

11/00408/R3FUL: CHANGE OF USE FROM DUAL SCHOOL AND PUBLIC OPEN SPACE TO SCHOOL USE. CONSTRUCTION OF NEW TWO FORM ENTRY WELLAND PRIMARY SCHOOL AND DEMOLITION OF THE EXISTING WELLAND PRIMARY SCHOOL, SCALFORD DRIVE, WELLAND. THE OFF-SITE PROVISION OF A MARKED OUT PLAYING PITCH ON CENTRALLY LOCATED ON LAND WITHIN WOODFIELD PARK. THE PROVISION OF TWO TEMPORARY CLASSROOMS

VALID: 18 MARCH 2011  
APPLICANT: PETERBOROUGH CITY COUNCIL  
AGENT: ENTERPRISE PETERBOROUGH  
REFERRED BY: HEAD OF PLANNING TRANSPORT AND ENGINEERING  
REASON: WIDER CONCERN  
DEPARTURE: NO

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## 1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The main considerations are:

- The need for a new replacement school
- The impact of the new school upon the character of the area
- The loss of an area of public open space
- The impact upon highway safety
- The impact upon residential amenity
- The sustainability implications of the development

The Head of Planning Transport and Engineering Services recommends that the application is **APPROVED**.

## 2 PLANNING POLICY

In order to comply with section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions must be taken in accordance with the development plan policies set out below, unless material considerations indicate otherwise.

### Development Plan Policies

Key policies highlighted below.

#### **Peterborough Local Plan (First Replacement) 2005**

- T8** - Permission will only be granted for a development if vehicular access is on to a highway whose design and function is appropriate for the level and type of vehicular traffic likely to be generated by the proposed development.
- T10** - Car parking provision to be in accordance with maximum car parking standard
- LT3** - Planning permission should not be granted for any development that would result in the loss of an existing area of open space if that loss would give rise to a deficiency, or would be in an area of the District where there is already a deficiency in open space.
- LNE9** - Developments are to make adequate provisions as far as is reasonably practicable for the retention and protection of trees and other natural features on a site that make a positive contribution to the quality of the local environment and it makes

adequate provision for the landscaping of the site as an integral part of the development.

**LNE10** - Where appropriate the Authority will seek the provision of a landscaping scheme suitable for the type of development proposed

### **Peterborough Core Strategy (adopted 23 February 2011)**

**CS10** – Seeks development that supports the Council's Environment Capital aspiration

**CS11** - A proportion of the energy supply for new development is expected to be gained from on-site or decentralised renewable or low-carbon energy sources, especially for major developments. Development involving renewable/low-carbon technologies will be supported and encouraged except where the proposal would have unacceptable impacts which are not outweighed by local and wider environmental, economic, social and other considerations of a development.

**CS14** - New development in Peterborough is to ensure that appropriate provision is made in line with the Peterborough Transport User Hierarchy for the transport needs that it will create

**CS16** – Seeks development that has a positive effect on the local area and does not adversely affect neighbours

## **3 DESCRIPTION OF PROPOSAL**

The proposal is for a new school building to replace the existing Welland Primary School. The reasons for the proposal include the increased birth rate in the locality and the significant residential development of the former John Mansfield School Site which can be expected to generate increased demand for primary school places. An assessment has been made of the feasibility of retaining and extending the existing school but it is considered to be below the standards of the requirements of modern education facilities. The existing school has been, since first opening, a one form entry school. As of September 2011 Welland school will become a two form entry school that over a period of 5 – 6 years is to have an increase in pupil numbers double the existing i.e. a total of 420 children. This will mean an intake of up to 60 new pupils each year. The new school is to comprise of 14 teaching classroom, (the existing school has 5) with the number of staff projected to increase to 60 full time employees, (the existing school has 36). Children's age ranges will be from Reception to Year 6. The school will also contain a larger and a smaller hall.

The proposed new school is to be located to the rear of the existing school buildings which also will involve taking in the whole area of open space, the use of which is shared between the school and the general public, which lies between the eastern boundary of the Welland school curtilage and the western boundary of the Marshfield's School curtilage (a distance of between 100 – 115m with a width of approximately 110m). This has been proposed to enable the continued use of the existing school during the period of the construction of the new school to ensure minimum disruptions to the education of the pupils during construction. Upon completion of the new school the existing school buildings will be completely demolished. It is anticipated that should planning permission be granted the new school would be open for the start of the 2012/13 school year.

The footprint of the proposed school is of an approximate 'T' shaped/L' shaped design. The front elevation of the school is to be set back approximately 4m from the rearmost elevation of the existing school building and thus 80m from Scalford Drive to the west. The nearest the school will be to the rear boundaries of the residential properties in Eastern Avenue will be 36m with the majority of this south elevation of the new building to be 44m away. The dwellings along the northern side of Eastern Avenue have rear garden depths in the region of 18m. The nearest extent of the new building to residential properties in Redmile Walk to the north will be 28m with the majority being 42m away.

