

Planning Committee Minutes

Date: Thursday 24 February 2022

Time: 10:00a.m.- 2.14p.m.

Venue: New Shire Hall, Alconbury Weald

Present: Councillors Batchelor (Chair), Bradnam, Corney, Gardener, Hathorn, Gowing, Kindersley, Rae (Vice Chair), Smith

13. Apologies for Absence

Apologies were received from Councillor Connor, Councillor Gowing substituting.

14. Declarations of Interest

Councillor Smith declared an interest relating to agenda item 4 as local Member and informed the Committee that her partner owned land much further along Middle Fen Drove.

15. Minutes – 26 January 2022

The minutes of the meeting held on 26 January 2022 were agreed as a correct record and signed by the Chair.

16. Use of land for waste management including a new waste handling building

At: Waste Transfer Station (Dawson Plant Hire), Middle Fen Drove, Swavesey CB24 4QJ

Applicant: Mick George Ltd

Application Number: CCC/21/030/FUL

Members received a Planning Application which sought permission to replace the waste handling building at a pre-existing, authorised waste transfer site with a larger, but lower building.

The presenting officer drew the attention of the Committee to an addendum sheet that had been circulated, published on the Council's website in advance of the meeting and attached to these minutes at Appendix A.

Introducing the report, the presenting officer highlighted the location of the site together with the access to the site along Middle Fen Drove. The adjacent county wildlife site and scheduled monument site were also shown on a map. Members noted that the site

had pre-existing and extant planning permissions to operate as a waste transfer site and the application did not seek increase in throughput or change the existing permissions.

The Committee was shown plans and elevations of the proposed building that was lower and longer than the current building and would be used to house the sorting of waste material and maintenance of vehicles. The Committee noted the requirement for crushing of pre-existing demolition material at the site that would be used to raise the level of the building. The crushing of this material would be permitted to take place over a 4-week period.

No statutory consultees had objected to the application, however, there had been 49 neighbour representations received that expressed concerns regarding amenity issues such as dust, noise, air pollution and HGV movements and highway safety matters.

The application, if approved, would replace the existing 3 permissions at the site and rationalise the permissions and conditions under one permission that covered operations at the site. Local concerns had been acknowledged within the report. However, many of the representations received related to the principle of allowing waste management activities at the site and as these were already permitted, the concerns were therefore outside of the scope of the application. Members noted, conditions must meet the statutory tests for conditions. Planning conditions from the extant permissions for the operations at the site were proposed to be carried through with additional and amended conditions as set out within the report which had been offered up by the applicant to further clarify and limit operations at the site.

The addendum sheet provided details of further proposed amendment to condition 9 (throughput of waste), condition 19 (noise restrictions) and condition 22 (dust suppression).

In response to Members requests for clarification, officers:

- Explained that there was no data available regarding the current vehicle movements at the site and there was no traffic survey was submitted as part of the application.
- Informed the Committee that operations at the site would also be covered by the necessary permits from the Environment Agency who acted as the pollution control authority responsible for the monitoring of matters related to pollution.
- Provided greater clarity regarding condition 6 – vehicle movements; ‘motor’ was inserted before ‘vehicle’ in order that it applied to only vehicles with an engine and did not apply to bicycles. This wording was requested by the Highway Authority. Vehicle movement information was not requested as the application was in respect of a replacement building.

The Chair informed the Committee that he would vary the public speaking rights for this item owing to the number of people that had registered to speak in respect of the application.

The Chair invited Councillor Warren Wright to address the Committee on behalf of Swavesey Parish Council.

Councillor Wright commented that if the planning application had been a new planning application for a waste site it would more than likely be refused due to the proximity of the site to the centre of Swavesey village and drew attention to the history of the village that was mentioned in the Domesday Book. There are 170 dwellings in proximity to the site. Swavesey is a linear village where most amenities are located along one road, including the health centre, for which there was no off-street parking. Councillor Wright informed the Committee of current and future planned development in the village and the associated construction traffic that would be generated. The village cannot handle the additional traffic despite the 20 mile an hour limit the operator imposes on the vehicles through the village. The site was in the wrong place and Councillor Wright concluded by calling for air quality monitoring and noise monitoring at the site.

In response to Members' questions, Councillor Wright:

- Confirmed that in his opinion, the planning conditions secured did not go far enough and further monitoring of noise and air pollution should be undertaken.
- Explained that residents had not monitored traffic movements at the site on an informal basis.

Officers provided clarity regarding the period during which material could be crushed. Initially it was suggested that material crushing could be completed over an 8-week period, however the applicant confirmed that it could be completed in 4.

Cllr Wright stated that the site was issued a 3-week period of crushing to take place approximately 18 months ago. Officers confirmed that this was following a written request from the operator, as a condition of the extant permissions was that this could not take place without written permission from Cambridgeshire County Council. Officers confirmed that further applications for crushing could be made under this condition.

The Chair invited Mr John Gough to speak in support of the application on behalf of the applicant Mick George Ltd.

Mr Gough informed the Committee that the planning application before them was a straightforward application to upgrade the current facility at the site by replacing the building. There were currently limited planning controls at the site and no current limits on daily HGV movements. The application sought to erect a modern building in which previously permitted waste recycling could take place in modern facilities. Mr Gough confirmed that concrete crushing operations would be concluded within a 3-week period. Members noted that no objections had been received from statutory consultees and that the Parish Council had not objected but requested more stringent conditions be imposed. The new permission would impose stricter environmental controls on the site that had been offered by the operator. Mr Gough also referenced written representations regarding vehicles travelling through Willingham and Over and provided assurance that any skip lorries travelling through Willingham will have been generated as a direct result of accessing a site within that village.

In response to Members' questions Mr Gough:

- Explained that presently, vehicle movements at the site were limited in number as the applicant was awaiting planning permission before altering the site and recommencing waste operations.
- Explained that the proposed limit of 80 vehicle movements (40 in and 40 out) included staff entering and leaving the site. The number of movements depended on the size of the skip lorries that would arrive on site and the material was bulked up within the building and loaded on to a larger lorry to be taken away. For every 10 skips entering the site, 1 bulker lorry would take the material away.
- Confirmed that the ridge height of the proposed building would be lower than the existing building.
- Confirmed that the crushing operation would take place outside during the permitted period. Following that temporary operation, the processing of waste material would then take place inside the new building. There would also be stockpiles of material stored outside.

The Chairman invited Mr Malcolm Parker to speak against the application. Mr Parker began by addressing concerns regarding noise emanating from the site, commenting that noise generated would impinge on the amenity and enjoyment of his garden and several other residents who lived in properties close to the site. Mr Parker requested that the Committee imposed further planning conditions, referring to the applicant's noise assessment in particular, clause 7.4.5. However, the noise assessment was based on assumptions around how the site would be operated in terms of where activities would be located and the building remaining in a good state of repair. To protect residents, that the request was that noise from the site would not exceed 45db and that resident's properties be used for the taking of measurements.

In response to a Member question, Mr Parker clarified that he requested that additional points of noise measurement be taken at nearby dwellings. Officers explained further how noise was measured as well as noting that it was not possible to impose a condition requiring that measurements are taken at private residences as they would be outside of the control of the operator

Members noted that monitoring and enforcement of noise complaints would be undertaken by the District Council Environmental Health who had been consulted as part of the application process and had not suggested that any noise attenuation was necessary. The Committee also sought and received clarification of the location and accessibility of the noise measurement point.

The Chair invited Mrs Claire Thorne to address the Committee and speak against the application. Mrs Thorne began by noting that it was not disputed that the site was allocated for waste use in the development plan. The issue, however, was whether the application was acceptable on planning merits and the officer report, Mrs Thorne claimed, failed to direct Members correctly in several important respects. The application was for a new, full, planning permission. It was not an

application for retrospective consent, nor an application to vary conditions attached to an existing permission. It was an application for a new development, with a proposed new building.

The officer report, proceeded on the assumption that it was not possible to attach conditions to any new planning permission that would be more onerous than the conditions attached to an earlier permission and there was no legal reason presented in the report for the assertion. The report also failed to advise the Committee whether a previous permission was a material consideration in the determination of the current application, and if so, what weight should be given to it.

The existing permissions at the site did not amount to a fallback position for the applicant. The applicant sought to extend and develop the site and erect a new building and the previous permissions did no more than establish a principle for waste processing at the site.

Mrs Thorne drew attention to the likely HGV movements generated by the site and the average number of 47 HGV movements in the local area in 2019 found on the Department for Transport's website. The report failed to contain any proper assessment of how the proposed increase in HGV movements could be accommodated on the highway, or how it would not adversely affect the amenity of residents.

