

ERECTION OF A PRIMARY SCHOOL AND NURSERY RANGING IN HEIGHT FROM ONE TO TWO STOREYS; SOFT AND HARD PLAY AREAS; SPORTS PITCHES; CAR AND CYCLE PARKING; LANDSCAPING; AND ASSOCIATED WORKS.

AT: ALCONBURY AIRFIELD, ERMINE STREET, LITTLE STUKELEY, PE28 4WX

FOR: CAMBRIDGESHIRE COUNTY COUNCIL

LPA REF: H/5000/15/CC

To: **Planning Committee**

Date: **26 March 2015**

From: **Head of Growth & Economy**

Electoral division(s): **Alconbury and TheStukeleys**

Purpose: **To consider the above planning application**

Recommendation: **It is recommended that planning permission be granted subject to the conditions set out in paragraph 8.1**

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1.0 BACKGROUND AND PLANNING HISTORY

- 1.1 Alconbury Weald is identified in the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013) as a 575ha mixed use allocation (SEL1, see paragraph 5.5 of this report), including up to 5000 new homes; retail, business and employment floorspace; education and community facilities; and transport infrastructure including the possible provision of a new railway station. It is not identified in Huntingdonshire's currently adopted local plan and therefore this application is technically classified as a departure from the local plan.
- 1.2 The outline planning application for the redevelopment of Alconbury Airfield was submitted to Huntingdonshire District Council (HDC) (app ref 1201158OUT) for up to 5000 new homes and 290,000sqm of employment floorspace. A number of the site wide issues that affect this application are dealt with under this outline application, with details reserved by a number of conditions. Additionally detailed designs for the residential and employment areas are to be dealt with by reserved matters applications. This includes the reserved matters application for Key Phase 1 infrastructure (1401979REM) to serve the school. Therefore while this application does not fully cover details such as the site-wide drainage strategy or the adoption of the public highway leading to the school, these details have been covered by various applications to HDC in consultation with the same statutory consultees we would consult, were they to be covered by this application.

2.0 SITE AND SURROUNDINGS

- 2.1 Key Phase 1 and the school site specifically is located adjacent to Ermine Street (B1043) on its south western boundary, which links the site to the A14 and the A1 beyond. While the closest railway station is currently the main Huntingdon station on the main line to London, it is possible that an additional railway station will be built as part of further development on the Alconbury Weald site. The location for this new development is primarily rural in setting, with the villages of The Stukeleys to the south east, with RAF Alconbury and Huntingdon beyond, Alconbury to the west beyond the A1/A14 and Abbots Ripton some distance to the north-east.
- 2.2 The school site is a 2.92ha parcel of land, currently containing an aircraft hangar and part of the old runways and access roads, but which is otherwise grassland. Key Phase 1 has not currently begun construction, but there are a small number of businesses on the other side of Ermine Street, including a car sales garage. However, the closest residences are those in The Stukeleys, which are approximately 500 metres away to the south-east, with grassland/wooded area and the Large Vehicle Access for RAF Alconbury in between.

- 2.3 When constructed new residences in Key Phase 1 will be in closer proximity to the school than these existing buildings, being on the other side of the proposed residential road running along the north-western boundary of the school. The primary school site is in the south corner of Key Phase 1 of the Alconbury Masterplan, therefore the land to the south-east will remain as the wooded area between Alconbury Weald and The Stukeleys, with Ermine Street to the south-west. The land to the north-east contains two aircraft hangars which will ultimately be used for community uses.

