

Application Ref: 12/01694/R3FUL

Proposal: New single storey classroom extension to front of school, new single storey toilet extension to side of school, demolition of house at no.6 Queens Drive West, associated landscaping works; soft and hard landscaping to front, side and rear of school, removal of trees as per Arboricultural Assessment recommendation, reconfiguration of external doors and windows, creation of additional parking and associated access

Site: Queens Drive Infant School, Queens Drive West, Peterborough, PE1 2UU
Applicant: Carillion Plc

Agent: TPS Consult

Referred by: Head of Planning, Transport and Engineering Services

Reason: Local Authority Application

Site visit: 05.12.2012

Case officer: Mrs J MacLennan

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Recommendation: **GRANT** subject to relevant conditions

1 Description of the site and surroundings and Summary of the proposal

The application site is approximately 0.4 hectares and is located on the south side of Queens Drive West. The site contains a single storey primary school building of the Victorian era built in buff brick under a slate roof. The building has been extended over the years with more modern elements including a school hall to the rear. The site is compact in nature. To the front of the site there is provision for the parking of 12 vehicles; 5 spaces are within an area which is accessed from the eastern side of the site frontage and 7 spaces within an area accessed from the western side of the site frontage (there is currently a mobile unit located within this parking area providing temporary classrooms). The frontage is bounded by a brick wall approx 0.6m in height and there is a large grassed area with a number of mature trees. To the rear of the site there is a playground area and a small grassed/wildlife area to the south east which also contains mature trees. The site is enclosed by a brick wall of 2m in height to the side and rear boundaries. The surrounding character is predominantly residential. Queens Drive West has on street parking restrictions; resident permits to the west, limited time parking for 30 minutes on the opposite side of the road, yellow lines to the east and there are 'School Keep Clear' zig zag lines directly to the front of the site. Queens Drive West is subject to a 30mph speed limit with traffic calming in the form of speed cushions.

Proposal

The application seeks permission for:

a) a single storey extension to the front of the site to provide 2 classrooms, a library area and group room. The extension would be irregular in shape and would be to the eastern side of the school building and would project 13.4m from the front elevation at its most eastern point reducing to a projection of 9m at its western point and would have a width of 22.4m where it would abut the school building reducing to a width of 20.4m at the site frontage. The height would be 4.3m. The extension would be located 3m from the eastern shared boundary. Windows would be positioned within the north, east and west elevations;

b) a single storey extension to the west of the site to provide a toilet block; the dimensions would

be 5.4m x 4.4m. The extension would have a flat roof and would be 3.5m in height;

c) alterations to the windows/doors within the existing building including substitution of window for door in the west elevation serving and existing classroom and the addition of a door to three classrooms to the rear of the building. 11 no. car parking spaces would be provided including one disabled parking bay.

d) the demolition of the dwelling at 6 Queens Drive West to facilitate the development.

e) the works would also provide an increase in outdoor space for play and teaching and a reconfiguration of the internal floor area for additional ancillary support.

The development would result in an additional 60 pupils at the school from September 2013. Staff numbers will increase by one additional teacher and one teaching assistant.

2 Planning History

Reference	Proposal	Decision	Date
12/00723/R3FUL	Installation of temporary mobile unit	Application Permitted	05/07/2012

3 Planning Policy

Decisions must be taken in accordance with the development plan policies below, unless material considerations indicate otherwise.

National Planning Policy Framework (2012)

Section 8 - School Development

Great weight should be given to the need to create, expand or alter schools.

Peterborough Core Strategy DPD (2011)

CS14 - Transport

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and development which would improve the quality of environments for residents.

CS16 - Urban Design and the Public Realm

Design should be of high quality, appropriate to the site and area, improve the public realm, address vulnerability to crime, be accessible to all users and not result in any unacceptable impact upon the amenities of neighbouring residents.

Peterborough Planning Policies DPD (2012)

PP01 - Presumption in Favour of Sustainable Development

Applications which accord with policies in the Local Plan and other Development Plan Documents will be approved unless material considerations indicate otherwise. Where there are no relevant policies, the Council will grant permission unless material considerations indicate otherwise.

PP02 - Design Quality

Permission will only be granted for development which makes a positive contribution to the built and natural environment; does not have a detrimental effect on the character of the area; is sufficiently robust to withstand/adapt to climate change; and is designed for longevity.