Mrs Thorne concluded by highlighting the concerns raised by the local Parish Councils that all had historic road networks, ill-equipped to cope with high volumes of commercial traffic. Mrs Thorne cited the Minerals and Waste Local Plan Policy P26 that recognised the limitations and urged the Committee to consider the points raised by the Parish Councils and refuse the application, or at the very least defer it pending full and complete information about the full impact of the proposal. Mrs Thorne referred to her previous comments made in writing regarding the impact of noise from this application on residential amenity.

In response to Member questions Mrs Thorne confirmed that her property was located to the south-west of the application site.

Members sought the view of the Legal Officer regarding the points raised by Mrs Thorne and the existing permissions at the site. The Committee noted that Members were being asked to consider the erection of a new building and not the use of the site. It was beneficial that the developer had proposed conditions for the site, however, the use of the land had already been established. If Members were minded to refuse planning permission, then waste operations could continue at the site under the existing planning permissions.

The Chair drew attention to written representations received by Members local to the site, Councillors Neil Gough and Firouz Thompson and are attached at Appendix B to the minutes.

The Chair invited South Cambridgeshire District Councillor Bill Handley to address the Committee as a local Member. Councillor Handley highlighted the concerns of

residents regarding highway safety. The application was inappropriate, and the number of HGV movements was unacceptable.

Middle Fen Drove is used by pedestrians, cyclists and horse riders looking to enjoy the countryside, on reaching the Swavesey to Over Road pedestrians will be encountered who travel between Over and Swavesey including students attending the college. Lorries can either go through Swavesey or Over with narrow roads and parked vehicles. The use by HGV will further degrade the road and the footpath isn't wide enough.

Councillor Handley cited the concerns raised by Swavesey Parish Council, other Councillors, and residents.

Councillor Handley also drew attention to the issues that would be experienced in the village of Over that did not have a main street and traffic used relatively narrow residential roads made even narrower by parked vehicles. Councillor Handley also drew attention to the unsuitability of roads towards Willingham, Longstanton and Bar Hill for increased HGV movements.

During debate, Members raised the following points:

- Commented that the site was currently operating without restriction on the number of HGV movements and noted that the proposed limits had been offered by the applicant and further limits would have to be suggested by the applicant as the planning authority could not insist upon it as there are currently unrestricted movements.
- Commented that there appeared to be contradictions and new information that Members were not aware of. Cllr Kindersley challenged this view. Members noted that the application was for the replacement of a building and the applicant has volunteered conditions and restrictions that did not form part of the existing permissions.
- Suggested there may be opportunity for dialogue with the applicant to enhance some of the conditions and questioned whether there would be appetite for boundary treatment on the southern boundary.
- Commented that residents had enjoyed a quiet period during which the site had not been fully operational. However, it was essential that residents were protected as much as possible. Therefore, it would be welcomed if the operator would consider revising the proposed HGV movements and potentially have a transport management plan in place to protect the villages and avoid vehicle movements at peak times, such as school drop-off and pick-up times.

The Chair invited Mr John Gough to address the Committee once again and comment upon the suggestions from Members regarding vehicle movements, the development of a travel plan and boundary treatments. Mr Gough confirmed that the applicant was content to amend the condition relating to vehicle movements in order that HGV movements be limited to 60 HGV movements (30 in and 30 out) and the remainder would be ancillary vehicles, he also confirmed willingness to develop a traffic

management plan, however, the operating hours would have to be flexible and restricted outside of school drop off and pick up times. Regarding boundary treatments, Mr Gough agreed to extend to the southern boundary.

It was proposed by Councillor Kindersley, seconded by Councillor Gardener, and passed by majority **[8 votes in favour, 1 against, 0 abstentions]** to grant planning permission, subject to the amended conditions set out in Appendix C to these minutes.

17. Erection of a single storey 60 place SEMH (social emotional and mental health) school for pupils in KS3 and KS4 (11 – 16 years), with associated vehicle and pedestrian access, formal sports pitches and amenity space, car and cycle parking, vehicular drop off area, landscaping, and associated ancillary works together with the provision of a footpath and associated highway works, creation of a new access to The Still for agricultural vehicles, and demolition of existing residential farmhouse and barn

At: Land North of Barton Road, East of Gadds Lane and West of The Still, Wisbech, Cambridgeshire, PE13 4TH

Applicant: Cambridgeshire County Council – Education

Application Number: CCC/21/215/FUL

Members received a Planning Application which sought permission to build a new school, Wisbech Green SEMH School (social, emotional, and mental health needs) which would replace the existing Riverside School in Algores Way that did not meet current building standards and the needs of children.

The location of the site and proposed development was presented to the Committee in the form of maps, site plans and elevations of the proposed buildings. Various photographs were also shown that illustrated views from Barton Road and Gadds lane including proposed landscaping.

The Chair invited Mr David Fletcher, agent for the applicant to address the Committee. Mr Fletcher began by drawing attention to the current wholly inadequate school premises of which the internal layout was entirely unsuitable. The proposed site location was identified area for growth within the local plan. The catchment area for the school would be large and children would predominantly be arriving by car, bus or taxi due to their needs. Transport improvements were being identified. The rural location for the proposed school was beneficial for children with complex needs.

The Chair invited local Member Councillor Simon King to address the Committee. Councillor King voiced his strong support for the new facility. The existing school was not fit for purpose and the proposed location was suitable. Councillor King commented that it was unavoidable that most children would be transported to the school via various means due to their needs, however, the proposed cycle way and footpath were welcome. Attention was drawn by the local Member to comments on the application

made by Wisbech St Mary Parish Council and was explained to be primarily around concerns regarding the handling of consultation at the pre-application stage. There were no officers present from the Highway Authority at the consultation event who would have been able to address concerns. Councillor King concluded by reaffirming his support for the proposals and sought clarity that the advice of the Police regarding designing out crime would be adhered to.

The Chair invited the agent for the applicant to respond to the question raised by Councillor King. Mr Fletcher was able to confirm that if planning permission was granted then comments from the Police would be incorporated at the detailed design stage.

Following the contributions from the applicant and the local Member it was proposed by Councillor Kindersley and seconded by Councillor Corney that the recommendation be put to the vote.

On being put to the vote, it was resolved unanimously to grant planning permission, subject to the conditions set out in Appendix D to these minutes.

18. Addendum report addressing the reasons for deferral of the: Proposed Travel Hub, to include car parking, cycle, coach, and horse parking, travel hub building, photovoltaic panels, substation, lighting; significant infrastructure improvements to include road widening of the A10 along Cambridge Road, Hauxton Road and M11 Junction 11 north bound slip road, and a new dedicated busway to include strengthening of existing agricultural bridge; provision for a new Shared Use Path, including new bridge across the M11; with associated drainage, landscaping (including reconfiguration of bunds), biodiversity enhancement areas and infrastructure.

At: Land to the north/north-west of Hauxton Road (A10), to the north-west and north of Junction 11 of the M11 and to the west of Cambridge Road (A10) CB22 5HT (within the parish of Hauxton and partly within the parish of South Trumington).

Applicant: Cambridgeshire County Council

Application Number: CCC/20/040/FUL

Members received an addendum report that addressed reasons for the deferral of the proposed Travel Hub and associated works located at the north/north-west of Hauxton Road (A10) and the north of Junction 11 of the M11 and to the west of Cambridge Road (A10).

The presenting officer reminded the Committee of the reasons for deferral given by the Committee at its July 2021 meeting:

- Justification and use of the travel hub (to include covid considerations, demand patterns and including calculated travel modes)
- S106 for the Trumpington Meadows development, including impact on the use of this land on the adjacent Trumpington Meadows Nature Reserve;
- Green belt impact;
- Pollution concerns including drainage;
- Researching the possible expansion of solar panels and charging points;
- Travel connectivity (with regard to the wider transport travel plans for the County and future arrangements such as East / West Rail and Cambridge South Station);
- Need to establish impact on the Council's climate change agenda; and
- Clarification of landscaping and height of the species to be planted.

Attention was drawn to 2 consultee responses and three letters of support that had been received after the publication of the addendum report. There had also been no objection received from Cambridgeshire County Council's Public Health team.

The presenting officer highlighted the site location on a map, together with a site plan. The location of the proposed new bridge was shown together with elevations and plans of the lighting and solar canopies.

Members noted that the planning application had been brought to Committee because it was a departure from the development plan and the objections received. There had been no objections received from statutory consultees and that the applicant had provided additional information to address the reasons for deferral, therefore the officer recommendation was for planning permission to be granted.