3.0 PROPOSAL

- 3.1 This application involves the construction of a 3 form entry primary school of 630 pupils and 52 place pre-school, constructed over two phases. The first phase will create a two form entry school with 17 classrooms, halls, a learning resource centre, a music/drama studio, centre for food/science and administrative facilities, while phase 2 will include 6 additional classrooms and associated facilities.
- 3.2 Externally, the proposal will provide outdoor playgrounds, sports pitches and associated landscaping. The site is bordered in a mixture of perimeter fence, brick wall and the external walls of the building. The proposal also includes a car park of 61 spaces, 98 covered bicycle spaces and 100 covered scooter parking spaces.
- 3.3 The area directly to the front of the school is a proposed public realm space which links strategically with the green corridor created through the Key Phase 1 residential development, which runs along the location of the old runway. Given the importance of this public space and the frontage of the school as the end focal point in this green corridor, the red line area for the school development runs along the front of the school building, with the public realm space outside the red line area. This means that the detailed landscaping will be determined by HDC as part of the Key Phase 1 masterplan. This public realm space will be used by parents, students and the community when using the school building and site, and it does include an access road for school buses and disabled access. The applicants for the school and for Key Phase 1 have worked closely together on the design for the school and public realm and it is considered that the importance of this visual landscape linkage means that it is appropriate for HDC to determine these details for the front of the school as part of the Key Phase 1 masterplan.

4.0 CONSULTATION

- 4.1 Huntingdonshire District Council – no objections, the district council is supportive of the proposal.

- 4.2 The Stukeleys Parish Council – recommend approval. The Parish Council consider the proposal to be a high quality design and an essential facility for the proposed housing development. Would like to ensure that the school will be available to children from The Stukeleys and “express reservations about car parking and drop-off”.
- 4.3 CCC Highways Development Management – no objections in principle. However, raised the point that the site does not currently have access to an adopted public highway, and that an adoption plan is not currently in place. Additionally noted that the tracking drawing shown in the Transport Statement, for the single decked bus, over sails the footway at the northern end of the front access for the school and this needs to be amended.
- 4.4 CCC Transport Assessment Team – object to the application pending additional information. Raised a number of minor points on the content of the Transport Statement, including specifics about the data used, distances between transport modes and minor adjustments to the car park layout. Emphasised that these are not major points likely to recommend refusal, but are important to confirm the results of the transport assessment.
- 4.5 CCC Road Safety Officer – generally approved the draft Travel plan.
- 4.6 CCC Ecology – no comments received.
- 4.7 CCC Access Officer – no objections.
- 4.8 CCC Historic Environment Team – no objections.
- 4.9 HDC Environmental Protection Officer – requested that a verification report be submitted following completion of the remediation works.
- 4.10 Environment Agency – object to the drainage scheme at the school site and made it clear that they would not approve the drainage scheme for the school before they had approved the drainage scheme for the entire site and Key Phase 1 infrastructure, in order to ensure consistency for the entire scheme.
- 4.11 Police Architectural Liaison Officer – identified concerns about the security of the portholes in the boundary wall, where they could be used to climb over or through the boundary. Also identified that CCTV coverage does not extend to the car park and the details of the external lighting scheme had not been established. Therefore requested a condition for a scheme for the recording of CCTV and a scheme for external lighting.
- 4.12 Cambridgeshire Fire and Rescue Service – requested the addition of a condition to ensure the adequate provision of fire hydrants.

- 4.13 Sport England – no objections. Acknowledged that it is intended to make the indoor facilities available for community use in the short term as this is the only community facility incorporated into the Key Phase 1 masterplan. Would also like to see a community use agreement for the outdoor sports facilities.
- 4.14 No additional comments have been received.

5.0 PLANNING POLICY

- 5.1 National Planning Policy Framework (NPPF)

- 5.2 Planning Practice Guidance (PPG)

- 5.3 Huntingdon Local Plan (1995)(LP1995)

En20 Landscaping schemes for new development
En25 General design criteria

- 5.4 Huntingdonshire Core Strategy (2009) (CS2009)

CS1 Sustainable Development in Huntingdonshire

- 5.5 Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013) (LP2013)

Huntingdonshire District Council's new local plan is currently at pre-submission stage, with consultation on the Stage 4 proposed submission version expected to begin in summer 2015. However, the Stage 3 version can hold some weight in the decision making process.