PP03 - Impacts of New Development

Permission will not be granted for development which would result in an unacceptable loss of privacy, daylight, opportunities for crime and disorder, public and/or private green space or natural daylight; be overbearing or cause noise or other disturbance, odour or other pollution.

PP05 - Prestigious Homes

Permission will not be granted for development involving the loss of prestigious, top-of-the market housing unless there is clear evidence of appropriate marketing or new prestigious homes would be created.

PP12 - The Transport Implications of Development

Permission will only be granted if appropriate provision has been made for safe access by all user groups and there would not be any unacceptable impact on the transportation network including highway safety.

PP13 - Parking Standards

Permission will only be granted if appropriate parking provision for all modes of transport is made in accordance with standards.

PP16 - The Landscaping and Biodiversity Implications of Development

Permission will only be granted for development which makes provision for the retention of trees and natural features which contribute significantly to the local landscape or biodiversity.

4 Consultations/Representations

Travel Choice – No objection - No additional comments to make regarding the Travel Plan that has been submitted. We are happy with what has been included and worked with the school to put the document together. We will also be actively engaged with the school over the next couple of years to monitor and support the travel plan and associated activities.

Councillor P Kreling - No comments received

Councillor J Peach - No comments received

Councillor J Shearman - No comments received

Archaeological Officer – No objection - There is insufficient evidence to suggest the presence of archaeological remains within the site. No action recommended.

Wildlife Officer – No objection - The site is within 600m of County Wildlife Site Broadway Cemetery, however, the proposal is unlikely to have an impact upon the features for which this site has been designated. Although buildings were deemed unsuitable to support roosting bats, the site has the potential to support foraging bats. Recommends a lighting plan is submitted specifying how lighting will be designed so as to not adversely affect bats. Additional biodiversity enhancements to achieve a net gain of biodiversity; for example the inclusion of bat and/or bird boxes located at suitable should be provided. Native species of a local provenance should be used in planting schemes. No objection to the granting of permission subject to the conditions as described above.

Landscape Officer - The Arboricultural detail has been carried out in accordance with BS5837:2012 and I agree with the Categories given to the trees on site. It is disappointing that trees would be lost and no mitigation has been put forward. This can be remedied by replacement planting in the landscaping strip at the front of the site. Also further information is required regarding the arboricultural method surrounding trees 4 & 5 which are to be retained. There appears to be substantial works within the RPA of these two trees in terms of landscaping and paving - no detail has been provided as to how this will be achieved without potentially

compromising either tree and so this should be subject to a condition.

Transport and Engineering Services – No objection -The application has been subject to intensive pre-application discussions and the Transport Statements submitted in support of the application is generally acceptable. It is agreed that Travel Planning is a way forward to reduce existing problems within the immediate vicinity of the school and to ensure these are not exacerbated by the increase in pupils. A Parking Management Plan is required to include measures controlling dropping off and picking up of children to reduce congestion, extension to the 'keep clear lines' outside the school with associated signage (albeit that they be the subject of a separate legal process prior to installation) and amendment to the travel plan to increase the frequency of reviews. The Travel Plan is robust and does follow the requirements of setting SMART targets. Car parking space no. 12 should be deleted as it compromises the manoeuvring from spaces 7 to 9. The new access should be 'entrance' only. The proposal is acceptable subject to conditions.

Police Architectural Liaison Officer – No objections – Having viewed the application there are no objections, recommendations, or further observations.

Building Control Surveyor – No objection - Building regulations approval required.

Local Residents/Interested Parties

Initial consultations: 70

Total number of responses: 1

Total number of objections: 0

Total number in support: 0

One email has been received querying which boundary trees would be cut back as part of the development.

5 Assessment of the planning issues

a) Background

The development proposal is part of Peterborough City Council Primary School Capital Programme project. There is pressure on the inner city area and insufficient school places available to meet the number of children living in the area. Peterborough City Council is working with the Thomas Deacon Academy to create a junior school within the Thomas Deacon site and create a one flow educational system in conjunction with Queens Drive. The proposal therefore forms part of the aspirations for an increase in educational capacity within the city.