The new school is to be a tall single storey building comprised of principally pitched, mono-pitched and hipped roofs with a maximum height of 6.8m. The roofs of the school are to be shallow in slope. The principle length of roof to extend from the entrance to the very rear is to have an open trough feature for the full length that has been designed greater light to the classrooms. The overall length of the building is to be 92.5m. Canopies are to run the full length of the elevations to extend out beyond each of the 14 classrooms.

The new building has been designed with energy efficiency at the forefront. In this regard the roofs are to be comprised of sedum plants throughout, a passive ventilation system is to serve each teaching classroom which will each require a 'mono-draft chimney which is to be approximately 1.2m square and a height of 1.8m above the roof slope, a biomass heating system with a 1.5m high chimney, approximately 180 photovoltaic panels to be located on the south facing roof slope of the long rear projection of the building and a rainwater harvesting system that will provide water towards the flushing of the WC's.

The northern, eastern and southern surrounds to the school building are to be landscaped and will include various activity areas such as a trim trail, pond wetland area, an allotment, turf mazes, tyre park, two hard surfaced play grounds with pergola seating areas, a small grassed games area and a grassed area to comprise a football pitch measuring 50m by 30m, a hard surfaced games area and a netball/tennis area on a rubber surface, the latter two are to be located in the south west corner of the school grounds between the new school building and the rear boundaries of residential properties in Eastern Avenue. An avenue of trees is proposed to extend from a pedestrian entrance off Scalford Drive to the main entrance of the school. The north, east and south boundaries are to be defined by 2.4m high weld mesh fencing. To the front, (the west elevation), of the school there is to be a marked out parking area for 76 cars to include 3 spaces closest to the school for the sole use of disabled drivers. The parking area is to occupy a depth of approximately 72m. The vehicular access is to make use of the existing access to the school.

The school is to have one vehicular access off Scalford Drive. This will make use of the existing access. There is proposed to be 4 pedestrian entrances to the school. Two of these are to be directly off Scalford Drive. One is to access the main school entrance whereas the other will run alongside rear boundaries of a number of dwellings in Eastern Avenue to access the southernmost playground. Two accesses will be directly off Redmile Walk to the north of the school both of which will access the northernmost playground. All the pedestrian accesses are to have security gates, other than the principle access to the main entrance off Scalford Drive. All the gates, other than that to the main pedestrian entrance to the school are to remain locked during teaching hours.

The school has been designed to provide for 'out of hours' school functions. A sub-zone to the front of the school can be secured off to let during school hours for community uses for example.

The plant room to serve the school building is to be located to the front of the school close to the parking/access areas to enable easier replenishment of the bio-mass fuel store. The school kitchen is similarly located for access reasons.

Two temporary mobile classrooms are proposed, one of which is already present. These are to be located towards the south of the existing school building. These are to be spaced apart with the larger mobile measuring 15.2m by 8.6m and the smaller mobile measuring 9.6m by 10m. They will be 14m and 9m from the southern boundary of the site respectively. They are required to accommodate the first two form entry of children in September of this year. They will be removed upon occupation of the new school building.

The provision of a marked out football pitch within Woodfield Park to the east of the school and community use of the school playing field is proposed to compensate for the loss of the dual use open space.

For the duration of the construction works contractor and staff car parking is to be in a designated area to the front of the Acorn Centre. The contractor's construction vehicles and deliveries will enter the site via the existing vehicular access and will pass to the south side of the existing school building. To the south of the existing school there will be additional site parking, a delivery turning area, site accommodation and welfare facilities.

#### **4 DESCRIPTION OF SITE AND SURROUNDINGS**

The application site comprises the Welland Primary School, a wholly flat roofed single storey building and its curtilage which is part grassed playing field, hard surfaced play areas and a 23 space car park

and an area of grassed open space that lies between the Primary School and the Marshfield's Primary School to the east. The existing school curtilage measures an area of approximately 0.84 hectares and the open space area measures 1.36 hectares. The existing school has an approximate 'T' shaped footprint with the dominant east – west footprint being 20m wide by 55m deep. The school extends out from the main length of the building towards the Acorn Children's Centre to the north. The Acorn Centre is single storey with a shallow pitched roof. The school is currently set back 25m from Scalford Drive. There are a scattering of trees within the site frontage. Both the western boundary of the site that is shared with the rear boundaries of the residential properties in Eastern Avenue comprises trees and hedging. The open space area is accessed from Redmile Walk to the north the boundary of which is wholly open. The open space is also used by both the Marshfield's School and the Welland School for sports use to include, Athletics and Rounder's for example. The eastern and northern boundaries of the school and demarcated by 2.4m weld mesh fencing.

