

DEMOLITION OF SPORTS CENTRE AND CONSTRUCTION OF NEW EDUCATION CAMPUS COMPRISING SECONDARY, PRIMARY (INCLUDING PRE-SCHOOL) & SPECIAL EDUCATIONAL NEEDS SCHOOLS; SPORTS FACILITIES INCLUDING PLAYING FIELDS; SUPPORTING INFRASTRUCTURE INCLUDING VEHICULAR & PEDESTRIAN ACCESS, PARKING, LANDSCAPING; NEW LEISURE CENTRE; TEMPORARY CONSTRUCTION ACCESS

**AT: SPORTS AND LEISURE CENTRE, CAMEL ROAD, LITTLEPORT
LPA REF: E/3004/15/CC
FOR: CAMBRIDGESHIRE COUNTY COUNCIL**

To: **Planning Committee**
Date: **10 September 2015**
From: **Head of Growth & Economy**
Electoral division(s): **Littleport**

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

Recommendation: **That planning permission be granted subject to the conditions set out in paragraph 8.1**

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1.0 INTRODUCTION

- 1.1 Cambridgeshire County Council's Children, Families and Adults Services propose to increase the number of primary, secondary and special school places in East Cambridgeshire by the start of the academic year in 2017. This will be achieved by opening three new schools in Littleport on and adjacent to the site of the leisure centre. The leisure centre will be replaced with modern facilities, some shared with the schools.

2.0 THE SITE & SURROUNDINGS

- 2.1 The site is immediately to the north of Littleport between the A10 in the west and Camel Road in the east. It comprises 16.34ha land of which 8.7ha is Littleport Leisure Centre and its associated football fields to the north; 7.5ha is undeveloped agricultural land of grade 1 and grade 2 quality; and 0.14ha is the Anglian Water pumping station at Elmside. The cricket field to the south of the Leisure Centre does not form part of the development site and is separated from the agricultural land by a field drain which runs approximately north-south towards Black Bank Drain.
- 2.2 The site is in flood zone 3 as defined by the Environment Agency and is in an area benefiting from flood defences. Parallel to Black Bank Drain is Black Bank Drove (public right of way Byway 148/35) which forms the southern boundary of the development site and the northernmost extent of the built up (principally residential) part of Littleport.
- 2.3 Littleport Conservation Area is 430m southeast of the development site with St George's church, a grade II* listed building 500m to the southeast. There are no scheduled monuments or Sites of Special Scientific Interest within 5km of the site.

3.0 THE PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises:-
- single form entry (FE) (210 place) primary school with 52 place pre-school;
 - 5FE (750 place) secondary school for age 11 - 16 (4FE – 600 place in phase 1);
 - 110 place special educational needs (SEN) school for age 2 – 19;
 - Replacement sports centre;
 - Hard play areas and netball courts;
 - Car and cycle parking;
 - Sports pitches;
 - Associated infrastructure and landscaping;
 - Vehicular, pedestrian & cycle access from Camel Road; and
 - Vehicular access for SEN school & services and pedestrian and cycle access from Elmside.

- 3.2 The schools and sports centre will be provided in 3 buildings which are shown on the agenda plan. The principal building will contain the SEN school (2-storey), and the secondary school (3-storey with 2-storey extension in phase 2). A single and 2-storey building, separated from the secondary school by approximately 5.5m at ground floor level, and with a covered upper level link, which will accommodate the sports facilities. The western section will contain the secondary school indoor sports facilities, and the eastern section, with its main entrance facing the access from Camel Road and car park, will contain the replacement community sports centre.
- 3.3 The single storey primary and pre-schools will be contained within a building separated from the southeast corner of the main building by 3.0m, allowing pedestrian access to the secondary school. The pre-school and primary school will have direct access to informal hard and soft play areas, and hard and soft sports pitches. The SEN school will have direct access to informal hard and soft play areas which can be opened onto the outdoor space to the rear of the secondary school.
- 3.4 The proposed external finishes of the buildings are black weatherboarding, timber coloured cladding panels, light coloured render, Cambridgeshire yellow gault bricks (with aluminium rainscreen cladding) and aluminium glazed curtain walling. There will be a mixture of flat and standing seam aluminium pitched roofs.
- 3.5 Hard surfaced sports courts will be provided to the rear of the sports centre, and formal grass pitches will be laid out around the existing football pitch at the north of the site.
- 3.6 The principal vehicular access for staff and visitors will be the existing access to the sports centre from Camel Road. A second vehicular access is proposed from Elmside for bringing pupils to the SEN school and for service deliveries to the whole site. The main pedestrian and cycle access will be from Camel Road, 120m south of the vehicular access. There will also be pedestrian and cycle access to all of the schools, and the sports centre, from Elmside.
- 3.7 The main entrances to the secondary school and sports centre will be in the eastern elevation of the buildings. They face a landscaped plaza, which is intended to be a communal meeting point for the schools and the sports centre. It will primarily be an open area. It is proposed to be paved with permeable blocks, which would be broken up by large permeable flag strips, connecting it to the central grass area. Vertical elements will be provided in the form of raised grass terraces with concrete seating and trees. Wider landscaping is proposed in the form of individual or small groups of standard trees at the western end of the site (on the basis of 1:1 replacement of those proposed to be removed).
- 3.8 A wildflower grass area, and habitat planting, is proposed at the east of the plaza. Further habitat planting is also proposed within the boundaries of the SEN and primary schools.

3.9 Car parking will be provided in two areas:-

i) to the north of the cricket field accessed from Camel Road for:

- 158 for staff;
- 15 for sports centre users;
- 4 for visitors;
- 22 shared use (for pupil drop off / pick up & visitors during school day);
- 19 space drop off / pick up layby;
- 4 for disabled visitors to the sports centre; and
- a coach drop off / pick up layby.

ii) to the south of the SEN school accessed from Elmside for:-

- 20 drop off / pick up for SEN school;
- 10 minibus drop off / pick up for SEN school;
- 3 for disabled visitors to the SEN school; and
- 3 for disabled visitors to the primary & secondary schools.