LP13 Quality of Design
LP14 Reducing Carbon Dioxide Emissions
LP15 Ensuring a High Standard of Amenity
LP17 Sustainable Travel
LP18 Parking Provision
LP28 Biodiversity and protected Habitats and Species
LP29 Trees, Woodland and Related Features
SEL1 Alconbury Weald (mixed use allocation)

6.0 PLANNING CONSIDERATIONS

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that all applications for planning permission be determined in accordance with the development plan unless other material considerations indicate otherwise. The relevant policies from the development plan are set out in section 5.0 above.

- 6.2 The NPPF has at its core a presumption in favour of sustainable development (para 14) and contains the government's national planning policy. It is a material consideration in planning decisions and indicates that development which is in accordance with the development plan should be approved unless other material considerations indicate otherwise (paras 11, 14).

Justification and Need for the Development

- 6.3 Alconbury Airfield development will ultimately comprise 5000 new dwellings as well as employment facilities. This therefore demonstrates a demographic need, and a statutory duty by Cambridgeshire County Council, to provide an appropriate number of school places in the area. This is also highlighted in the NPPF, which discusses the importance of providing a sufficient choice of school places, giving "great weight to the need to create, expand or alter schools." This primary school will be the first of three proposed primary schools in the whole Alconbury Weald development, and the construction of this first one in line with the first phase of new dwellings will contribute positively to the sustainability of the community in accordance with CS1 of CS2009.

Design and Layout

- 6.4 The school will be set within 2.92 ha of land and is broadly "Y" shaped, with three single storey wings built off a central double height entrance/hall space. The design was subject to review by the Cambridgeshire Quality Panel at the pre-application stage, where the panel members were supportive of the application and commented that the design set a high-bar for new schools in Cambridgeshire.
- 6.5 The applicant has included full details of the materials to be used in the school building and these include metal cladding and pre-cast concrete panels on the exterior walls, a dark-grey single ply membrane roof and a combination of full height and porthole windows to provide a variety of visual and light sources to the classrooms, as well as access to the exterior of the school.
- 6.6 The design and orientation of the building has a heritage aspect in that it has been designed to reflect the hangars that used to be on site and become a focal point to the end of the green corridor located on the former runway. In this sense the design of the schoolland site as a whole reflects the site's current and previous use. This ensures that the school will contribute to the new local character and is itself of a high quality design in line with En25 of LP1995, CS1 of CS2009 and LP13 of LP2013.

Transport, Parking and Travel to School

- 6.7 The applicant had provided a Transport Statement for the new school as well as a draft version of a School Travel Plan. The Transport Statement and plans associated with the main access to the school raised some concerns with the Transport Assessments and the Highways Development Management Teams. These issues were

raised to the applicants and the revisions will be required by condition unless they are addressed prior to committee. This includes increasing the width of the access road to the front as current swept-path diagrams show a single-decker bus overlapping the footpath, which could be solved by amending the access road.

- 6.8 The proposal includes a 58 place staff/visitor car park plus 3 disabled spaces. The design also includes a number of spaces that will be grassed over but can be released for parking should they become needed. HDC do not have any parking standards. However it is felt that 58 spaces for 66 staff is appropriate provision to ensure that all staff and visitors are able to park on site, and is therefore in accordance with LP18 of LP2013 in meeting the needs of potential users.
- 6.9 In addition, 12 staff and 6 visitor bicycle spaces have been provided on the school grounds, as well as 80 student bicycle and 100 scooter spaces. These spaces are covered and secure and are located on the northern part of the site. Again, HDC do not have any minimum standards for cycle provision, but 180 cycle and scooter spaces represents provision for over 25% of the pupils at the school, which is considered appropriate provision at this time, and in accordance with CS1 of CS2009 and LP17 and LP18 of LP2013, in providing a safe and convenient access to the school and encouraging the use of sustainable transport methods. The school should be encouraged, through the Travel Plan, to monitor the use of the cycle spaces, and increase them if it is found to be necessary.
- 6.10 The school travel plan is currently in the draft phase, and a revised up-to-date version including monitoring data and appropriate measures to encourage sustainable travel will be required within 12 months of the first occupation of the school.
- 6.11 There has been concern from the parish council that there is no drop-off/pick-up facility at the school. However, temporary provision has been made for a walk & stride facility to the north of the site for parents to drive their children, park and walk the short distance to the school's main entrance. This is currently a temporary facility but the applicant has stated that discussions are ongoing with the overall site developer to create a permanent facility in this community car park for a Park & Stride scheme. It is considered that this solution, rather than a pick-up/drop-off at the school is a better solution for parents wanting to transport their children by car, as sustainable travel is being considered integral to the masterplan of the whole Alconbury Weald development.