The existing school building is located from between 26m and 36m from the rear boundaries of the residential properties in Eastern Avenue. The general rear garden depth of the occupiers of the latter properties is about 17 – 18m. The school buildings are between 50 -70m away from Redmile Walk. Redmile Walk provides for a footpath/cyclepath connection to Woodfield Park to the east.

The boundary of the dual use playing field and the rear gardens of dwellings in Eastern Avenue is fenced on the residential side and a green painted 1.8m high palisade metal fence playing field side.

## **5 PLANNING HISTORY**

Application Number	Description	Date	Decision
06/00425/R3FUL	Extension to existing car park	25.06.2006	Approval
05/00724/OTHFP	Erection of Sure Start Centre	08/07.2005	Approval
04/02080/R3FUL	Erection of security fencing to the rear	08.02.2005	Approval
04/00227/R3FUL	Retention of mobile classroom	02.04.2004	Approval
01/00821/R3FUL	Erection of 2.4m high security fencing to the front of the school	24.10.2001	Approval

## **6 CONSULTATIONS/REPRESENTATIONS**

### **INTERNAL**

**Head of Building Control** – Building Regulation Approval will be required and Part M of the Regulation will apply.

**Local Highway Authority** – Parking spaces need to be allocated for the use of the staff of the adjoining Acorn Children's Centre. Cycle parking to accommodate 8 secure cycle stands for members of staff and 2 cycle stands for visitors. The vehicle access width must be a minimum of 5.5m. The car parking spaces and the access road must be set out to ensure that a bus can travel through the car park without obstruction. Bus tracking plans are to be submitted for approval. The path of vehicles through the car park is to be agreed. The number of car park spaces is satisfactory. 2 motor cycle parking spaces are required. The submitted Travel Plan is not wholly satisfactory and a revised one should be secured by condition. The increase in vehicle movements to and from the school by the parents of the children will be significant and for safety reasons a pedestrian crossing will be required in a location to be agreed between the vehicular access to the school and Eastern Avenue. The surveys carried out as a part of the Transport Assessment have required this. A construction management plan was submitted with the planning application although there are outstanding matters that remain to be addressed before approval can be given.

**Archaeologist** – No archaeological implications

**Landscape Officer** – No objections to the Landscape Master Plan. A detailed planting and maintenance specification should be provided and there should be a condition applied to require the replacement of all

tree losses for the first five years of the occupation of the new school. The tree protection details should cover the whole site. Where development is to encroach into the root protection area of trees the 'no-dig' construction techniques will be acceptable alongside a detailed method statement. The method statement should also include the details of the works within the root protection areas of trees that already have hard landscaping adjacent to them.

**Environmental Health – Awaited**

**Recreation Officer (Enterprise) – No comments**

## **EXTERNAL**

**Sport England – No objections.** The proposal would result in the reduction in the size of a large publically accessible area of open space (playing field) between two schools. This area usually contains one mini football pitch for use by the Welland Primary School as well as a running track in the summer months. There is also evidence to suggest that the area has, in the past contained two mini-football pitches. This area is thus used by the school for its pitch requirements and also as a general amenity use by the local community. The proposal will reduce the schools pitch provisions to one mini-football pitch and a straight running track area. The proposal will result in the closing off of the site to public access for general amenity use. It is understood that a replacement playing pitch is to be provided for both school and community use on land within Woodfield Park approximately 400m south-east of the school site as compensation. The provision of this community pitch will not only compensate for the loss of a potential pitch in Welland but will to a certain extent also compensate for the loss of public access to the pitches in Welland as the element of general public access to the existing pitches would be lost to within the new school site. Sport England is therefore satisfied that the provision of the additional community pitch in Woodfield Park is adequate compensatory provision for the reduction in playing fields at Welland Primary School. This playing pitch should be secured by condition. However, given the open access to the existing playing field to the east of the existing school it is critical to Sport England that community access to the proposed pitch within the curtilage of the proposed replacement school is secured for community use by way of a Community Use agreement. A condition should therefore be imposed requiring this. The proposals will still result in the loss of amenity space at Welland, for activities such as dog walking and informal recreation. However, Sport England's remit is specifically in relation to sports pitch provision and it is of the view that the 'package' put forward will satisfy its policy requirements.

**Senior Police Architectural Liaison Officer – No objections to the proposal.** The applicant has undertaken pre-application discussion with the aim achieving a Secure by Design accreditation which it is anticipated to be achievable.

## **NEIGHBOURS**

Two extensive neighbour notification exercises were undertaken and no representations have been received. The applicant has confirmed that in addition a pre-application consultation exercise did take place.