In response to the report, Members:

- Clarified the level of carbon savings contained in paragraph 5.21.
- Noted that letters were sent to everyone that had made comments on the original planning application. The 'right to speak' letters issued contained information on where the Committee papers could be located. A full consultation was not required as the reasons for deferral were points of clarification and were not new elements to the development.

The Chair invited Councillor Rupert Pierce-Gould to address the Committee on behalf of Harston Parish Council. Councillor Pierce-Gould began by drawing attention to the Mott MacDonald report and the traffic movements that would be moving from the north and the impact on the Girton Interchange. It was also questionable whether there was demonstrable demand for the facility following the impact of the COVID-19 pandemic upon working arrangements and travel habits. Councillor Pierce-Gould commented further that he believed traffic would be slowed in Harston because of the traffic lights on the road which would cause more pollution. The introduction of traffic lights would also increase the carbon footprint and pollution due to traffic idling with engines running. The impact on the environment and Councillor Pierce-Gould cited water pollution already prevalent in the River Rhea and the proposed travel hub would make it worse

and confirmation is sought that the swales proposed are adequate. Traffic should be moved towards Girton or elsewhere.

In response to a Member question, Councillor Pierce-Gould highlighted the River Rhea on a map for the Committee.

The Chair invited Mr David Fletcher agent for the applicant and Mr James Pearson from Mott MacDonald to address the Committee. Mr Fletcher began by reminding the Committee that the proposed Travel Hub was a key piece of infrastructure promoted by South Cambridgeshire District Council and Cambridgeshire County Council and brought forward by the Greater Cambridge Partnership. The site was identified in the Local Transport Plan developed by the Cambridgeshire and Peterborough Combined Authority. At the heart of the application was the promotion of modal shift from the car to sustainable means of transport. The applicant had considered the need to undertake detailed transport modelling. The site was ideally located to achieve maximum interception of vehicles. Other locations were not able to provide such levels of interception. Cambridge was surrounded by green belt that made identification of suitable sites difficult. The layout had been carefully designed to minimise the impact on the local surroundings. Mr Fletcher informed the Committee that the Trumpington Park and Ride was the busiest Park and Ride site and was regularly full before the COVID-19 pandemic. Cambridge biomedical campus are proposing a significant increase in transport movements to 67,000 per day in 2031. The proposal includes a shared use path, landscaping, EV charging spaces and solar PV panels as benefits to the scheme. Mr Fletcher cited the further information that had been supplied by the applicant and that the proposal was fully supported by CamCycle and there had been no objections received from statutory consultees.

In response to Member questions the agents for the applicant:

- Explained that the Travel Hub would provide opportunity for the public to move to a more sustainable form of transport outside of the city and reduce traffic in the city and air pollution within the city.
- Confirmed that the Biomedical campus will not have sufficient parking space for all of the people that will work there. A route would be provided to the Biomedical Campus from the Park and Ride which will minimise issues of parking on public roads as there is insufficient capacity at the Campus.
- Explained that Foxton was a different hub as it is a rail based one that had different destinations and the capacity of that site has been reduced. There is not a current need for people employed at the Biomedical Campus to travel via Foxton as there is currently no station there which would provide a route to the Campus. Cambridge South would transport people to and from the biomedical campus.
- Explained that the modelling data projected demand over the long-term to 2031. It was anticipated that a gradual increase in demand would take place that could provide an opportunity for phasing the construction of the development. The COVID-19 pandemic had reduced demand in the short-term, but in the medium the modelling shows that demand is there, with continued development in the area and

the proposed build out and the nature of work at the Biomedical Campus that do not support home-working.

The Chair invited Mrs Lynda Warth to speak in support of the application on behalf of the British Horse Society. Mrs Warth began by highlighting the number of registered horse riders in Cambridgeshire and the contribution the equine industry made to the Cambridgeshire rural economy.

Mrs Warth informed the Committee that 90% of horse riders were female with more than a third being over the age of 45 and emphasised the health benefits, both physical and mental, identified in the publication, 'The Health Benefits of Horse Riding in the UK'. However, nationally horse riders only have access to 22% of the rights of way network and carriage drivers to only 5%. Lack of safe off-road access was a barrier for over a fifth of lapsed riders returning to the sport. Mrs Warth also drew attention to UK accident statistics that revealed 39 riders killed and 10 severely injured between 2010 and 2017 with the East of England having one of the worst accident records.

The Cambridgeshire Rights of Way Improvement Plan acknowledged that the bridleway network as inadequate, fragmented and in need of improvement. Lack of funding for rights of way meant that the amenity was patchy at best, resulting in riders having to travel their horses in horse boxes or on roads to find good off-road access. Safe parking for walkers and cyclists to access the countryside and rights of way network had been provided for years. The inclusion of three horsebox parking spaces and a corral was a new concept and very much needed to allow horse riders to benefit from the same access rights as walkers and cyclists. It highlighted Cambridgeshire as leading the way in implementing the Government's desire to improve Active Travel for pedestrians, cyclists and horse riders alike. It would provide safe access to the local bridleway networks with the proposed Melbourn, Barton, Linton and Haslingfield Greenways and the GCP CSETs project, opening up further safe access for equestrians from this location.

Mrs Warth concluded by recording her support and thanks, on behalf of Cambridgeshire horse riders, for the inclusion of the horsebox parking spaces.

The Chair invited Mr James Littlewood (Cambridge Past Present and Future) to address the Committee against the application. It was the wrong scheme in the wrong place and result in building over the greenbelt countryside to build an enormous car park.

Mr Littlewood raised the following points in relation to the application:

- 1) The proposed development was contrary to national and local and green belt policy;
- 2) Solar ports are an inappropriate development in the greenbelt;
- 3) Demand levels following the COVID-19 pandemic were unclear and supported conditions that required the phasing of the development;
- 4) Sought a condition relating the Country Park condition; and
- 5) The development was not sustainable.

Mr Littlewood drew attention to the options appraisal that identified the current Trumpington Road Park and Ride site that was not located in the greenbelt that was

suitable for expansion through means of a multi-storey car park, however this was ruled out. Solar car ports were contrary to planning policy and did not meet any of the legitimate policy exceptions of the NPPF. If the Committee was minded to approve the application then the solar car ports should be removed from the scheme because of the negative impact on the Green Belt. Permanent changes in working practices following the COVID-19 pandemic has resulted in reduced demand and questioned the traffic modelling that did not address the construction of Cambridge South Station and the fact that the applicant was committed to improving rural bus services that would reduce car dependency and thereby demand at park and ride sites.

Mr Littlewood concluded by suggesting conditions that could be applied by the Committee should it be minded to approve the application. Firstly, the development should not proceed until demand for the current park and ride spaces met an agreed trigger point. Secondly, construction of the development should be phased and supported the condition relating to the use of Trumpington Meadows. Mr Littlewood informed the Committee that the additional documents provided glossed over the fact that park and ride developments encouraged car use and that it was misleading that they reduce car travel. It was essential to move people onto public transport at an earlier stage of their journey.

The Chair invited local Member Councillor Brian Milnes to address the Committee who also represented the views of Councillor Maria King who also represented the Division. Councillor Milnes was keen that the Committee ensured ease and security of access to Non-Motorised Users (NMUs) and suggested stud lights along the footpath and cycle way route. Councillor Milnes also drew attention to tree planting and the lack of watering when they were planted along the A14 and therefore died and therefore requested that watering of trees planted be conditioned. Councillor Milnes welcomed the solar ports, commenting that there was a clear need for additional charging capacity. Councillor Milnes also expressed some concern regarding the proposed traffic light system, commenting that he was not convinced that advanced systems would work in the area. Permeability for cyclists into and through the Trumpington Park and Ride to the guided busway route should be provided.

During debate Members:

- Noted that the travel hub would be a two-fold benefit to remove traffic from the A10 and traffic lights would be synchronised with those at junction 11 to improve traffic flow. It was expected that journeys south bound from the M11 would be expected to go left and use the existing Trumpington park and ride as the closest Park and Ride for them to get to.
- Commented that the application was not relevant to the current circumstances the country found itself and drew attention to the Authority having declared a climate emergency. It was accepted that a Park and Ride site was an appropriate use in the greenbelt and that all the others were located in the greenbelt. There was no clear justification for building another car park in the greenbelt and drew attention to the comments of Mr Littlewood regarding the location of that site and the potential expansion of the Trumpington Road site. The purpose of the development of the site was to transport people to the Biomedical Campus and would be better served

by provision of parking in closer proximity to the biomedical Campus or expanding car parking at the campus. The solar car ports were an inappropriate use of the greenbelt. There had been no clarity provided on demand levels and suggested that it was highly unlikely demand levels would reach pre-pandemic levels. It was the wrong proposal in the wrong place, delivering the wrong thing and not what should be supported given the current climate emergency.