Landscaping and Biodiversity

- 6.12 Ecological and biodiversity implications of the development of the site have been covered by the outline application and this included an arboricultural report and investigations into the ecology on site. It was established from these reports that the site is primarily made up of amenity grassland of low ecological interest and that there are a small

number of low quality trees that can be removed in order for the development to take place. The existing hangar was also subject to a bat survey and it was concluded that the hangars on site have little potential to support bats. Additionally no Great Crested Newts were found on site.

- 6.13 Overall therefore the site has little existing ecological merit. It was agreed at the pre-application stage that to avoid duplication of work that these investigations from the outline masterplan stage would stand and that the school application would be concerned with the landscape proposals and encouraging biodiversity and ecological enhancements on site, in order to result in a net gain in biodiversity in accordance with policy LP28 and LP29 of LP2013.
- 6.14 To that end, a full landscaping plan with proposals has been submitted as part of this application, including planting and biodiversity enhancements. This includes the planting of trees and ornamental beds around the car park, habitat planting and native species around the playing field and wildflower meadows and informal soft playspaces in between the sports fields and games court area. The Ecological Management Plan requires the installation of 5 bat boxes and 5 bird boxes and the applicant has also submitted a Landscaping and Biodiversity Enhancement Management Scheme to ensure that these proposals are maintained and continue to provide visual and education benefit, in accordance with En20 and En25 of LP1995 and LP13 of LP2013.
- 6.15 The public realm and landscaping space to the front of the school will be determined by HDC when the detailed plans are submitted, because of the nature of the strategic landscaping design of the Key Phase 1 masterplan. This means that the green corridors and links will be detailed and designed to encourage sustainable travel and legibility through the development to link the different spaces and create a cohesive urban form.

Sports Facilities and Outdoor Playspace

- 6.16 The proposal includes 3 marked out hard-play games courts, and 3 marked out playing fields of different sizes for different sports and age groups. These are split between both sides of the easterly wing, with the early years playspace separated off and adjacent to the early years class rooms on the northern wing.
- 6.17 It was identified in consultation with Sport England that the school will be the first community use building incorporated into the Key Phase 1 masterplan. The school will therefore play a vital role in the short-term in creating the new community, and it has been agreed that some of the internal spaces such as the school hall, will be available for community use in the short-term once the school building is open and before any other community buildings have been built on site. Sport England would like to ensure that a Community Use Agreement for the

internal and external facilities is required in order that the whole community is able to take advantage of the facility. However, it is considered that more appropriate outdoor facilities will come forward on the site as a whole. For example, the proposed secondary school will be a better facility for long term community sports use.

Sustainability and Energy Efficiency

- 6.18 The proposal incorporates a number of energy efficient measures, including measures to improve thermal insulation and low energy light fittings. The applicant had stated that the school scheme will reach a minimum of Very Good BREEAM rating, with a possibility of achieving an Excellent rating. A post-construction assessment certificate will be required by condition in accordance with LP14 of LP2013.
- 6.19 The school will have photovoltaic panels installed on the roof which will reduce CO₂ emissions by 11% and aims to provide at least 10% of the school's energy requirements. This is therefore in accordance with policy CS1 of CS2009 and LP14 of LP2013 as the applicant has demonstrated that efforts have been made to reduce the need to use energy, to use energy efficiently and to obtain energy from low/zero carbon sources. The policy does not have a specific figure as a target for energy generated from renewable sources, but 10% is equivalent to other policies of this type and is seen as an appropriate solution.