3.10 Covered cycle parking will also be provided in a number of locations for:-

- 40 adult size outside the sports centre;
- 24 adult size outside the SEN school;
- 70 adult size and 22 junior size outside the primary school + 40 spaces for scooters; and
- 160 adult size at the junction where the cycle paths from Camel Road and Elmside meet for secondary school pupils.

4.0 CONSULTATIONS AND REPRESENTATIONS

4.1 The proposed development was screened in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and it was concluded that it was not likely to have significant effects on the environment. The project is not environmental impact development. Therefore the application was not accompanied by an environmental statement.

4.2 The applicant involved stakeholders in the development of the proposals at informal and formal events. The planning authorities' formal views were sought, and received in summer 2014, during which time the scheme was assessed by the Cambridgeshire Quality Panel. The applicant continued to work with the highway authority to achieve acceptable access arrangements for the site. The applicant's pre-application engagement is set out in their Statement of Community Involvement.

4.3 The application was advertised in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 by site notices, press notice and individual notification to neighbouring properties.

4.4 East Cambridgeshire District Council (ECDC):-

At Planning Committee on 30 June 2015 Members endorsed the

following recommendation:-

- Due to the increase in morning rush hour traffic using Elm Side, the footpath and cycle link should be given priority, by measuring 5.0m in width up to the edge of Elm Side public highway, in order to ensure sustainable methods of transport.
- The amount of secure or sheltered cycle provision should meet or exceed the minimum standards under Policy COM 8. If this cycle provision is not all provided at the start of the development then it should be phased/tied to a Travel Plan that is reviewed annually.
- A legal agreement or conditions is required to secure the Leisure Centre and associated sport pitches remain with priority remaining for the whole community of Littleport. A condition should be used to prevent the demolition of the existing leisure centre until the new one is ready for use.
- A finalised BREEAM assessment should be submitted to demonstrate how the design and siting of the school will meet at least 'Very Good' before the application is approved. A condition should be added to ensure the development meets at least Very Good before occupation.
- A hard and soft landscaping condition should be added to ensure a high quality public realm, in particular the plaza at the front of the secondary school.
- Explore an additional access for emergencies from Camel Road.

Environmental Health Officer (ECDC) :-

Construction phase

- 4.5 The conclusions of the Air Quality Assessment and the proposed mitigation measures are accepted. The conclusion of the Ground Investigation Report that the risk of contamination is low is agreed but a condition is recommended to deal with the event of any unforeseen contamination being discovered. Due to the proximity of residents to the site, construction times and deliveries during the construction and demolition phases should be restricted to the following:-

08:00 – 18:00 Mondays – Fridays,
08:00 – 13:00 on Saturdays, and
None on Sundays or Bank Holidays.

- 4.6 Prior to any work commencing on site a Construction Environmental Management Plan (CEMP) should be submitted setting out all mitigation measures for the control of pollution (including, but not limited to noise, dust and lighting etc.) during the construction phase.

Operational phase

- 4.7 Most noise sources are fairly central and away from nearby residential premises, including the multi-use games area and the external plant next to the sports centre. However, if the properties at the south east part of the site do not have a solid boundary fence it is recommended

that some form of barrier such as close boarded fencing between the two courts/pitches in the south eastern corner and the nearest residential properties be included. This is especially important if these games areas are to be used outside of school hours.

- 4.8 Provided the proposed mitigation measures are employed the noise generated by fixed plant should be kept below the stated maximum level. Disturbance from the southern car park is unlikely to be a problem as it is mostly opposite the Elmside residents' parking area. Consideration should be given to restricting the times of use of the pitches closest to the residents on Camel Road to the north.
- 4.9 The kitchen extract will be located and directed away from residential properties and appropriate filtration will be used. Due to the distances involved and the likely times of use impacts on local residents are unlikely.
- 4.10 On the lighting plan there is an assumption that no light fittings will be left on post curfew but it is not clear if any security lights will be used at night. A condition limiting the use of lighting other than for security to between 0700 and 2300 is recommended.
- 4.11 Littleport Parish Council – raise the following concerns:-
- Do not support access from Elmside for deliveries and school traffic – the foot and cycle traffic are not clearly delineated and egress from Elmside in winter can be problematic due to the gradient.
 - Require confirmation of Camel Road upgrade and request the junction with Ponds Hill is included.
 - Need to secure social amenity greenfield site for out of hours use with no net loss to the parish; Greenvale Academy have lease on out of hours provision which is not part of the planning application.
 - There should be provision of electric charging points for cars and covered cycle racks.
 - The open water course at Black Bank Drove should be fenced for safety. It also needs to remain accessible for maintenance.
 - The Scout and Guide Hut must remain in its current use and be safe for children.
 - Both the Camel Road and Elmside accesses are of concern. Alternative access to the campus from the A10 should be considered together with other traffic management measures at the junction of Camel Road and the bypass which would relieve much of the traffic through the village.
 - Impact of excess traffic on Wisbech Road and Woodfen Road junction plus concerns for safety.
 - The construction road should be retained as an ancillary access to the schools for all vehicles accessing the site from outside the village and deliveries.
 - An area of replanting of more and mature trees should be considered and any commemorative trees replanted/replaced.

4.12 Environment Agency – has no objection in principle and recommends that conditions be imposed requiring:-

- implementation of the mitigation measures set out in the flood risk Assessment;
- a flood plan containing warning and evacuation procedures;
- contamination not previously identified to be remediated;
- measures to prevent pollution of the water environment.

4.13 Anglian Water :-

The Littleport Water Recycling Centre has capacity to receive the foul drainage from the development. A foul water strategy has been prepared in consultation with Anglian Water [but has not been submitted as part of the planning application]. A condition should be imposed precluding development until a foul water drainage strategy has been approved.