- Drew attention to solar ports that were already constructed at Babraham Park and Ride that were located within the greenbelt. Taxi drivers were being encouraged to move to electric vehicles and need locations to be able to recharge their vehicles.
- Welcomed the opportunity to provide opportunities for coaches to park at park and ride sites and enable tourists to enter the city in more sustainable transport.
- Noted the comments of the Assistant Director Highways, Cambridgeshire County Council who emphasised that the scheme strategically formed a key role in removing traffic from the road network. It was not anticipated that the pandemic would reduce the demand significantly and the scheme remained vital. Enables the provision of viable public transport as an alternative to the car.
- Expressed concern about the honey-pot effect that would impact the area around Harston and highlighted the representations made to the Committee, drawing attention to the lack of public transport. The same cars are on the same roads going to a different place or a different park and ride. It does not reduce the number of vehicle movements.
- Noted that the overall contribution of park and ride was to reduce the overall amount of journeys on the road network as a contribution to the net zero carbon emissions target. Members commented that transport was a major contributor to overall carbon emissions and to Cambridgeshire's carbon footprint. Members noted that moving people to sustainable transport was one way in which to tackle that and therefore the solar car ports should be welcomed. The proposed site should be considered as a mechanism to reduce Cambridgeshire's carbon footprint together with reducing car miles and other measures. It was essential that electric charging points be provided.
- Argued that the solar ports on the green belt were not suitable and questioned the sustainability of the scheme in this era of climate emergency.

It was proposed by Councillor Kindersley and seconded by Councillor Corney that planning permission be refused on the grounds that the grounds for the following reasons:

- 1) Inappropriate development on the greenbelt. The greenbelt location not demonstrated as essential and no very special circumstances have been demonstrated to justify development in the green belt.
- 2) The application was contrary to greenbelt policy
- 3) The solar car ports constituted inappropriate development in the greenbelt.
- 4) Demand levels for the travel hub had not been demonstrated.
- 5) Questioned the sustainability of the development.

Members noted that no statutory consultees had objected to the application and the recommendation will be forwarded to the Secretary of State for consideration, and the comments of the planning officer that the recommendation was finely balanced.

On being put to the vote the motion was lost **[4 votes in favour, 5 against 0 abstentions]**

It was proposed by Councillor Gardener and seconded by Councillor Gowing that planning permission be granted. On being put to the vote the motion fell **[4 votes in favour, 4 against, 1 abstention, Chair's casting vote against]**

Following the result of the vote and legal advice the Committee reconvened following a short adjournment. As neither a resolution for approval or refusal had been passed, the Chair invited Members to debate the reasons provided for refusal only.

During debate Members:

- Noted that the reasons for deferral provided at the July 2021 meeting of the Committee, namely that the transport information provided was inconclusive. The applicant had worked hard in the intervening period to address the concerns. Significant traffic would be drawn from the M11 and would not draw additional traffic from Hauxton and Harston but off the main highway network and prevent traffic from entering Cambridge City and divert that into the Park and Ride Site. Members noted the strategic aim of the scheme, to provide a positive overall benefit to Cambridge and the junctions around it.
- Noted the legal commitments to achieve net zero carbon emissions. There were additional challenge due to not all policies and strategies having been able to adjust to reflect the commitment to achieve net zero by 2045.
- Welcomed the suggestions put forward by the Assistant Director for Climate Change and Energy Services, Cambridgeshire County Council, that the carbon calculations for the construction and operation for the site be provided. The calculations would identify what carbon emissions would be avoided from vehicle transport moving forward and look at total equation. If the result was neutral then it would be positive, however, if it would add emissions then carbon offsets could be identified as mitigation.

It was proposed by Councillor Kindersley and seconded by Councillor Sanderson that the application be deferred in order that the reasons previously given for refusal be addressed namely:

- 1) Inappropriate development on the greenbelt. Location not demonstrated as essential, as there were other potential locations not within the greenbelt.
- 2) The application was contrary to greenbelt policy as no very special circumstances for development had been demonstrated
- 3) The solar car ports constituted inappropriate development in the greenbelt.
- 4) Demand levels for the travel hub did not demonstrate the need for the inappropriate development in the greenbelt; and

- 5) The development was unsustainable and climate change issues as set out be explored
- 6) Why Trumpington Park and Ride was not a valid alternative option

Members noted the comments of Mr Fletcher that 50% of Trumpington Park and Ride was located in the greenbelt and that a detailed appraisal had been undertaken of the site for possible expansion but was not chosen for a number of reasons including the impact on the neighbouring amenity.

On being put to the vote it was resolved to defer the application for the for reasons set out above **[5 votes in favour, 3 against, 0 abstentions (one Member did not vote)]**

19. Summary of Decisions Taken Under Delegated Powers

It was resolved to note the report.

Chair

PLANNING COMMITTEE – 24th FEBRUARY 2022

ADDENDUM /AMENDMENT SHEET

ITEM 3: CCC/21/030/FUL AT: MIDDLE FEN DROVE, SWAVESEY

AMENDMENT TO DRAFT CONDITIONS

Condition 9: Waste types

Since the publication of the report and draft conditions, the operator has advised that the wording of condition 9 which relates to the annual throughput of waste, could conflict with the Environment Agency permit provisions and therefore there is a slight amendment to the condition to limit the amount of municipal waste that can be imported into the site.

The proposed new wording of condition 9 is:

The annual throughput of waste material imported to the site shall be limited to a total of 75,000 tonnes capacity comprising no more than 3,000 tonnes of municipal waste. Records shall be kept by the operator of all imports of waste to the site, which shall be made available to the Waste Planning Authority within seven days of a request.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Condition 19: Noise

The proposed Condition 19 on noise incorrectly refers to the noise limits being relevant between 7am and 5pm and it should instead state between 8am and 5pm which are the hours of operation that the operator is proposing.

The proposed new wording of condition 19 is:

Noise emitted from the use of plant, machinery or other activities on the site shall not exceed 45 LAeq (fast) (one minute) between 0800 and 1700 hours Monday to Friday, as measured at point 'X' shown on the plan contained on page 6 of Noise Assessment provided by LFA Acoustics, dated March 2021 and submitted to the Waste Planning Authority on 4 March 2021.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan

Condition 22: Dust Suppression Scheme

In relation to condition 22, the proposed draft condition required the submission of a dust suppression scheme for approval. Since the publication of the report, the operator has submitted a draft dust suppression scheme that the Environmental Health officer from South Cambs District Council has reviewed and confirmed that he is in general agreement with. Therefore, the proposed to change the wording of this draft condition is to require compliance with the scheme. The proposed new wording of condition 22 is:

Dust and air quality

The development hereby approved shall be implemented in accordance with the Mick George Limited, 'Scheme to minimise the spread of airborne dust during the period of demolition and construction' dated February 2022, submitted to the Waste Planning Authority on 22 February 2022.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

I wondered if I could raise the following items for the committee to have sight of for this item on Thursday.

As a County Councillor my concerns are:

- There are numerous HGVs travelling through Over and Willingham, damaging the narrow roads within the villages. We need to ensure that HGVs take liability for the damage that they cause to our roads, it would not be just for our council tax to be covering these costs.
- Other concerns are that Over's current road edgings are eroding past the white lines along the narrow main roads. This is partly oncoming drivers with safety in mind are encroaching beyond the white lines, whilst this is understandable a solution needs to be in place to prevent deterioration of road side. Residents have had their tyres damaged on occasions and have had unsuccessful claims.
- A good solution measure needs to be in place when leaving the site, there are school pupils, walkers, cyclists, horse riders right on the entrances which could cause accidents. Could Mick George look at putting up site signs in place to assist traffic around peak times and ensure that the non-motorised users have the right of way.

Many thanks
Firouz

Firouz Thompson (she/her)

County Councillor for Longstanton, Northstowe, Over, Oakington & Westwick

Liberal Democrat

Lead Communities, Social Mobility and Inclusion Committee (CoSMIC)

Member, Children Young People Committee

07974 680875

Dear Henry

I apologise for my late comments on this application but I would be grateful if you could please ensure my comments are read out to the Committee. I believe Cllr Bill Handley from SCDC will be present at the session and I am hoping you will allow him to read out these comments.

“I am commenting on this application as the County Council Member for the Cottenham and Willingham Division. I am very supportive of Willingham Parish Council’s concern about the potential for increased traffic through the villages. The village of Willingham is not at all suited to a significant weight of HCV with traffic and the potential for this development to increase that traffic load appears to be a distinct possibility notwithstanding the report that suggests otherwise.