A report on school place planning and early year's provision was presented to the 'Creating Opportunities and Tackling Inequalities' scrutiny committee on 12th November 2012. The report highlighted that after a period of declining pupil numbers, the last 4 years have seen a significant increase in pupil numbers within the city. This can be attributed to a number of issues including increase in birth rates, migration, economic growth as the buoyant local economy continues to retain workers and the quality of our schools continues to attract students from other local authorities. Since the 20th July, over 1,300 applications for school places (4.5% of current school population) have been received. 80% are new arrivals to the city. This growth from outside the city equates to 2 large primary schools or 1 secondary school. As a city, we are now below the 5% surplus threshold on all year groups in the city with significant pressures in Year 1 and Year 11.

b) The principle of Development

The school has had a number of extensions and space within the site for further extensions is limited. A number of options have been considered, however in order to deliver the school's requirements the most appropriate option is to purchase the neighbouring property at number 6 Queens Drive West and to demolish the dwelling to allow for the school site to be extended. This would allow for the provision of an external play area and parking provision. It is considered that

the extension to the existing school would be a sustainable option given that the school primarily serves a local catchment area where a good proportion of pupils arrive at the school on foot. Reference should also be made to the planning application for the Junior Academy building on the Thomas Deacon Academy site (ref. 12/01725/FUL) and this scheme is part of a one flow system where pupils would progress to the Junior Academy at the Thomas Deacon Site at Key Stage 2.

The National Planning Policy Framework advises that there should be a presumption in favour of sustainable development where proposals would secure development that improves the economic, social and environmental conditions in the area.

It also states at para. 72 that the Government attaches great importance to ensuring a sufficient choice of school places is available to meet the needs of existing and new communities and that weight should be given to create, expand and alter schools. It is considered that the proposal would support the agenda for delivering more school places and given the existing use of the site as an infant school the extension would not alter the existing character and thus accords with policy PP1 of the Adopted Peterborough Planning Policies DPD and the NPPF.

Loss of dwelling

The proposal would result in the loss of a dwelling at number 6 Queens Drive West. The dwelling is of Victorian era however it is not listed, not protected under an Article 4 Direction and is not located within a Conservation Area. In addition the demolition would not result in the loss of a prestigious, top-of-the-market housing dwelling, as protected under policy PP5 of the Adopted Peterborough Planning Policies DPD. The proposal therefore does not conflict with the objectives of this policy. It is considered that the loss of the dwelling is outweighed by the extension to the school and the provision of additional classrooms and external play areas.

c) Design and Visual Amenity

The existing building has a variety of roof styles including steeply pitched roofs and flat roof elements. The extension to the front of the school would align with an existing part of the school with a flat roof. The flat roof is considered to be the most appropriate option given the scale of the extension and the bulk and mass that would result with a pitched roof design. The extension would remain a subservient element of the school site and would be of a contemporary style design which would not compete with the existing school building. The proposed finishing would be render with a brick plinth that would harmonise with the existing building.

The extension would project forward of the front elevation of the existing school building and would align with the building line to number 28 Queens Drive West 'Tavistock'. Whilst it would project beyond the footprint of existing building it would not be prominent within the street scene due to both its alignment with the building line of the neighbouring properties to the east (number 28) and with the adjacent two storey property as its backdrop. Detail has been added to the west elevation which would give relief to an otherwise blank façade.

The toilet extension would be located to the western side of the school and would be positioned on an area formed by the footprint of the existing building. Its positioning from the street frontage is such that it would not be directly visible from the street scene. The finishing materials would harmonise with those of the existing school.

The proposed extensions would make efficient use of available space within the site and can be satisfactorily accommodated on the site and would respect the architectural features of the existing building and would not detract from the existing character of the site or that of the street scene. Hence the proposal accords with policy CS16 of the Adopted Peterborough Core Strategy DPD.

d) Neighbouring Amenity

The extension of the school site and the demolition of number 6 would bring the site closer to the property at number 4 and their amenity is an important planning consideration. It is proposed that the shared boundary would comprise a 2m high brick wall. A meeting has been held with the owners of this property whereby the plans have been fully explained and the owner is content with

the details. Having considered the original plans submitted some changes have been sought including the repositioning of a shelter to be used for parents/carers collecting children from the reception classroom located adjacent to the western boundary. The shelter would be repositioned closer to the school building and additional planting would be provided adjacent to the boundary wall with number 4. This would serve as a buffer and prevent undue noise from the conversations and general activity at school start and finishing times. It is considered that there is already a degree of noise emanating from the site due to the close proximity of number 4 to the school boundary and with appropriate boundary treatment and additional planting the level of noise would not be exacerbated by the alterations to the school to an unacceptable level.