Drainage and Flood Risk

- 6.20 The school site is in Floodzone 1 and the application has been accompanied by a Flood Risk Assessment and a Drainage Strategy based on the Surface Water Management Plan for Key Phase 1. This is currently being dealt with under the reserved matters for Key Phase 1, the details reserved by condition of the outline application, and is currently out to consultation with the Environment Agency.
- 6.21 The Environment Agency made it clear that they would not approve the drainage scheme for the school site before they had approved the drainage scheme for the entire site, in order to ensure consistency for the scheme. At the time of writing the Key Phase 1 drainage scheme has not yet been approved, and therefore the EA objection to the drainage scheme for the school site remains in place. However, it is considered that this can be resolved by a condition to ensure that the final drainage scheme at the school is approved in consultation with the EA following the approval of the Key Phase 1 drainage scheme, and that this should not hold up a decision on this application.

Safety and Security

- 6.22 At the pre-application stage the design was reviewed by the Police Architectural Liaison Officer, who raised a number of concerns with the security features of the school which he again raised at the consultation stage. A scheme for the use of recorded CCTV that covers the car park as well as an external lighting strategy and amendments to the design of the portholes in the garden walls will be required by

condition, in accordance with CS1 of CS2009 which requires well-designed places that reduce crime, anti-social behaviour and the fear of crime.

- 6.23 Cambridgeshire Fire and Rescue requested that a scheme for the provision of fire hydrants be submitted, and this will also be required by condition.

Ground Contamination, Waste and Construction

- 6.24 As with other aspects of this development, the ground contamination and waste disposal has been more fully covered in the outline application for Key Phase 1. However, there has been no direct evidence of contamination on the school site, and the demolition that is to occur consists of one hangar and the runways and access road that are currently on site. HDC Environmental Protection Officer has requested the submission of the verification report following the remediation works and this will be required by condition.
- 6.25 The contractor for the school is effectively being handed a “blank canvas” for the construction and the applicant has provided a waste management plan to deal with the waste generated during construction. All other wastes relating to the demolition will be dealt with under the district’s applications.

7.0 CONCLUSION

- 7.1 While the application constitutes a departure from the currently adopted Huntingdonshire development plan, the Alconbury Weald development is allocated in the upcoming Local Plan to 2036 and development in this area is currently in progress. The primary school is needed to support this new development and to meet the county council’s obligation to provide primary school places in the area.
- 7.2 While there are some outstanding issues on this proposal, it is considered that these can be dealt with through the implementation of appropriate planning conditions, including those which are subject to the approval of details of the Key Phase 1 masterplan by HDC.

8.0 RECOMMENDATION

- 8.1 It is therefore recommended that permission is granted subject to the following conditions:

1. Expiry Date of Permission

The development hereby permitted shall be commenced before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the following documents and drawings received 08 January 2015:

- Planning and Heritage Statement January 2015
- Design and Access Statement December 2014
- Site Location Plan 002
- Site Plan 000
- Proposed Block Plan 003
- Access and Circulation Plan 1430/LL/103 rev B
- Security Strategy 1430/LL/102 rev B
- General Arrangement Ground Floor Plan 100 rev 03
- First Floor Plan 101 rev 03
- Forecourt Elevation 201 rev 03
- South facing Elevations 202 rev 03
- North Facing Elevations 203 rev 03
- Gable End Elevations 204 rev 03
- Central Hall Elevations 205
- Section A-A 301 rev 02
- Section B-B 302 rev 02
- Section C-C 303 rev 02
- Landscape Design Proposals November 2014
- Ecological Management Plan November 2014
- Ecological Assessment Report November 2014
- Soft Landscape and Maintenance Programmes November 2014
- Landscape Layout Plan 1430/LL/101 rev C
- Planting Plan – South 1430/LP/301 rev C
- Planting Plan – North 1430/LP/302 rev C
- Energy and Sustainability Report rev B November 2014

Reason: To define the site and protect the character and appearance of the locality in accordance with policy En25 of the Huntingdonshire Local Plan (1995) and policy LP15 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013).