I note the report mentions (in 9.6) that “...it must be acknowledged that there are currently no restrictions on daily HGV movements in connection with the permitted Waste Transfer Station and therefore this proposal presents the opportunity for a limitation on vehicle movements which could represent a reduction from the daily vehicle movements previously associated with this site” (emphasis added). However, in section 9.4, the report states that, “Limited information is available to assess the average daily vehicle movements associated with the previous and current operation of the site as a Waste Transfer Station.”

The report makes no reference to what the “limited information (that) is available suggests in terms of average daily vehicle movements. Since the report does not suggest “no information” is available, the Committee may wish to enquire what the limited information suggests is the current level of vehicular movements. Absent any information on current vehicular movements, any suggestion to the Committee that this application “could represent a reduction in daily vehicle movements” cannot be substantiated and there is equal reason to believe that this application could not do exactly the opposite and represent an increase in the number of movements. At best the assertion in the report is speculative, at worst wrong in fact. This would appear to be a critical consideration in setting the maximum number of movements that would be permitted. As an aside, it seems odd to suggest that investment in a site would be made with the desired result of a contraction in the throughput of the site.

However, I find it somewhat difficult to believe that information on the vehicular movements associated with current operation of a regulated waste facility does not exist. Surely it must, given the nature of the operations at the site. The Committee should defer the decision pending further enquiry and analysis hopefully following receipt and review of such information. In the alternative, the analysis on the basis of the “limited information” referenced in the report should form part of the deliberations of the Committee in determining whether 80 movements per day is reasonable.

Furthermore, specific to Willingham, I would like the Committee to ensure that the routing of any HCV traffic associated with this application is controlled and monitored fully from origin to destination. I express particular concern that under no circumstances does any HCV traffic associated with this site (going to or from) travel along Over Road, Willingham – a road that is completely unsuitable for HCV traffic in any significant volume.

Thank you for consideration of these comments.”

Cllr Neil Gough

Appendix C

Timescale of permission

1. The development hereby permitted shall be begun before the expiration of 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 shall not proceed unless in accordance with the details set out in the application form dated 15 July 2021, supporting statement received on 14 July 2021 (dated July 2021) and the following drawings, except as otherwise required by any of the following conditions set out in this planning permission:

Location Plan, D/103/19/101 Rev A, dated 26/07/2019 received 4 March 2021;
Proposed Site Layout, D103/19/103 Rev G, dated 23/09/2019, received 8 July 2021;
and
Proposed Shed Elevations, D103/19/104 Rev B dated 19/08/2019, received 4 March 2021.

Reason: To define the permission and protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policies, 1, 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Construction working hours

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

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Demolition and Construction Deliveries

4. There should be no collections / from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Construction and Environmental Management Plan (CEMP)

5. No development, other than the temporary crushing operations referred to in Condition 14, shall commence until details of the following have been submitted to and approved in writing by the Waste Planning Authority:
- a) Contractors' access arrangements for vehicles, plant and personnel;
 - b) Contractors' site storage area(s) and compounds(s);
 - c) Parking for contractors' vehicles and contractors' personnel vehicles; and
 - d) mitigation measures for protected species during the construction phase, including Great Crested Newts.
- Development shall be carried out in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties and highway safety during the construction period in accordance with Policies CC/6, HQ/1 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Vehicle Movements

6. Motor vehicle movements to and from the site shall be restricted to 80 per day (40 in and 40 out). A daily record of lorries and their movements shall be kept and made available to the waste planning authority within 7 days of a written request.

Reason: In the interests of the amenity of the occupiers and users of land and premises accessed from Middle Fen Drove and Station Road in accordance with the requirements of Policies HQ/1, SC/10 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policies 18, 21 and 23 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Widening of access

7. Prior to the occupation of the development hereby approved, details of the proposed widening of the access shall be submitted to and approved in writing by the waste planning authority.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Building construction and design

8. The building hereby approved shall be constructed in accordance with approved drawing reference Proposed shed elevations D103/19/104 Rev B dated 19/08/2019, received 4 March 2021 and will be constructed using coated steel cladding in Olive Green with a Grey roof, with grey, UPVC gutters and a downpipe.

Reason: protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policies 1, 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Annual Throughput

9. The annual throughput of waste material imported to the site shall be limited to a total capacity of 75,000 tonnes capacity comprising no more than 25,000 tonnes of municipal waste, 25,000 tonnes of construction, demolition and excavation waste and 25,000

tonnes of commercial and industrial waste. Records shall be kept by the operator of all imports of waste to the site, which shall be made available to the Waste Planning Authority within seven days of a request.

Reason: To protect the amenity of the adjoining properties in accordance with Policy CC/6 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Waste types

10. No waste other than dry inert and non-hazardous household, commercial, industrial, construction, demolition, and excavation wastes (excluding putrescible food and kitchen waste) will be stored or sorted on site.

Reason: To protect public amenity and the historic and natural environment, in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policies 4 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Use of building

11. The sorting of dry inert and non-hazardous household, commercial, industrial, construction, demolition, and excavation wastes (excluding putrescible food and kitchen waste) shall only take place within the confines of the waste handling building.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

12. The maintenance of vehicles will only take place within the confines of the building shown on Proposed Shed Elevations, D103/19/104 Rev B dated 19/08/2019, received 4 March 2021.

Reason: to ensure that the primary use of the site remains as a waste transfer station and to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

13. Only vehicles that are registered as operating from the site shall be maintained at the site.

Reason: to ensure that the primary use of the site remains as a waste transfer station and to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

14. Hours of operation

No operations, including the delivery and removal of materials shall take place outside of the hours of 08:00 to 17:00 Monday to Friday. No operations shall be undertaken on Saturdays, Sundays, or Public/Bank Holidays

Reason: protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Temporary crushing

15. The operator will give the Waste Planning Authority at least 7 days notice prior to the commencement of the crushing of material on site. The crushing of material can only take place for a limited four week period and no other crushing of materials shall take place on the site at any time.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

16. The temporary crushing period set out in condition 15 can only take place on site between 0800 and 1700 Monday to Fridays and not at all on Saturdays, Sundays or Public Holidays.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

17. Throughout the temporary, limited period that crushing takes place on site, a 2.5m height acoustic fence will be installed on top of a 2.5m height bund around the screen as shown on plan reference, D103/19/103 Rev G dated 23/09/2019

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

18. Noise emitted from the use of plant and machinery for the purposes of crushing of materials in connection with the construction of the development hereby approved shall not exceed 60dba (1 hour) as measured at point 'X' shown on the plan contained on page 6 of Noise Assessment provided by LFA Acoustics, dated March 2021 and submitted to the Waste Planning Authority on 4 March 2021.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Noise

19. Noise emitted from the use of plant, machinery or other activities on the site shall not exceed 45 LAeq (fast) (one minute) between 0700 and 1700 hours Monday to Friday, as measured at point 'X' shown on the plan contained on page 6 of Noise Assessment provided by LFA Acoustics, dated March 2021 and submitted to the Waste Planning Authority on 4 March 2021.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

20. No reverse bleeper or warning device shall be fixed to or used by mobile plant unless it is a white noise reversing alarm or intelligent alarm.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

21. All HGVs and mobile plant will be maintained to the manufacturers' instructions and serviced regularly.

Reason: to protect the amenity of local residents and minimise the impact on the surrounding area, in accordance with Policies HQ/1 and NH/2 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Dust and air quality

22. No development shall commence until a scheme to minimise the spread of airborne dust from the site including subsequent dust monitoring during the period of demolition and construction, has been submitted to and approved in writing by the Waste planning authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

23. No burning of waste shall take place on site.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Stockpile heights

24. The storage / stockpiling of waste and processed material shall not exceed 5metres in height.

Reason: To protect the amenity of nearby properties in accordance with Policies HQ/1 and SC/14 of the South Cambridgeshire Local Plan 2018 and Policy 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Surface water

25. No laying of services, creation of hard surfaces or erection of a building shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Sustainable Drainage Strategy prepared by MTC Engineering (2337 – FRA & DS – Rev C – Feb 2021) has been submitted to and approved in writing by the Waste Planning Authority. The scheme shall subsequently be implemented in full accordance with the approved details prior to use of the building commencing.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with CC/7, CC/8 and CC/9 of the South Cambridgeshire Local Plan 2018 and Policy 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

26. Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Waste Planning Authority prior to the first occupation of the building. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason: To ensure the satisfactory maintenance of drainage systems that are not publicly adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework, Policy CC/8 of the South Cambridgeshire Local Plan 2018 and Policy 22 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Ecology

27. Prior to the occupation of the development hereby approved, a detailed landscape scheme and Landscape and Ecological Management Plan shall be submitted to and approved in writing by the Waste Planning Authority. The scheme shall include:

- Details of habitat creation and enhancement set out in the Biodiversity Net Gain document
- Landscape and Ecological Management Plan, detailing habitat maintenance and monitoring of BNG delivery, for a minimum of 30 years, including any remedial actions
- Demonstrate how the scheme will deliver measurable biodiversity net gain

The Landscape and Ecological Management Plan should be implemented in full, for a minimum of 30 years.

