).

It does not appear that a RECAP Toolkit has not been completed for the proposed development as required by the adopted Cambridgeshire and Peterborough Minerals and

Waste Core Strategy Core Strategy Policy CS28, and the adopted RECAP Waste Management Guide. This omission needs to be addressed as the toolkit will enable contributions to Household Recycling Centre provision (i.e. the expansion of the Witchford Recycling Centre), and bring sites to be determined.

Further detail on the above requirements and planning conditions that the Council require to be attached to the planning application are appended to this letter.

Archaeology

Comments provided under separate cover.

Ecology

Detailed comments attached.

Transport

The Transport Assessment (TA) report accompanying the application is a well structured document and covers the key aspects that would expect for a development of this scale.

This includes coverage of issues including:

- the policy backdrop
- existing transport conditions
- the development and predicted levels of trip generation
- an assessment of the development's transport impact
- proposals for mitigating these impacts

An assessment of the transport aspects of the proposed development has been undertaken by officers, and the detailed transport comments are outlined in the attached full response. A summary of the comments is provided below

The trip generation, trip distribution and mode split assumptions for the proposed development are accepted. In the AM Peak the proposed development will generate 445 vehicle trips and in the PM peak it will generate 501 trips. The proposed distribution patterns for vehicle trips from Ely North is 43% to Ely City, 19% to A142 (W) and 11% to A10(S). In the PM peak, vehicle trips arriving at Ely North are expected to be 40% from Ely City, 13% from A142 (E) and 11% from A10(S).

The TA shows that the impact on the highways network of the proposed development is generally marginal with the junctions assessed in the transport assessment showing a small increase in queuing/delays experienced and a slight decrease in the capacity available. In addition the principles for the walking, cycling and public transport network internally, links to the site and the wider network are supported.

However in order to understand if the mitigation measures required by the proposed development are appropriate, further information is required:

- Further evidence for the A10/A142 Witchford Road junction to ensure the queues in the base year are representative, and therefore there is confidence that the future year scenario is reflective of the operation of the junction. Once further evidence is

presented, a view on the impact of the development on the junction can be taken. Any mitigation measures developed for this junction, and others off-site, should be developed within a wider transport strategy framework for North Ely as outlined in the final paragraph below.

- Additional information on the proposed east west cycle route through the site and if any crossings of Lynn Road will be provided including how these might link to wider Ely North proposals
- Provide information whether the two links to Larkfield Close and Summerhayes can be provided by the developer as they have control over the land.
- Further evidence on the viability of the bus service over the proposed pump priming period is required to ensure appropriate contributions are secured as part of the S106 and to ensure the long term viability of these services; further work on how the proposed bus service would integrate with wider proposals for Ely North as they come forward should also be undertaken

In addition, the Highway Authority maintains its **holding objection** to the omission of a transport strategy for the whole North Ely site which should identify the transport impact of the development and the mitigation measures required for off-site highway improvements, public transport and cycling.

This site forms part of the wider North Ely development, and a transport strategy for the whole site detailing off-site highway works including the A10 and Lynn Road interface is required, together with strategic public walking, cycling and public transport proposals which have not yet come forward. A joint strategy is required to provide and critically analyse the wider context within which this site sits, identify where there are cumulative impacts for Ely North as a whole, what wider mitigation measures are required, and an appropriate basis for any contributions from all development proposals within Ely North for these wider measures. This would also, crucially, be required to be used to examine if the proposed transport measures outlined for this site are appropriate and fit in to the overall plan for the North Ely development.

ENDS