4.14 Littleport and Downham Internal Drainage Board :-

The Board's drainage network has no residual capacity and can only accept a green field run-off rate of 1.1 litres/second/hectare. This has been recognised in the flood risk assessment and flows will be attenuated on site. The Board's consent will be needed to discharge water from the site, for any structures within 9m of the Board's main drain and for the new access culverts. So long as the principles of the flood risk assessment are adhered to and the relevant consents obtained, the Board has no objections to the development.

4.15 CCC Flood & Water :-

As the site is within the Littleport and Downham Internal Drainage Board district, Ely Group of Internal Drainage Boards should be satisfied with the proposed development in relation to surface water flood risk. The proposed development will only be acceptable if a planning condition is imposed requiring a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) REF:330763/BNI/BSE/003/C dated February 2015.

The scheme shall include:-

- A restriction in run-off and surface water storage on site as outlined in the FRA to 1.1 l/sec.
- The applicant must demonstrate that the storage volume required to attenuate surface water run-off from the critical 1 in 100 chance in any year storm event, with an appropriate allowance for climate change, can be provided on site.
- Confirmation of the critical storm duration.
- Where on site attenuation is achieved through attenuation features, calculations showing the volume of these are also required.
- Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm

event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance.

- A plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.
- Provide a detailed management and maintenance plan for the lifetime of the development.

- 4.16 The applicant has demonstrated that surface water can be dealt with on site by using permeable paving, attenuation swale and filter drains and reducing greenfield to 1.1l/s/ha as agreed with the IDB. The applicant should, as part of the surface water strategy, demonstrate that the requirements of any local surface water drainage planning policies have been met and the recommendations of the relevant Strategic Flood Risk Assessment and Surface Water Management Plan have been considered.

Sport England :-

- 4.17 Raise no objection to the development proposal, which is considered to meet exception E4 of the playing fields policy [playing field lost would be replaced with equivalent or better playing field in terms of quantity, quality and accessibility]. It is considered that the proposed new facilities will adequately replace the existing leisure centre facilities, though it is regretted that the single squash court will be lost without being replaced. The new sports hall to the 'enhanced' Sport England specification should best meet the needs of indoor sports in the locality. The main existing outdoor facilities affected are the tennis courts, which will be replaced on the proposed new school site, through the provision of a multi-court facility. The proposals therefore broadly satisfy exception E4 in that the facilities that will be lost and relate to the playing field (tennis courts and changing facilities to serve the existing playing fields) will be adequately replaced within the new development on the adjoining land.
- 4.18 Overall, it is considered that subject to conditions requiring a community use agreement; pitch improvement works and playing field protection during the construction phase, the benefits to sport from the new, purpose built facilities will outweigh any detriment to playing fields through more intensive use.

CCC Highway Development Management & Transport Assessment :-

- 4.19 No objection subject to satisfactory conditions. The elements that need to be provided and therefore secured by condition include:
- The improvements to Wisbech Road – these have been through Stage 1 Safety Audit but will be subject to amendment as the scheme passes through the Stage 2 Audit and S278 processes.
 - The provision of the secondary access via Elmside – this again will be subject to the S278 process.
 - The provision and monitoring of a school travel plan to restrict parental pick up and drop off at the school but particularly on Elmside and Wisbech Road.

CCC Road Safety Officer :-

- 4.20 The travel plan is satisfactory as a draft but will need to be fully reviewed when the site is in operation so that any actions to support sustainable travel and alleviate the impact of the development on the surrounding area are effectively addressed.

CCC Rights of Way and Access :-

- 4.21 Public Byway Open to All Traffic (BOAT) No.35 (Blackbank Drove) Littleport runs adjacent to the southern boundary of the site and the new road access from Elm Side crosses it. The applicant should be advised of their legal obligations in respect of works affecting the public right of way.

Police Architectural Liaison Officer :-

- 4.22 There have only been five crimes recorded in 12 months showing the area of the leisure centre as low crime. The proposed 1.8m high weldmesh fencing provides an adequate external boundary. The Design and Access Statement outlines that the principles of Secured by Design have been considered; natural surveillance has been considered in the design. Provided assurances are given that the reception areas will be staffed whilst the school is open to pupils and members of the public and access control is used on the doors there are no objections to the proposed layout.

Fire and Rescue Service :-

- 4.23 A planning condition relating to the provision of hydrants is recommended.

Wildlife Officer :-

Bats

- 4.24 The leisure centre buildings proposed for demolition have been surveyed and no evidence of bats found. The pumping station building and associated trees were not included as part of the bat survey. Although this building has a low probability of bats being present due to its construction style and location, a check for roosting bats should be made by a suitably experienced ecologist prior to demolition of this building. This requirement could be secured by condition should it not be possible to carry out such an assessment prior to determination.
- 4.25 3 of the 20 trees surveyed have either high or medium potential for supporting bats. An Ecological Clerk of Works should be appointed prior to felling these trees to carry out a pre-felling check to ensure that bats are still absent. This requirement could be secured by condition. The southern boundary (Black Bank Drove) is an important bat commuting/ foraging corridor route and the lighting LUX levels should be further reduced along this boundary, either via re-positioning of the

proposed lighting units or through appropriate baffling/ directional methods away from the boundary trees. This detail could be secured by condition. As recommended in the Ecological Report, a number of bat roosting features should be installed at suitable locations. Details regarding numbers, designs and locations should be provided by the applicant which could be secured by condition.

Nesting birds

- 4.26 A condition should be attached requiring the avoidance of site clearance works during the nesting season (1 March to 31 August), or where this is not possible, that a suitably qualified ecologist first carries out a survey to establish that nesting birds are not present or that works would not disturb any nesting birds. As recommended in the Ecological Report, a range of bird nest boxes should be installed to cater for a number of different species such as House Sparrow, Starling and Swift. Details regarding numbers, designs and locations should be secured by condition.

Hedgehogs

- 4.27 All construction trenches should be covered overnight or a means of escape provided for any hedgehogs (or other mammals or reptiles) that may have become trapped. Areas of scrub should be hand-searched prior to mechanical clearance to ensure no hedgehogs are present. This may be secured by condition.