Reason: to provide an increase in Biodiversity net gain in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

28. The trees shown on the Proposed Layout, plan reference, D103/19/103 Rev G dated 23/09/2019 shall be retained.

Reason: to protect and enhance the natural environment in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

29. The calculated Root Protection Areas and fencing shown on the Proposed Layout, plan reference D103/19/103 Rev G dated 23/09/2019, shall be adhered to at all times

Reason: to protect and enhance the natural environment in accordance with Policies NH/2 and NH/4 of the South Cambridgeshire Local Plan 2018 and Policy 20 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Lighting

30. Prior to the installation of any lighting at the site, details of the number, position, angle and luminance of the lighting shall be submitted to the Waste Planning Authority for approval.

Reason: to protect the character and appearance of the locality in accordance with Policies HQ/1 and NH/14 of the South Cambridgeshire Local Plan 2018 and Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

Protection of scheduled monument

31. Within 3 months of the commencement of development, a scheme shall be submitted to the Waste Planning Authority for approval detailing how the removal of waste that has been deposited within the area of the scheduled monument will be undertaken. The scheme should include, but not be limited to: how the works will ensure the preservation of any surviving archaeology at this location; how the waste material will be removed and to what land level; the archaeological supervision of the works; and, the provision of a soft landscaping scheme with shallow rooting plants to demark and protect the area of the scheduled monument.

Reason: to protect and enhance the historic environment in accordance with Policy NH/14 of the South Cambridgeshire Local Plan 2018 and Policies 17 and 18 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.

PLANNING COMMITTEE – 24th FEBRUARY 2022

ADDENDUM /AMENDMENT SHEET

ITEM 4: CCC/21/215/FUL

**AT: Land North of Barton Road, East of Gadds Lane and West of The Still, Wisbech,
Cambridgeshire, PE13 4TH**

AMENDMENT TO DRAFT CONDITIONS

Condition 34 relating to the provision of air source heat pump details has been included to the list of draft conditions.

Condition 34 Air Source Heat Pumps

Within 6 months of the date of the decision hereby approved, full details of the air source heat pumps to include, the number of air source heat pumps, the location of the air source heat pumps, the specification, and all noise and vibration details shall be submitted and approved in writing by the County Planning Authority. The air source heat pumps shall be installed and in use prior to the occupation of the school and maintained in accordance with the approved details.

Reason: In order to protect residential amenity in accordance with policies LP2 and LP14 of Fenland District Council Local Plan Policy (2014).

1. Commencement of Development

The development hereby permitted shall be commenced not later than 3 years from the date of this permission. Within 14 days of the commencement of the development hereby permitted, the County Planning Authority shall be notified in writing of the date on which the development commenced.

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 and in order to establish the timescales for those details provided by conditions and to enable monitoring of the development.

2. Occupation of the Development

Within 14 days of the first occupation of any part of the development hereby permitted the County Planning Authority shall be notified in writing of the date on which the development was first occupied.

Reason: In order to be able to establish the timescales for the approval of details reserved by conditions.

3. Approved Plans and Documents

The development hereby permitted shall be carried out in accordance with the application form dated 8 October 2021; the following plans and documents (received 25 October 2021, unless otherwise stated); as amended by the information approved as required by the following conditions:

The Location Plan FEN-FSA-01-XX-DR-A-0010 Revision P03 date 11/01/22 Frank Shaw Associates (Received 12/01/2022)

Site Masterplan FEN-FSA-01-XX-DR-A-0100 Revision P08 date 03/02/2022 Frank Shaw Associates (Received 12/01/2022)

Biodiversity Net Gain Updated Feasibility Report Jan 2022 greenwillows associates (Received 19/01/2022)

Arboricultural Impact Assessment Report Date 22/10/2021 Version 002 greenwillows associates (Received 25/10/2021)

Early Tree Removal Works Revision Number 001 Date 08/12/2021 Kier (Received 14/12/2021)

Fenland Education Campus (SEMH site) Tree constraints & tree removals 22/10/2021 greenwillows associates (Received 11/10/2021)

SEMH Outline Planting Plan FEC-LEA-00-00-DR-L1003 Rev P09 Date 18.01.22 Livingstone Eyre Associates (Received 19/01/2022)

Ecological Impact Assessment (Version 002) date 19/01/2022 greenwillows associates (Received 19/01/2022)

Statement of Sustainable Design and Construction September 2021 Revision A (Received 11/10/2021)
SEMH Parking FEC-LEA-00-00-DR-L-1006 Rev P04 Date 15.09.2021) (Received 11/10/2021)
Site Waste Management Plan Date 04/10/2021, bre (Received 11/10/2021)
Health Impact Assessment October 2021 Strutt and Parker (Received 11/10/2021)
SEMH Routes and Security zones FEC-LEA-00-00-DR-L-1005 Revision No. P06 Date 17.12.2021 Livingstone Eyre Associates (Received 04/01/2022)
GROUND FLOOR PLAN FEN-FSA-02-00-DR-A-1100 Rev P12 date 02/09/2021 Frank Shaw Associates Limited (Received 11/10/2021)
GA Elevations (Sheet 1 of 2) FEN-FSA-02-XX-DR-A-2000 Rev P08 Date 08/10/2021 Frank Shaw Associates Limited (Received 11/10/2021)
GA_ELEVATIONS (Sheet 2 of 2) FEN -FSA -SM -XX -DR - A -2001 Rev P07 Frank Shaw Associates date 08/10/21 (Received 11/10/2021)
Strategy Roof Plan FEN-FSA-02-RF-DR-A-1120 Rev P01 date 02/09/21 Frank Shaw Associates Limited (Received 11/10/2021)
Electrical Services Layout FEC-BCE-00-00-DR-E-0800 Rev P1 date 11.08.21 BCE Bannerman Consulting Engineers (Received 08/02/2021)
Schedule of Materials Revision P03 date 08.02.2022 Livingstone Eyre Associates (Received 08/02/2022)

Reason: To define the permission and protect the character and appearance of the locality in accordance with policies LP1, LP2, LP3, LP7, LP8, LP13, LP14, LP15, LP16, LP18 and LP19 of Fenland District Council Local Plan 2014.

4. Construction and Demolition Works

All construction, demolition, enabling or earthworks, including the operation of plant and construction related deliveries shall only take place between the following permitted hours, as restricted by Condition 5 below:

- 0800 hours to 1800 hours Monday to Friday;
- 0800 hours to 1300 hours on Saturdays;
- and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of adjoining properties and control the construction and demolition hours, without impacting on the delivery of the project, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

5. Construction Delivery Hours

No construction related deliveries to or from the site or removal of waste or materials from the site shall take place except between the hours of:

- 09.30 and 16.00 Monday to Friday;
- 0800 and 1300 on Saturdays;
- and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of adjoining properties and control the construction hours, without impacting on the delivery of the project, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

6. Piling

Piling shall not commence for the development hereby approved until a construction and vibration impact report has been submitted to and approved in writing by the County Planning Authority. The reports shall be in accordance with the provisions of BS5528:2009 – Code of Practice for Noise and Vibration Control on Construction and Open Sites Part 1 (or as superseded) and shall include full details of any piling and mitigation measures to be taken to protect local residents from noise and vibration.

The piling shall be carried out in accordance with the approved details.

Reason: To protect the amenity residential properties without impacting on the delivery of the project, in accordance with policy LP2 of Fenland District Council Local Plan 2014.

7. Environmental Management Plan

The construction of the development hereby permitted shall be implemented in full compliance with the Environmental Management Plan dated 10/09/2021 Kier (Received 11/10/2021).

Reason: To protect the amenity of nearby properties, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

8. Traffic Management Plan

The development hereby permitted shall only be implemented in full compliance with the Traffic Management Plan Drawing Number 001 Rev A dated 19/11/21 Kier (Received 29/11/2021).

Reason: To protect the amenity of nearby properties, in accordance with policies LP2, LP15 and LP16 of Fenland District Council Local Plan 2014.