3. Boundary Wall

No development shall take place until an elevation drawing of the “garden wall” boundary shown on Security Strategy 1430/LL/102 has been submitted and approved in writing by the County Planning Authority in consultation with the Police Architectural Liaison Officer. The revised design shall include amendments to the “portholes” to ensure that this is a safe and secure boundary.

Reason: In the interests of safety and security and in accordance with CS1 of the Huntingdonshire Core Strategy (2009).

4. Transport

No development shall take place until a revised Transport Statement, based on the December 2014 version, and a revised plan, based on MMD-342866-C-DR-00-XX-5001, for the bus/disabled access road at the front of the school have been submitted to and approved in writing by the County Planning Authority. The revised plan shall demonstrate that a bus will not "over sail" the footway at the northern end, and the revised Transport Statement shall include amendments identified in the Transport Assessment Team advice dated 11 February 2015.

Reason: In the interests of Highway Safety and in accordance with CS1 of the Huntingdonshire Core Strategy (2009).

5. Drainage Scheme

No development shall take place until a revised drainage scheme has been approved in writing by the County Planning Authority in consultation with Environment Agency.

Reason: in the interests of reducing flood risk and creating a sustainable development and in accordance with CS1 of the Huntingdonshire Core Strategy (2009).

6. Construction Hours

No construction work or deliveries shall be carried out other than between 0800 hours and 1800 hours Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: In the interests of residential amenity in accordance with policy En25 of the Huntingdonshire Local Plan (1995) and policy LP15 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013).

7. Protection of Breeding Birds During Construction

No removal of hedgerows or trees shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the County Planning Authority prior to the removal of any vegetation.

Reason: In the interests of biodiversity enhancement and protection and in accordance with policy En18 of Huntingdonshire Local Plan (1995) and policy LP29 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013).

8. Ground Contamination

No development shall take place until a verification report has been submitted to, and approved in writing by, the County Planning Authority

in consultation with Huntingdonshire District Council Environmental Protection in accordance with the following:

- Geotechnical and Geoenvironmental Ground Investigation – Final Factual Report November 2014
- Ground Investigation Interpretative Report (Geoenvironmental) November 2014
- Remedial Strategy and Implementation Plan for the School Site October 2014

Reason: To ensure that contaminated land has been properly dealt with and in accordance with CS1 of the Huntingdonshire Core Strategy (2009).

9. External Lighting

Prior to the erection of any external lighting a scheme for the location, position and direction of the lighting shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented in full prior to the occupation of the development.

Reason: In the interests of safety and security in accordance with CS1 of the Huntingdonshire Core Strategy (2009).

10. Recorded CCTV

No occupation of the development shall take place until a scheme for Recorded CCTV has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented in full and maintained in perpetuity.

Reason: In the interests of safety and well-being of pupils, staff and visitors and to assist in prevention of crime and antisocial behaviour in accordance with CS1 of the Huntingdonshire Core Strategy (2009).

11. Fire Hydrants

No occupation of the development shall take place until development a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall be implemented in full.

Reason: To ensure that there is a sufficient and accessible water supply for the Fire and Rescue Service.

12. Landscaping and biodiversity enhancement and maintenance

If within a period of 5 years from the date of planting of any tree, that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or, in the opinion of the County Planning Authority, becomes seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place during the next available planting season, unless the County Planning Authority gives its written consent to any variation.

Reason: In the interest of landscape character and nature conservation in accordance with policy LP29 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013).

13. Travel Plan

Within 12 months of the occupation of the development a revised school Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The approved Travel Plan shall be implemented in full.

Reason: In the interests of highway safety and sustainable travel in accordance with policy LP17 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013).

14. BREEAM certificate

Within 12 months of the first occupation of the development a certificate following a post-construction review shall be issued to the County Planning Authority by an approved BREEAM Assessor indicating that a BREEAM rating of Very Good or better has been met. In the event that such a rating is replaced by a comparable national measure of sustainability for building design, the equivalent level of measure shall be applicable to the proposed development.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings in accordance with LP14 of the Draft Huntingdonshire Local Plan to 2036: Stage 3 (2013).

Source Documents	Location
None.	