Site design & landscaping

- 4.28 Details as set out in the Planting Master-plan appear acceptable including tree and hedge species mixes and wild-flower grass area mixes.

CCC Access Officer :-

- 4.29 Clarification about the location and intended users of the proposed disabled parking spaces has been provided. No other issues are raised.

CCC Historic Environment Team :-

- 4.30 The site has been subject to an archaeological evaluation, which identified evidence for modern agricultural improvements with little evidence for significant archaeology. No further archaeological investigation is necessary and no archaeological condition of planning permission is needed.

Cambridgeshire Quality Panel :- [comments on pre-application design]

- 4.31 Supports the scheme, considering it a fantastic opportunity that would be critical to support the further development and expansion of Littleport. However, were concerned about the tight timescales for submitting a planning application and proposed access to the site. The

Panel made the following specific recommendations:-

- Further work on the building mass is required. Consider further whether the scheme should be a single building or a number of separate buildings. Reduce the number of flat roofs to make it stronger, which would better reflect the local vernacular.
- Provide a clear coherent phased diagram of how this scheme is going to be developed over the coming years.
- Simplify details by concentrating on communal areas (e.g. community plaza).
- Access – permeability from the south and the west. Concerns that the secondary school and sports centre are not easily accessible from the [then] proposed Lester Way access or via Elmside. Consider further how the site access to the east can be better promoted for use. Recognise over a 30 year period development may happen to the north and within the curtilage of the bypass road, re-orientating the co-located schools as central to the town.
- Promote better cycling to site through the school travel plan.
- Try to achieve beyond BREEAM very good.

4.32 Individual representations - Have been received from 6 local residents. A copy of their responses will be placed in the Members' Lounge one week before Planning Committee. Their concerns and objections are summarised below:-

- Continuation of safe access to the community building for the Scouts and Guides and sewerage provision;
- Increased traffic on Camel Road from bypass;
- Access through Elmside unsuitable for heavy delivery vehicles;
- The path from Elmside is not marked for cyclists/pedestrians;
- Overspill parking on Elmside/Wisbech Road;
- Safety junction of Woodfen Road with Wisbech Road for right turn;
- Construction access should be made permanent for SEN school encouraging traffic to use the bypass;
- Site is not suitable from flood risk perspective;
- Poor condition of Black Bank Drain is inadequate for additional Drainage;
- Camel Road access is unsuitable;
- Loss of privacy for houses on Lester Way which were bought because the garden and main rooms were not overlooked.

5.0 PLANNING POLICY

5.1 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 applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

5.2 The National Planning Policy Framework (NPPF) sets out the

Government's planning policies and how these are expected to be applied. It is a material consideration in planning decisions and at its heart is a presumption in favour of sustainable development. It states that:

- Proposed development that accords with the development plan should be approved without delay;
- Where the development plan is absent, silent or relevant policies are out-of-date permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or specific policies in the NPPF indicate development should be restricted; and
- Proposed develop that conflicts with an up-to-date development plan should be refused unless other material considerations indicate otherwise.

5.3 One of the NPPF's core planning principles is to:-

"take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs."

In respect of schools, the NPPF (para 72) states that:-

"The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:-

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted."

5.4 The proposed development is a community facility for which there is a need within a settlement with planned growth. If it is in accordance with the development plan it therefore follows that it should be approved.

5.5 The development plan is the East Cambridgeshire Local Plan (April 2015) and the relevant policies are:-

ENV1 Landscape and settlement character
ENV2 Design
ENV4 Energy efficiency and renewable energy in construction
ENV7 Biodiversity and geology
ENV8 Flood risk
ENV9 Pollution
ENV12 Listed buildings

COM3 Retaining community facilities
COM4 New community facilities
COM7 Transport impact
COM8 Parking provision
LIT6 School allocation - land west of Camel Road

- 5.6 Policy LIT6 relates specifically to the application site so is set out in full below [numbers have replaced bullet points for ease of reference].

A broad area to the west of Camel Road has been identified for a new primary school (with a pre-school facility), secondary and area special school and associated playing fields, buildings and car parking. This would normally require approximately up to 8.5 hectares of land (but may be less if facilities are shared with the adjoining Leisure Centre).

Development proposals will be expected to:-

- 1. Have particular regard to layout and the scale, height, design and massing of buildings and landscaping in order to minimise visual impact on Camel Road and minimise amenity impact on neighbouring properties;*
- 2. Demonstrate through a Transport Assessment that safe vehicular, pedestrian and cycle access can be provided into the site (with the main vehicular access point from Camel Road);*
- 3. Provide necessary highways improvements and traffic calming on nearby roads, as demonstrated through a Transport Assessment;*
- 4. Provide a pedestrian and cycle link to the site via Elmside, through the provision of a new footbridge over the drain and upgrading of the existing link, and explore other options for additional pedestrian and cycle access from Wisbech Road;*
- 5. Enhance and upgrade Black Bank Drove to provide a suitable route for pedestrians and cyclists;*
- 6. Provide adequate car and cycle parking on site for employees and visitors;*
- 7. Mitigate the loss of existing playing fields by making alternative provision in line with Policy COM 3;*
- 8. Provide appropriate evidence of the archaeological potential and significance of the site prior to the submission of a planning application;*
- 9. Demonstrate that the flood risk on the site can be adequately mitigated; and*
- 10. Comply with other policies of the Local Plan.*