9. Highway Works

Prior to the occupation of any part of the development hereby permitted, the highway works, as shown on plans:

- Proposed Access Simple Priority Junction – 60mph FEC-PDL-XX-ZZ-DR-C-1604 Rev P8 Date 26.01.2022 Peter Dann Associates (Received 27/01/2022).
- Proposed Footway Link in Barton Road Sheet 1 – Overview Plan – FEC-PDL-XX-ZZ-DR-C-1600 Rev P8 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).
- Proposed Footway Link in Barton Road General Arrangement (Sheet 1 of 3) – FEC-PDL-XX-ZZ-DR-C-1601 Rev P7 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).

- Proposed Footway Link in Barton Road General Arrangement (Sheet 2 of 3) FEC-PDL-XX-ZZ-DR-C-1602 Rev P4 Date 26.01.22 Peter Dann Consulting Engineers (Received 27/01/2022).
- Proposed Footway Link in Barton Road General Arrangement (Sheet 3 of 3) FEC-PDL-XX-ZZ-DR-C-1603 Rev P4 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).
- Proposed Traffic Calming in Barton Road FEC-PDL-XX-ZZ-DR-C-1615 Rev P8 Date 26.01.2022 Peter Dann Consulting Engineers (Received 27/01/2022).

shall be fully implemented and operational and maintained in accordance with such plans.

Reason: To protect the amenity of adjoining properties and in the interests of highway safety, in accordance with policies LP15 and LP16 of Fenland District Council Local Plan 2014.

10. Construction Noise and Vibration Management

The development hereby permitted shall be implemented in compliance with the Construction Noise and Vibration Management Plan undated, Kier Construction Received 11/10/2021 prior to the occupation of the development hereby approved.

Reason: To protect the amenity of nearby residential properties from the potential impacts of noise from plant, in accordance with policy LP2 of Fenland District Council Local Plan 2014.

11. Unexpected Contamination

If during the construction of the development hereby permitted unexpected contamination is encountered, which has not previously been identified, works shall immediately cease on site until the County Planning Authority has been notified and the additional contamination has been fully assessed and the following remediation approved in writing:

- A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors;
- A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters; and
- A schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

The remediation strategy shall be implemented as approved to the satisfaction of the County Planning Authority prior to the first occupation of the development hereby permitted.

Reason: To minimise any risk from land contamination associated to the current and future users of the land, groundwater, the natural environment or general amenity in

accordance with NPPF (February 2019) paragraph 170 (f) and policies LP14 and LP16 of Fenland District Council Local Plan 2014.

12. External and Security Lighting

The external lighting shall be implemented in accordance with the details as shown in the document title Installation: External Car Park Calculation date 01.10.2021 Whitecroft Lighting received 11/10/2021 and the External Lighting Layout Plan drawing no. 25745-DWG-EX-00001 Revision 00 Date 01.10.2021 (Received 11/10/2021) and shall be switched off between 22.00 hours and 07.00 hours.

The external lighting hereby approved shall be implemented prior to the occupation of the building and only be operated in accordance with the details hereby approved.

Reason: To ensure there is a high quality lighting scheme in place and to ensure there is no impact on residential amenity or biodiversity in accordance with policies LP2 and LP18 of Fenland District Council Local Plan 2014.

13. School Travel Plan

Within 9 months of the first occupation of any part of the development hereby permitted as identified through Condition 2, an updated School Travel Plan shall be submitted to and approved in writing by the County Planning Authority. The approved School Travel Plan shall include mitigation measures; an implementation timetable; and details relating to its annual review.

The approved School Travel Plan shall be implemented in full in accordance with its approved timetable.

Reason: To ensure the safe and efficient operation of the highway and promote sustainable travel policies in accordance with policies LP13 and LP15 of Fenland District Council Local Plan 2014.

14. External Facing, Roofing and Fencing Materials

Within 1 month of the date of the decision notice for the development hereby approved details of the external facing brick, aluminium cladding roofing materials and boundary fencing shall be submitted to and approved in writing by the County Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of visual appearance in accordance with Policy LP16 of Fenland Local Plan 2014.

15. Cycle, Car and Minibus Parking

Prior to the occupation of any part of the development hereby permitted the car parking spaces as shown on SEMH Parking Plan drawing No. FEC-LEA-00-00-DR-L-1006 Revision No. P04 date 15.09.21 Livingstone Eyre Associates (Received 11/10/2021) shall have been demarcated, levelled, surfaced, drained and provided in their entirety. Thereafter they shall be retained in their entirety for their specific use.

Reason: To manage parking arrangements on site and to protect the amenity of nearby properties in accordance with policy LP15 of Fenland District Council Local Plan 2014.

16. BREEAM Pre-Construction

Within 6 months of the commencement of development hereby permitted as identified by Condition 1, the following information shall be submitted to and approved in writing by the County Planning Authority:

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 a BREEAM rating of no less than 6 credits in the Energy category (Ene01 – Ene08), and no less 2 credits in the Water category (Wat01 – Wat04) of the relevant BREEAM assessment within an overall BREEAM rating of 'Very Good', noting that a completed pre-assessment estimator will not be acceptable; and

ii) Where the design stage certificate shows a shortfall in credits for BREEAM 'Very Good', a statement shall be submitted identifying how the shortfall will be addressed.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and to ensure the building is sustainable and makes efficient use of energy, waste and materials in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

17. BREEAM Post-Construction Review

Within 12 months of the first occupation of the development hereby permitted as identified by Condition 2, a BREEAM Design Stage Certificate and a Building Research Establishment issued Post Construction Review Certificate confirming that the development has achieved a BREEAM rating of no less than 6 credits in the Energy category (Ene01 – Ene08), and no less than 2 credits in the Water category (Wat01 – Wat04) of the relevant BREEAM assessment within an overall BREEAM rating of 'Very Good' shall be submitted to, and approved in writing by, the County Planning Authority.

Reason: To ensure that the development is sustainable and makes efficient use of use of energy, water and materials in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

18. Photovoltaic Panels

Within 3 months of the commencement of development as identified by Condition 1, details, showing elevational and layout plans indicating the precise location of the photovoltaic panels and specification details of the photovoltaic panels, shall be submitted to and approved in writing by the County Planning Authority. The approved details shall be implemented in full and the photovoltaic panels shall be operational prior to the first occupation of the development hereby permitted. Thereafter they shall be retained for that specific purpose and maintained in accordance with the approved details.

Reason: In the interests of reducing carbon dioxide emissions and promoting the principles of sustainable construction and efficient use of buildings in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

19. Detailed Surface Water Drainage Scheme

No development other than the laying of services, creation of hard surfaces or erection of a building shall commence until a detailed design of the surface water drainage of the site has been submitted to and approved in writing by the Local Planning Authority. Those elements of the surface water drainage system not adopted by a statutory undertaker shall thereafter be maintained and managed in accordance with the approved management and maintenance plan.

The scheme shall be based upon the principles within the agreed Drainage Strategy report prepared by Peter Dann Consulting Engineers (ref: FEC-PDL-ZZ-XX-RP-S-003) dated January 2022 and shall also include:

- a) Full calculations detailing the existing surface water runoff rates for the QBAR, 3.3% Annual Exceedance Probability (AEP) (1 in 30) and 1% AEP (1 in 100) storm events;
- b) Full results of the proposed drainage system modelling in the above-referenced storm events (as well as 1% AEP plus climate change), inclusive of all collection, conveyance, storage, flow control and disposal elements and including an allowance for urban creep, together with an assessment of system performance;
- c) Detailed drawings of the entire proposed surface water drainage system, attenuation and flow control measures, including levels, gradients, dimensions and pipe reference numbers, designed to accord with the CIRIA C753 SuDS Manual (or any equivalent guidance that may supersede or replace it);
- d) Full detail on SuDS proposals (including location, type, size, depths, side slopes and cross sections);
- e) Temporary storage facilities if the development is to be phased;
- f) A timetable for implementation if the development is to be phased;
- g) Details of overland flood flow routes in the event of system exceedance, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants;
- h) Demonstration that the surface water drainage of the site is in accordance with DEFRA non-statutory technical standards for sustainable drainage systems;
- i) Full details of the maintenance/adoption of the surface water drainage system;
- j) Measures taken to prevent pollution of the receiving groundwater and/or surface water
- k) A maintenance plan for the pumping station is provided.

The drainage scheme must adhere to the hierarchy of drainage options as outlined in the NPPF PPG

The surface water drainage approved shall be maintained in accordance with the approved details thereafter.

Reason: To ensure the surface water drainage infrastructure is delivered in accordance with the approved scheme and to prevent flooding in accordance with policies LP14, and LP16 of Fenland District Council Local Plan 2014.