There is a good separation distance between the school and the neighbouring property to the east at number 28 and this shared boundary comprises a 2m high brick wall. There is an existing access/service lane to the eastern side of the school which would be retained and therefore the general existing activity to this side of the school would be unaltered. Due to the height of the extension and the separation distance to this neighbour it is considered that the extension would not result in any loss of light or overbearing impact on the occupiers of this property.

It is considered that the position of the extensions and alterations to the layout of the site are acceptable and would not have a detrimental effect on the character of the immediately adjoining properties or the surrounding area or adverse impact on neighbouring amenity in terms of noise, loss of privacy or overbearing impact. Hence the proposal accords with policies PP2 and PP3 of the Adopted Peterborough Planning Policies DPD.

e) Highway implications

There has been significant discussion prior to the application being submitted regarding the highway implications resulting from the development and increase in pupil numbers. A transport statement has been submitted in support of the application in accordance with scoping agreed by the Local Highways Authority (LHA) along with a Travel Plan.

Queens Drive Infant School caters for 4-7 year olds and has 231 pupils on roll. The school employs 53 staff. From September 2013 the pupil numbers would increase to 291 and staff would increase to 55. The school travel plan has recently been reviewed and a survey was conducted in October 2012 and travel data was collected for pupils and staff. The survey showed that 66% of pupils currently walk to school and 33% travel by car. The survey identified that 74 vehicular trips are made during peak periods (pupils travelling by car) and 30 staff vehicular trips each day. The proposed development is expected to generate an additional 21 car trips (1 staff and 20 pupil trips). The transport statement concludes that the impact of additional car trips on the highway network as a result of development would be minimal and that the LHA are satisfied that there would be no significant impact on junctions in the vicinity of the site.

It is recognised that there are existing congestions issues associated with peak periods of parental pickup/drop off times. The LHA consider that Travel Planning is the way forward to reducing existing problems within the immediate vicinity of the school and to ensure that these problems are not exacerbated by the increase in pupil numbers. However, Travel Planning cannot solve all problems and therefore a parking management plan would need to be instigated. This would include measures to control drop off/pick up of children, extension of keep clear signs at the site frontage and additional signage.

In addition, the LHA considers that the new targets within the Travel Plan are robust and follow the requirements of setting SMART (specific measurable achievable realistic and time bound targets) targets. It is recommended that the reviews are carried out more frequently than every 3 years. The Travel Choice Team has been working with the school and are happy with the document submitted.

The scheme also includes the provision of cycle parking to the rear of the site for 40 spaces, however, as the survey has indicated that more pupils would like to cycle to school the LHA considers that the number of cycle parking may be insufficient. An amended drawing has been

submitted (ref. QDAL (2) 012 Rev C) which indicates an area to be made available for cycle parking should the demand increase.

Parking for 12 vehicles including one disable space has been proposed however, the positioning of parking bay 12 would compromise the manoeuvrability from spaces 7-9. The amended drawing indicates the removal of this space and the LHA do not consider that the loss of this space would not cause any additional parking problems given that a parking management plan is to be instigated.

There would be a new access to the west of the site and this is acceptable provided it serves as an entrance only and vehicles would egress from the existing access to the east of the site frontage. This would be controlled through the Management Parking Plan.

The Transport Statement and Travel Plan submitted are generally acceptable to the LHA. The LHA raises no objections to the scheme subject to conditions regarding amendments to the Travel Plan, space retained for additional cycle parking, Construction Management Plan and a scheme for signing and lining.