6.0 PLANNING ASSESSMENT

- 6.1 The spatial vision for East Cambridgeshire as set out in paragraph 2.4.1 of the Local Plan is that the market towns of Ely, Soham and Littleport will be the focus for development and that infrastructure and community facilities/ services must be in place to support that growth. It goes on to say that communities will have improved social, recreational, health and educational facilities. Policy GROWTH 3 identifies the following as key infrastructure requirements for Littleport: pre-school facilities, nursery facilities, a new primary school, a new secondary school and a new area special school. Policy GROWTH 4 states that land will be allocated to enable the delivery of key infrastructure and community facilities including new schools and leisure facilities. Land is allocated for a secondary, primary school and area special school on land west of Camel Road, Littleport.
- 6.2 Part 2 of the Draft Local Plan comprises separate “visions” for each town and village in the district. Section 8.22 deals with Littleport and both the vision statement and the strategic objectives include the intention that the town will benefit from new and improved community facilities including a new primary and secondary school to support future housing growth.
- 6.3 Policy LIT6 identifies an area of land west of Camel Road for the new schools together with associated playing fields, buildings and car parking. It recognises the technical work undertaken by the developer which indicates that the most sustainable and deliverable option for the location of the schools is the agricultural land to the southwest of the leisure centre building. It sets out the criteria which the development proposals need to meet (see paragraph 5.6).
- 6.4 The principle of new secondary, primary and SEN schools on this site in Littleport is supported by the Local Plan but the proposal needs to be tested against LIT6 and other relevant policies. It is considered that the key aspects of the proposed development which need to be addressed are accessibility, including transport impact; design; drainage and flood risk; and community access to the shared replacement sports facilities.

Accessibility and transport impact

- 6.5 Policy COM7 refers to development reducing the need to travel, particularly by car, and promoting sustainable travel appropriate to its location. Criteria 2 - 6 of LIT6 also relate to transport and accessibility.
- 6.6 The proposal is for the main vehicular access to be from Camel Road and this is supported by the highway authority. The SEN school needs a separate access for pupil drop off and collection. This is proposed from Elmside. Whilst it is acknowledged that Littleport Parish Council and a small number of local residents have expressed concerns about the suitability and safety of elements of one or both access points, they have been developed following extensive negotiations with the highway

authority whose technical criteria have been met. Detailed design will take place under S278 agreement process. In response to ECDC the applicant has increased the width of the foot and cycle path from Elmside to 5.0m.

- 6.7 Traffic calming measures for Wisbech Road have been agreed with the highway authority. These comprise refreshing the existing “Slow” markings; installing speed cushions at 6 points between Camel Road and Elmside; creating raised tables at junctions with Elmside and Camel Road; and installing Toucan crossing to serve new shared foot and cycle way from Longfield Road.
- 6.8 As has already been noted, the proposal includes pedestrian and cycle access as well as limited vehicular access via Elmside and the path width has been increased. The scheme does not comply with LIT6 criterion 5 (enhancement and upgrading of Black Bank Drove) but the highway authority is satisfied that together with the cycle and footpath from Camel Road, the development will be accessible to people on foot or bicycle. It is also considered that the proposed development complies with the relevant criteria of COM7.
- 6.9 Policy COM8 refers to parking standards and requires provision to be made for cars broadly in accordance with the parking standards. The proposed amount and location of car and minibus parking and drop off facilities has been justified by the Transport Assessment and is compliant with the policy.
- 6.10 The amount of cycle parking set out in the standard is the minimum that should be provided and has, through negotiation, been increased to the amount and locations set out in paragraph 3.10, which meets the standards. It is also acknowledged that SEN pupils often have needs that require them to be brought to school by car, taxi or minibus and it is unrealistic to expect many to walk or cycle to school. There is, therefore, a good case for not requiring cycle parking standards to be fully met in respect of the SEN school.

Design and layout

- 6.11 Policy ENV 2 requires that all development be “designed to a high quality, enhancing and complementing local distinctiveness and public amenity by relating well to existing features and introducing appropriate new designs.” LIT6 criterion 1 also deals with design.
- 6.12 The Quality Panel’s principal concern was why all the different schools and leisure facilities had been conjoined together creating a large building that does not look like one coherent structure. They suggested that a collection of independent buildings with separate identities and sheltered access between would better reflect the local vernacular. The applicant considers that the submitted scheme has addressed some of the Quality Panel’s concerns, namely that “Breaks have now been introduced between the building blocks to create some separation and provide enough space to provide access routes between the main blocks.”

The principal amendments that were made to the proposed scheme are:-

- Repositioning the early years block from the south of the primary school main hall to the east of the primary school block;
- Creation of a gap between the primary school/early years block and the main building which provides a (gated) access from the south of the site to the main entrance plaza;
- Redesigning the school sports and leisure centre and the introduction of a first floor terrace, with views over the sports field to the north and east; and
- Separating the school sports and leisure centre from the main building at the ground floor level (although this is not apparent from the elevation drawings, which still give the appearance of a continuous façade).

6.13 Whilst these changes do not take on board the Quality Panel's fundamental suggestion, it is considered that they are improvements upon the June/July 2014 scheme and should be supported. The building will be on the edge of Littleport in an open and relatively flat landscape. Therefore it has the potential to be highly visible. It is not considered possible or desirable to attempt to screen the development through landscaping so the building should have architectural merit reflecting its importance as a community asset. The design presented at the pre-application stage showed that the building would be almost entirely clad in timber and concerns were raised about this before the Quality Panel meeting. The scheme was resultantly amended to include different materials (as described in paragraph 3.4). The material details, as submitted within the application, are supported in principle. The Design and Access Statement notes that the colour and finish of the insulated roof panels are to be agreed. Therefore it is recommended that the final decision on the colours and finishes of the external materials is secured by condition if it cannot be agreed, in consultation with ECDC officers, before the application is determined.

6.14 Policy ENV2 requires that there be no significant detriment to the residential amenity of nearby occupiers. The gardens of the houses on Lester Way are 20m from the boundary of the development site and 65m from the closest part of the SEN school building with the car park and well-vegetated Black Bank Drove between. Additional tree planting is proposed in this location. It is considered that although the outlook from some of the houses on Lester Way will be changed that given the separation distances between the proposed development and the existing properties and their curtilages that residential amenity will not be significantly adversely affected.