20. Landscape and Ecological Management Plan (LEMP)

Prior to the completion of the approved landscape scheme as shown on the Outline Planting Plan EC-LEA-00-00-DR-L-1003 Revision No. P09 Date 18/01/2022 (Received 19/01/2022) an updated Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the County Planning Authority. The LEMP shall include a management and monitoring scheme for biodiversity net gain as detailed in the Biodiversity Net Gain Updated Feasibility Report Version 001 (January 2022) Greenwillows Associated Limited (Received 19/01/2022) and an implementation programme which should include details of the dates the monitoring reports shall be submitted for years 1, 3, 5 and every 5 years thereafter and any remedial actions shall be implemented in full.

The LEMP shall be implemented in full for a minimum of 30 years (or until the habitats have met target conditions).

Reason: In the interests of the visual appearance and to ensure there is a net gain in biodiversity in accordance with policies LP16 and LP18 of Fenland District Council Local Plan 2014.

21. Construction Environmental Management Plan (Biodiversity)

Prior to the commencement of ground works, a Construction Environment Management Plan for biodiversity shall be submitted to and approved by the County Planning Authority. The Construction Environmental Management Plan should follow the recommendations set out for construction works in the approved Ecological Impact Assessment Version 002 Greenwillows associates Date 19/01/2022 (received 19/01/2022).

Reason: To ensure the protection of biodiversity on site during the construction works in accordance with policy LP18 of Fenland District Council Local Plan 2014.

22. Landscape and Biodiversity

Prior to the first occupation of the development hereby permitted details of the hard and soft landscaping and biodiversity enhancements referred to on the Outline Planting Plan EC-LEA-00-00-DR-L-1003 Revision No. P09 Date 18/01/2022 (Received 19/01/2022) shall have been carried out in their entirety.

The landscaping and biodiversity measures shall thereafter be retained and maintained in accordance with Condition 20

Reason: To ensure a high quality landscaping scheme for the development, and ensure there is a net gain in biodiversity, in accordance with policies LP2, LP16 and LP19 of Fenland District Council Local Plan 2014.

23. Tree Removal

The tree removal for the development hereby permitted shall be implemented in accordance with the Early Tree Removal Works Method Statement, Revision number 001 Date 8th Dec 2021 Kier received 14/01/2021 and the tree works completed in their entirety.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019) and policies LP19 Fenland District Council Local Plan 2014.

24. Replacement Planting and Seeding

If within a period of five years from the date of the planting any tree, shrub, hedging or seeding fails or is removed other than in accordance with the approved details, that tree, shrub, hedging or seeding, or any planted in replacement for it, is removed, uprooted or destroyed or dies, it shall be replaced by like for like replanting at the same place, unless the County Planning Authority has given prior written consent for any variation.

Reason: To ensure there is a high quality landscape scheme and a net gain in biodiversity and in the interests of the visual appearance in accordance with policies LP2, LP16 and LP19 of Fenland District Council Local Plan 2014.

25. Protective Tree Fencing

Within 1 month of the development hereby permitted details with regards to the method and implementation of tree protection measures shall be submitted to and approved by the County Planning Authority. The erection of tree protective fencing for the protection of retained trees, shall be carried out in accordance with the requirements of the approved details and BS5837:2012 before any equipment, machinery or materials are brought onto the site for the purposes of development or other operations. The fencing shall be retained intact for the full duration of the development until all equipment, materials and surplus materials have been removed from the site. If fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing shall be stored in any fenced area.

Reason: To ensure existing trees are safeguarded and adequately protected during the construction period in accordance with policies LP2, LP16 and LP19 of the Fenland Council District Plan 2014.

26. Bat Protection

Prior to the commencement of development, the erection of the protective fencing as shown on plan Vehicle Access Bat Protection drawing no. FEN-FSA-01-XX-DR-A-0011 Rev P02 dated 03/02/2022 Frank Shaw Associated Limited (received 04/02/2022) shall have been carried out. The bat fencing shall be retained in accordance with the details until such time as the barn has been demolished. The fencing should be checked daily and if the fencing is damaged all operations shall cease until it is repaired in accordance with the approved details. Nothing should be stored in the fenced area.

Reason: To ensure the suitable bat mitigation measures in accordance with the Conservation of Habitats and Species Regulation 2017 (as amended) and Section 9 of the Wildlife and

Countryside Act 1981 (as amended) in accordance with policy LP18 of Fenland Council District Plan 2014.

27. Bat Mitigation Strategy

Within 3 months of the date of the decision notice for the development hereby approved a bat mitigation strategy as detailed in the Ecological Impact Assessment Version 002 date 19/01/2022 greenwillows associates (received 19/01/2022) shall be submitted and approved in writing by the County Planning Authority. The bat mitigation strategy shall include the methodology for removing the bat roost, specifications and location details for the bat hibernation box, bat house, bat roost features, and include confirmation that the structures will be felted with Bitumen 1F felt and a timetable for implementation.

The detailed bat mitigation scheme shall be implemented in full under the supervision of a licenced bat ecologist and maintained in accordance with the approved details.

Reason: To ensure the suitable bat mitigation measures in accordance with the Conservation of Habitats and Species Regulation 2017 (as amended) and Section 9 of the Wildlife and Countryside Act 1981 (as amended) in accordance with policy LP18 of Fenland Council District Plan 2014.

28. Bat Mitigation Strategy – Implementation

Prior to the occupation of the development hereby approved, a report confirming that all measures as set out in condition 27 Bat Mitigation Strategy have been implemented shall be submitted to and approved by the County Planning Authority. The report should be produced by a licenced bat ecologist.

Reason: To ensure the suitable bat mitigation measures in accordance with the Conservation of Habitats and Species Regulation 2017 (as amended) and Section 9 of the Wildlife and Countryside Act 1981 (as amended) in accordance with policy LP18 of Fenland Council District Plan 2014.

29. Archaeology

Within 1 month of the date of the decision notice for the development hereby permitted, the applicant, or their agents or successors in title, shall implement a programme of archaeological work, commencing with the evaluation of the application area, that has been secured in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition/development shall take place other than under the provisions of the agreed WSI, which shall include:

A) the statement of significance and research objectives.

b) The programme and methodology of investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

c)The timetable for the field investigation as part of the development programme;

d)The programme and timetable for the analysis, publication & dissemination, and deposition of resulting material and digital archives.

Reason: To safeguard archaeological assets within the approved development boundary from impacts relating to any demolitions or groundworks associated with the development scheme and to ensure the proper and timely preservation and/or investigation, recording, reporting, archiving and presentation of archaeological assets affected by this development, in accordance with national policies contained in the National Planning Policy Framework (MHCLG 2019) and policies LP19 Fenland District Council Local Plan 2014.

30. Footpath No. 1 (The Still) - Pre-Dilapidations Survey

Within 1 month of the date of the decision notice of the proposed development hereby permitted a pre dilapidations survey of the proposed vehicle construction route access from The Still shall be submitted and approved in writing by the County Planning Authority.

Reason: In the interests of highway and pedestrian safety and in accordance with policies LP15 and LP16 of the Fenland District Council 2014 Local Plan.

31. Footpath No. 1 (The Still) – Post Dilapidations Survey

Within 1 month of the date of the occupation of the development hereby permitted a post dilapidations survey of the construction vehicle route access from The Still shall be submitted to and approved in writing by the County Planning Authority. The post dilapidations survey should include a remedial list and method statement for remediation. Any remedial works shall be implemented in accordance with the approved details and completed within 28 days of the approval of the remedial list. All works shall be completed in full to the satisfaction of the County Planning Authority.

Reason: In the interests of highway and pedestrian safety and in accordance with policies LP15 and LP16 of the Fenland District Council 2014 Local Plan.

32. Footpath No. 1 (The Still) - Bollard

Within three months of the date of this decision notice of the development hereby approved details of the specification and location of the proposed bollard to be erected at the southernmost access point of Footpath No. 1 (The Still) shall be submitted to and approved in writing by the County Planning Authority. The bollard shall be installed prior to the occupation of the development and retained in accordance with the approved drawings.

Reason: In the interests of highway and pedestrian safety and in accordance with policies LP2, LP15 and LP16 of the Fenland District Council 2014 Local Plan.

33. Cycle Specification

Within three months of the date of this decision notice of the development hereby approved details of the cycle rack cover and specification shall be submitted to and

approved in writing by the County Planning Authority. The approved cycle rack cover and specification shall be installed prior to the occupation of the development.

Reason: In the interests of promoting sustainable travel modes to the school, and highway and pedestrian safety and in accordance with policies LP2, LP15 and LP16 of the Fenland District Council 2014 Local Plan.