It is considered that the proposal makes adequate parking provision for all modes of transport and appropriate provision has been made for safe, convenient and sustainable access to the site and therefore accords with policy CS14 of the Adopted Peterborough Core Strategy DPD and policies PP12 and PP13 of the Adopted Peterborough Planning Policies DPD.

f) Landscaping

An Arboricultural Implications Assessment and Arboricultural Method Statement by HSP Consulting dated 16th October 2012 has been submitted in support of the application. The assessment recommends the removal of 8 trees in order for the development to be implemented. The trees are Sycamores (T1, T2, T3, T7), Horse Chestnut (T6), Cotoneaster (T8) and Cappadocian Maple (T13 and T15). The trees to the front of the site have been subject to the kind of management now outdated, namely, periodic 'topping'. All the trees have decay evident at topping points and are not trees of great stature in the local landscape. The Assessment also advises that it would be prudent to remove two trees (T6 and T7) to implement the additional parking provision as these trees are relatively poor specimens due to their past management and structural defects.

All retained trees will be protected before and during construction in accordance with the details provided within the assessment and therefore makes provision for the retention and protection of trees and incorporates new tree planting and landscaping within the site which would compensate for the loss of trees.

The Landscape Officer confirms that the Arboricultural detail provided has been carried out in line with BS5837:2012 and agrees with the categories given to the trees on site. However, the officer is disappointed that the majority of the trees to the site frontage would be lost. However, the Landscape Officer accepts that the loss of trees could be mitigated by replacement planting, in particular, the addition of trees within the landscape area. This could be secured by condition.

In addition, an Arboricultural method statement would be required for clarification surrounding the retained trees 4 and 5.

It is regrettable that mature trees to the site frontage which do contribute to the visual amenity of the street scene, would be lost through the implementation of the scheme, however the trees are not healthy specimens and the desirability of their retention is not such that would outweigh the benefits of implementing the extension and increased capacity for the school. The layout of the scheme would provide significant improvements to the landscaping including the provision of an outdoor quiet group seating area and growing area which would be of significant benefit to both the children and the biodiversity enhancements of the site. The Wildlife Officer has advised that the landscaping scheme should provide native species of local provenance. These details would be

secured by condition. The proposal therefore accords with policy PP16 of the Adopted Planning Policies Document DPD.

g) Ecological implications

The proposed development lies within 600m of County Wildlife Site Broadway Cemetery however; the proposal would not have an impact on the features for which this site has been designated. A Phase I Habitat survey had been undertaken. The survey has confirmed that the buildings within the site are deemed unsuitable to support roosting bats however the site has the potential to support foraging bats. The Wildlife Officer recommends a detailed lighting plan is provided, specifying how lighting will be designed so as to not adversely affect bats. The Wildlife Officer is supportive of the additional biodiversity enhancements to achieve a net gain of biodiversity; for example the inclusion of bat and/or bird boxes located at suitable locations across the site. The details would be secured by condition. It is considered that the proposal has considered the ecological potential for the site and would incorporate feature to enhance the biodiversity within the site. Hence the proposal accords with policy CS21 of the Adopted Peterborough Core Strategy DPD and policy PP16 of the Adopted Peterborough Planning Policies DPD.

g) Public Consultations

A public consultation evening was held at the school on 18th October 2012. The parents had been notified of the event through the school and the surrounding neighbouring properties by letter drop. Two sessions were held between 3.30pm and 4.30pm and 6.30pm and 7.30pm. Approximately 49 people attended with responses being positive and the proposed scheme being well received.

6 Conclusions

Subject to the imposition of the attached conditions, the proposal is acceptable having been assessed in the light of all material considerations, including weighing against relevant policies of the development plan and specifically:

- This is a sustainable development which would make efficient use of an existing school site which serves a local catchment;
- The loss of the dwelling would be outweighed by the increased educational capacity of the school and would support the agenda for delivering more school places;
- The layout, scale, proportions and design of the extensions would respect the architectural features of the existing building and would not detract from the existing character of the site or that of the street scene;
- The extensions would not unduly impact on the amenity of the occupiers of neighbouring properties;
- Appropriate provision has been made for safe, convenient and sustainable access to the site and the proposal would not result in a significant increase in vehicular trips to the site that would result in a detrimental impact to users of the highway;
- The Travel Plan sets out robust targets to encourage the use of more sustainable modes of transport; and
- The proposal would provide replacement planting and features to enhance the biodiversity within the site.

Hence the proposal accords with policies CS14, CS16 and CS21 of the Adopted Peterborough Core Strategy DPD, policies PP1, PP2, PP3, PP12 and PP13 of the Adopted Peterborough Planning Policies DPD and the National Planning Policy Framework.