6.15 The need to preserve the setting of the grade II* listed St George's church is set out in policy ENV12. It provides that proposals will not be permitted where they would have a detrimental impact on the visual, architectural or historic significance of the asset. Paragraph 134 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this

harm should be weighed against the public benefits of the proposal. Although the information provided by the applicant was limited, the ECDC Conservation Officer agreed with its conclusion and that the development will have less than substantial harm on the view of St George's church but that the public benefits outweigh this.

- 6.16 Policy ENV7 requires maximising opportunities for creation, restoration, enhancement and connection of natural habitats to be an integral part of development proposals. The applicant has agreed to install the bird and bat boxes that their ecologist recommended.
- 6.17 Policy ENV 9 requires development proposals to minimise, and where possible, reduce all emissions and other forms of pollution including light and noise and ensure no deterioration in air and water quality. The environmental health officers are generally supportive of the proposed development. Control of pollution and the impact of both the construction and operational phases of the development can be controlled by planning conditions.
- 6.18 Policy ENV 4 requires that all non-domestic developments of 1000m² or more to meet BREEAM Very Good standard (55%) or equivalent. The applicant states that this is likely and the most recent (June 2015) pre-assessment estimate is 59.92%. A combined heat and power unit is proposed which could provide up to 12% of the site's total energy requirement.

Replacement leisure facilities

- 6.19 Policy COM 3 requires the provision of an equivalent, or better, replacement for the leisure centre that will be demolished. Policy LIT6 (7) also emphasises this. In Sport England's opinion the proposed new sports facilities will adequately replace the existing provided there is a robust mechanism in place to ensure that they are in place before the existing ones are decommissioned and that community access to them is assured in the long term. This can be achieved by means of a community use agreement that can be secured by planning condition.
- 6.20 Policy COM 4 outlines criteria relating to proposals for new community facilities which should:-
- Be well located and accessible to its catchment population (including by foot and cycle);
 - Not have a significant adverse impact (itself or cumulatively) in terms of the scale or nature of traffic generated;
 - Not have a significant adverse impact on the character of the locality, or the amenity of nearby properties;
 - Demonstrate that opportunities to maximise shared use have been explored; and
 - Be designed to facilitate future adaptation for community uses or shared uses.

The first two criteria have been dealt with under the section on traffic impact and accessibility; the third in the section on design. It has already been noted that shared use can be secured by condition.

Drainage and flood risk

- 6.21 Policy ENV8 states that all developments and re-development should contribute to an overall reduction in flood risk. Policy LIT6 (9) has a similar requirement. The site is in flood zone 3 and assessment of the flood risks in the area were undertaken to inform the promotion of the site in the local plan. The application was accompanied by a flood risk assessment and drainage strategy which is acceptable to the IDB within whose drainage district the site is situated. Implementation of the scheme can be secured by condition. The foul water strategy was prepared in consultation with Anglian Water and its implementation can be secured by condition.

Archaeology

- 6.22 Criterion 8 of policy LIT6 has been complied with – see paragraph 4.30 for further details.

7.0 CONCLUSION

- 7.1 The principle of co-located schools at this site was established in the Local Plan. Although the initial design attracted criticism from the Cambridgeshire Quality Panel some changes have been made which, on balance, make the scheme acceptable subject to some matters of detail being agreed by conditions. The final criterion of policy LIT6 is that the proposal will be expected to “Comply with other policies of the Local Plan”. The relevant development plan policies are set out at paragraph 5.5 and it is demonstrated in section 6 that subject to conditions the proposed development complies with them. The application therefore should be approved.

8.0 RECOMMENDATION

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

Time limit

1. The development hereby permitted shall be commenced not later than three years from the date of this permission.

Reason: In accordance with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

Approved Plans

2. The development hereby permitted shall not proceed except in accordance with the details set out in the application documents as amended by the conditions of this decision notice and the following drawings:

- LSH0006 Rev B dated 20/04/15 Site Plan;
- 1325/LL/107 Rev P3 Site Masterplan dated 24/07/15;
- 1325/LL/105 Rev P5 Northern Layout Plan dated 24/07/15;
- 1325/LL/106 Rev P4 Southern Layout Plan dated 21/02/15 (as amended by drawing extract showing 5m wide shared footpath submitted with WYG letter dated 17/07/2015);
- 1325/LL/104 Rev P4 Camel Road Access Road Plan dated 23/03/15;
- 1325/LL/111 Rev P1 Cycle and Parking Layout dated 16/07/15;
- 1325/LL/117 Rev P0 Cycle Provision dated 15/07/2015;
- MMD-330763-C-DR-00-XX-5050 Rev P2 Byway Crossing Proposal dated 18.04.15 (as amended by drawing extract showing 5m wide shared footpath submitted with WYG letter dated 17/07/2015);
- MMD-330763-C-DR-00-XX-0550 Rev P5 Wisbech Road Traffic Calming General Arrangement dated 03.06.15;
- 1325/LL/112 Rev P0 Sports Pitch Layouts dated 25/06/2015;
- 1325/LP/301 Rev P3 Planting Master Plan dated 23/04/15;
- LCS-ATK-BW-00-DR-A-(20)-001 Rev 13 Proposed Ground Floor Plan MS3.1 Submission dated 27.04.15 (as amended by drawing extracts submitted with WYG letter showing amended layout of secondary and SEN schools entrance areas dated 17/07/2015);
- LCS-ATK-BW-01-DR-A-(20)-101 Rev 11 Proposed First Floor Plan MS3.1 Submission dated 27.04.15;
- LCS-ATK-BW-02-DR-A-(20)-201 Rev 10 Proposed Second Floor Plan MS3.1 Submission dated 27.04.15;
- LCS-ATK-BW-03-DR-A-(20)-301 Rev 8 Proposed Roof Plan MS3.1 Submission dated 27.04.15;
- LCS-ATK-BW-ZZ-DR-A-(23)-004 Rev 3 Proposed Elevations – Sheet 1 dated 27.04.15;
- LCS-ATK-BW-ZZ-DR-A-(23)-005 Rev 3 Proposed Elevations – Sheet 2 dated 27.04.15;
- LCS-ATK-BW-ZZ-DR-A-(23)-006 Rev 3 Proposed Sections through building dated 27.04.15;
- MMD-330763-E-DR-00-XX-2701 Rev P2 Electrical Services External Lighting Layout MS 4.0 Nov 2015 dated Apr 2015 except insofar as it is superseded by the requirements of condition 22; and
- 1325/AL/702 Rev P0 Tree Protection Plan dated 21/04/2015.

Reason: To enable the planning authority to control the development that has been permitted.

Construction Environmental Management Plan

3. No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the County Planning Authority. The CEMP shall propose mitigation measures for the control of pollution (including, but not limited to, noise, dust, vibration and lighting) during the construction and demolition phases. The approved CEMP shall be complied with at all times during the construction and demolition phases.

Reason: To protect the amenities of the occupants of nearby residential properties in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015). The CEMP relates to the construction phase so must be in place before development starts.

Prevention of water pollution

4. No development shall commence until a scheme for the provision and implementation of pollution control of the water environment has been submitted to and agreed in writing by the County Planning Authority. The approved scheme shall be carried out concurrently with the development and completed prior to its first occupation.

Reason: To prevent the increased risk of pollution to the water environment in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015). The pollution control measures relate in part to the construction phase so must be in place before development starts.

Construction noise, vibration and dust

5. No construction, or demolition work, or collections from, or deliveries to, the site shall take place other than between the hours of:-

0800 to 1800 on Mondays to Fridays; and
0800 to 1300 hours on Saturdays.

Additionally, no construction, or demolition work, or collections from, or deliveries to the site shall take place on Sundays, Bank or Public Holidays.

Reason: To ensure the environmental impact of the construction of the development is adequately mitigated and to protect the amenities of nearby residential properties in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).

Surface water drainage

6. The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment (FRA) dated February 2015 revision C by Mott MacDonald and in particular the following mitigation measures detailed within the FRA:-
- i) Flood resistant and resilient measures other than finished floor levels to 1.40m above Ordnance Datum (AOD);
 - ii) Finished floor levels for critical infrastructure are set no lower than 1.40 m AOD; and
 - iii) Finished floor levels for non-critical infrastructure are set no lower than 0.40 m AOD.

Reason: To reduce the risk of inundation by floodwaters in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).

Foul water drainage

7. No development shall commence until a foul water drainage strategy

has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be carried out concurrently with the development and completed prior to its first occupation.

Reason: To prevent environmental and amenity problems arising from flooding in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015). Foul water drainage is fundamental to the scheme and the strategy needs to be in place at the start of the development.

Contaminated land

8. In the event that contamination that was not previously identified is found at any time when carrying out the approved development, it shall be reported in writing to the County Planning Authority within 24 hours.

No further development shall be carried out until the developer has submitted in writing a remediation strategy to the County Planning Authority detailing how this contamination shall be dealt with; and written approval has been obtained to the remediation strategy required by this condition, from the County Planning Authority.

The development hereby permitted shall not be occupied until the approved remediation strategy has been implemented in full. Within one month of completion of the measures identified in the approved remediation strategy a verification report shall be submitted to the County Planning Authority.

Reason: To protect and prevent the pollution of controlled waters from contaminated land in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015).

Sports centre

9. The existing sports centre and its associated pitches and courts shall remain available for use until the replacement facilities have been completed and made available for use.

Reason: To ensure that the community have continued access to sports facilities in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).

Playing field

10. The secondary school shall not be first occupied until a scheme for the improvement and maintenance of playing field drainage, based upon the assessment of the existing playing field quality, and including an improvement and maintenance implementation programme, has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be carried out concurrently with the development and completed before the secondary school is first occupied.

Reason: To ensure the quality of pitches is satisfactory and that they are available for use before intensification of use in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).

Sports facilities

11. The existing sports centre and its associated pitches and courts shall remain available for use until a community use agreement has been submitted to and approved in writing by the County Planning Authority. The agreement shall apply to all indoor and outdoor facilities that will be made available for community use and include details of pricing policy, hours of use, access by non-school users, management responsibilities and a mechanism for review. The development shall not be used other than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).

Construction access

12. The temporary vehicular access road shown as item A on Morgan Sindall Site Layout Plan drawing no LPS_01 dated 17/07/2014 shall be removed and the land restored in accordance with condition 13 within 3 months of first occupation of the development.

Reason: To ensure that the playing fields are not permanently affected by the development in accordance with policy COM3 of the East Cambridgeshire Local Plan (April 2015).

13. No development, including the temporary access road referred to in condition 12, shall commence until a plan showing how the existing playing fields will be protected during the construction phase has been submitted to and approved in writing by the County Planning Authority. The plan shall ensure that existing pitches are not adversely affected by the construction proposals, including the maintenance of adequate run-off areas and shall give details of restoration of any areas of playing field affected by the construction proposals. The approved plan shall be implemented in full until the construction access has been decommissioned.

Reason: To ensure existing sports facilities, including playing fields are not adversely affected during the construction phase and to ensure any areas affected are restored in accordance with submitted details in accordance with policy ENV9 of the East Cambridgeshire Local Plan (April 2015). This plan relates to the construction phase so must be in place before development starts.

Plant noise (operational phase)

14. The specific rated noise level of plant noise emitted from the site shall not exceed the existing background noise level or 35dBA, whichever is the higher, at the boundary of the nearest residential property. The noise levels shall be measured and/or calculated at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance with BS4142:2014.

Reason: To protect the amenity of local residents in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).

Noise impact of external sports and play areas

15. The sports and play areas shown coloured yellow on drawing no C15 attached to this decision notice shall not be used other than within the following times:

08:00 – 20:00 each day Monday – Friday

08:00 – 18:00 on Saturdays

09:00 – 16:00 on Sundays and Bank Holidays

Reason: To avoid unreasonable disturbance to nearby residential properties in accordance with policies ENV2 and ENV9 of the East Cambridgeshire Local Plan (April 2015).