7 Recommendation

The Head of Planning, Transport and Engineering Services recommends that planning permission is **GRANTED** subject to the following conditions:

- C 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

- C 2 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the extensions hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details. Details of the following shall be submitted:

- external surfacing materials (walls and roof)
- windows
- doors
- rainwater goods.

Reason: For the Local Planning Authority to ensure a satisfactory external appearance, in accordance with Policy CS16 of the Adopted Peterborough Core Strategy DPD and Policy PP2 of the Adopted Peterborough Planning Policies DPD.

- C 3 Prior to the first occupation of development a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first planting season following the occupation of any building.

The scheme shall include the following details:

- Proposed finished ground and building slab levels
- Planting plans including retained trees, species, numbers, size and density of planting this shall include native species of a local provenance. For example, hedge planting should aim to incorporate a mosaic of species such as elder, hawthorn and dogwood. Further details outlining species to be used in the hedge/herbaceous planting should be included. The inclusion of night scented plants such as Evening primrose *Oenothera biennis* and Marjoram *Origanum majorana* to attract night flying insects should also be considered.
- Replacement tree planting
- Grounding surfacing materials

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policies PP16 of the Adopted Peterborough Planning Policies DPD and Policy CS21 of the adopted Peterborough Core Strategy DPD.

- C 4 Notwithstanding the details hereby approved an Arboricultural method statement shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The statement shall demonstrate how the works would be implemented including the removal of existing surfacing whilst protecting the root protection area of trees T4 and T5. The development shall be carried out in accordance with the approved method statement.

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with Policies PP16 of the Adopted Peterborough Planning Policies DPD and policy CS21 of the adopted Peterborough Core Strategy DPD.

- C 5 Prior to the first occupation of the development hereby approved, a Travel Plan and Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The Travel Plan shall contain SMART targets to reduce car borne trips to the site with measures being proposed to implement those targets. The Parking Management Plan shall contain measures that will be implemented by the School to control/manage traffic at pick up/drop off times.

Reason: In the interests of promoting the use of non-car modes to visit the school and the safety of pedestrians/cyclists travelling to the school in accordance with Policy PP12 of the Adopted Peterborough Planning Policies DPD.

- C 6 Space shall be retained within the site for cycle parking for an additional 30 cycles to be implemented should the modal share for cycling reach the Travel Plan projections in accordance with the details shown on plan QDAL(2)012 Rev C.

Reason: In the interests of promoting the use of non-car modes to visit the school and the safety of all highway users in accordance with Policy PP12 of the Adopted Peterborough Planning Policies DPD.

- C 7 Prior to the commencement of development, a Construction Management Plan (CMP) shall be submitted to and approved in writing by the Local Planning Authority. The CMP shall include (but not exclusively):

- Details of a parking/turning and loading/unloading area for contractors and delivery vehicles
- Details of vehicle washing facilities capable of clearing the wheels and underside of the chassis
- Location of compounds and storage areas
- Haul routes to/from the site

The development shall be carried out in accordance with the approved CMP.

Reason: In the interests of the safety of all highway users in accordance with policy PP12 of the Adopted Peterborough Planning Policies DPD.

- C8 No lighting shall be erected unless it is in accordance with a lighting plan which neither impacts on foraging bats or the amenity of neighbours, submitted to and approved by the local planning authority.

Reason: To ensure the survival and protection of important species (a feature of nature conservation importance) and those protected by legislation that could be affected adversely by the development, in accordance with Policy CS21 of the Core Strategy.

- C9 Prior to the first occupation of the development, details of bird and bat boxes shall be submitted to and approved by the local planning authority and erected on site in accordance with the approved details.

Reason: In the interests of the enhancement of biodiversity in accordance with Policy PP16 of the Adopted Peterborough Planning Policies DPD and Policy CS21 of the adopted Peterborough Core Strategy DPD.

C10 Foul water shall be disposed of to the adopted foul sewer and surface water shall be disposed by way of soakaway unless percolation tests prove this would be inappropriate. In such an event, details of an alternative means of surface water disposal shall be submitted to and approved by the local planning authority. The approved scheme shall be implemented prior to first occupation of the development.

Reason: To reduce the impact of flooding on the proposed development and future occupants in accordance with policy CS22 of the Adopted Peterborough Core Strategy DPD.

Copy to Councillors Kreling, Shearman and Peach

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