Highway improvements

16. The development shall not be first occupied until the improvements to Wisbech Road shown on drawing no MMD-330763-C-DR-00-XX-0550 Rev P5 have been implemented in full.

Reason: In the interests of highway safety in accordance with policies ENV2 and COM7 of the East Cambridgeshire Local Plan (April 2015).

Travel Plan

17. Within 12 months of first occupation of the development a full Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The Travel Plan shall include:-

i) measures to restrict pupil drop off and pick up other than within the designated spaces within the school and particularly on Elmside and Wisbech Road;

ii) measures to monitor its effectiveness;

iii) measures to remediate failures to comply with its objectives; and

iv) measures to assess the need for more cycle parking spaces before the 5th form of entry to the secondary school.

The approved travel plan shall be implemented in accordance with the timescales set out within the approved document.

Reason: To ensure the safe and efficient operation of the highway and promote sustainable travel in accordance with policies ENV2 and COM7 of the East Cambridgeshire Local Plan (April 2015).

Bats

18. No demolition of the pumping station building shall take place until a check for roosting bats has been made by a competent ecologist. A report of the ecologist's check shall be submitted to the County Planning Authority within 2 weeks of the check taking place. The mature willow trees located immediately north of the pumping station building shall not be removed unless they have first been checked for the presence of bats by a competent ecologist. A report of the

ecologist's check shall be submitted to the County Planning Authority within 2 weeks of the check taking place.

Reason: In the interests of a protected species in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).

Breeding birds

19. No removal of hedgerows or trees shall take place between 1st March and 31st August inclusive, unless a competent ecologist has:

- Undertaken a detailed check of vegetation for active birds' nests immediately before the vegetation is cleared; and
- Provided written confirmation to the County Planning Authority prior to the removal of any vegetation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site.

Reason: To protect breeding birds in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).

Bird and bat boxes

20. The development shall not be occupied until no fewer than 3 bird boxes and two bat boxes have been installed in locations and of designs that have been agreed in writing with the County Planning Authority.

Reason: In the interests of enhancing biodiversity on the site in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).

Construction trenches

21. All construction trenches shall be covered overnight or a means of escape provided for any hedgehogs (or other mammals or reptiles) that may have become trapped. Areas of scrub shall be hand-searched prior to mechanical clearance to ensure no hedgehogs are present.

Reason: To protect wildlife in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).

Foot and cycle path lights

22. No lights shall be erected on the shared foot and cyclepath parallel to Black Bank Drove until a scheme has been submitted to and approved in writing by the County Planning Authority, which demonstrates that lighting LUX levels have been reduced either via re-positioning of the proposed lighting units or through appropriate baffling/ directional methods away from the boundary trees. The lighting shall only be installed and retained in full accordance with the details of the approved scheme.

Reason: Black Bank Drove is an important bat commuting/foraging corridor route in accordance with policy ENV7 of the East Cambridgeshire Local Plan (April 2015).

Replacement tree planting

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

Reason: In the interests of landscape character and nature conservation in accordance with policies ENV1 and ENV2 of the East Cambridgeshire Local Plan (April 2015).

Materials

24. No external walls or roofs shall be constructed until details of the colours and finishes of the materials has been submitted to and approved in writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To enable the planning authority to control the development in the interests of the visual amenity of the neighbourhood in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).

Fire hydrant

25. No part of the development hereby permitted shall be occupied until a scheme for the provision of water supply and fire hydrant necessary for fire fighting purposes at the site has been submitted to and approved in writing by the County Planning Authority

Reason: To ensure that there is a sufficient and accessible water supply for fire-fighting in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).

26. The development shall not be occupied until fire hydrants have been provided in accordance with the scheme approved in writing by the County Planning Authority under condition 25.

Reason: To ensure that there is a sufficient and accessible water supply for fire-fighting in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).

External lighting

27. With the exception of security lighting shown on drawing no MMD-330763-E-DR-00-XX-2701 Rev P2 Electrical Services External Lighting Layout MS 4.0 Nov 2015 dated Apr 2015 no external lighting shall be used except between 0700 and 2300 hours.

Reason: To protect the amenity of local residents in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).

BREEAM

28. No development shall commence until:
i) evidence that the development is registered with the Building Research Establishment (BRE) under BREEAM (either a 'BREEAM

Buildings' scheme or a 'bespoke BREEAM') and a Design Stage Assessment Report showing that the development will achieve an BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' have been submitted to the County Planning Authority; and

ii) a BRE issued Design Stage Certificate demonstrating that the development has achieved a BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' for all non-residential development has been submitted to, and approved in writing by, the County Planning Authority.

A completed pre-assessment estimator will not be acceptable.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with policies ENV2 and ENV4 of the East Cambridgeshire Local Plan (April 2015). The information is necessary before the development commences because some BREEAM credits relate to the preliminary stages of the project.

29. No part of the development hereby approved shall be first occupied until a BREEAM Design Stage Certificate and a Building Research Establishment issued Post Construction Review Certificate confirming that the part of the development to which it relates has achieved a BREEAM rating of 50% in energy and water sections of relevant BREEAM assessment within overall 'Very Good' has been submitted to, and approved in writing by, the County Planning Authority.

Reason: To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with policies ENV2 and ENV4 of the East Cambridgeshire Local Plan (April 2015).

Flood Plan

30. The development hereby permitted shall not be first occupied until a Flood Plan, which shall include an appropriate method of flood warning and evacuation, has been submitted to and approved in writing by the County Planning Authority. The approved scheme shall be undertaken concurrently with the development and implemented in full prior to its first occupation.

Reason: To ensure the safe use of the development in extreme circumstances in accordance with policy ENV2 of the East Cambridgeshire Local Plan (April 2015).

| Source Documents | Location |
|--|------------|
| Planning application file E/3004/15/CC | Shire Hall |