## **COUNCILLORS**

No comments from Councillors have been received.

## **7 REASONING**

### **a) The need for a new replacement school**

The need for a new school has become necessary due to the increasing demand for Primary School places in the locality due to an increased birth rate and the quite recent closure of the John Mansfield School. In 5 years time the capacity of the school would be required to be more than double that of the existing school. There is a requirement for the school to accommodate a two form entry per year as opposed to the one form entry that has been the norm. One option considered the merits and value of extending the existing school but this was dismissed due to the constraints of the existing building, poor capacity to provide the necessary additional parking

spaces and the disruption that would be caused to the school during potential construction works for example. The option for a replacement school has been the preferred as it would enable a school to have modern facilities throughout, a proper planned development without having to make allowances to design into the existing school, better parking arrangements, a school that would have energy efficiency to the forefront and a pleasant and secure external environment for the children.

**b) The impact of the new school upon the character of the area**

The proposed development will have a noticeable impact upon the general character and appearance of the immediate locality due to the scale of the proposal and by reason of the school and its curtilage resulting in a loss of a substantial area of public open space. The school itself will have a greater dominance than the existing school building not least because the existing school is flat roofed throughout. However, its increased set back from Salford Drive will reduce the impact from that direction and the design of the school will have a greater architectural merit than the existing school. In this regard there will be an increased openness within which the new car park and retained trees would dominate. Whilst of a good size footprint the school is to be set centrally within the site such that there will be extensive areas of landscaping to the north and south elevations which will afford a pleasing appearance to its general setting. The popular walk/cycle ride along Redmile Walk would remain a pleasant experience.

**c) The loss of an area of public open space**

The proposal will result in the loss of approximately 1.3 hectare of dual use public open space to accommodate the new school and its curtilage. The open space area is used mostly by the public for dog walking and general exercise although in the summer months it is shared with sporting activities of the two adjacent schools. The area of open space, by way of its size and location is considered an important amenity asset within the local community. However the most recent survey of the types of, and amount of, open space within the Dogsthorpe Ward found that the Ward has an over provision informal parkland area, which the open space can be characterised as, and its loss would not undermine the overall provision in terms of the requirements of the Peterborough Local Plan (First Replacement) 2005. Particularly two other large areas of open space are found within the Ward i.e. the 'Bluebell land to the north-west area and Woodfield Park which lies 400m away to the east. This area has areas set aside for children's play, areas for active recreation, walking/running trails and areas of woodland and overall is a very pleasant public amenity that is readily accessible to the local community.

The fact that the proposal would result in the loss of such a significant area of open space is considered regrettable but there are significant areas of open space that will remain available to the community that provide, and will continue to provide, a good amenity. However, this loss has to be weighed against the urgent need, that has quite recently arisen, to provide for a major increase in pupil numbers of the Welland Primary School which is expected to have to more than double its existing capacity within the next 5 years. The chosen option to build a new school rather than extend has been both an economic and a quality of education provision consideration. To extend the existing school would cause disruption to the operation of the school during construction works, which would be significant with a likelihood that the works would take a year to complete. Further the existing school does not meet modern standards and the proposed new school represents the opportunity to provide a school that functions to the needs of a modern educational establishment. Therefore the needs for a new school are significant and given the existing good provision of open informal areas of open space in the Ward that will remain its considered that that the loss of open space in this instance is considered acceptable.

Sport England is satisfied that provided that a replacement mini football pitch is to be provided to off-set against the loss of a pitch within the open space area that it would not object to the proposal. To comply with this there is to be a marked out 50m by 30m football pitch located centrally within Woodfield Park to the east. This will be available to the community. The replacement school will have its own mini-football pitch and there is to be space for a straight athletics track for summer use.

**d) The impact of the school upon highway safety**

It is considered that in principle the redevelopment of the school site and with it the greater school pupil numbers can be satisfactorily accommodated within the existing immediate highway network. The increased pupil capacity of the school will give rise to increased vehicle movements to and from the school, particularly, it is envisaged parents dropping off and collecting their children which will mean the necessity for a pedestrian crossing close to the school access road. The car parking provision is considered to be acceptable for the number of full-time staff for the school along with the implementation of measures to encourage the staff to travel to work by other means, such a car share and cycle for example. A Travel Plan will be required. Sufficient cycle parking provision is to be secured. The vehicular access and the parking layout are to accommodate the movements of a bus which the applicant has advised will be the largest vehicle that will be required to use the car park. To ensure this vehicle tracking plans have been requested which may require the parking layout to be amended accordingly. A revised Construction Management Plan to include the routes that the construction vehicles will travel to and from the site will be required.

**e) The impact of the school upon residential amenity**

The applicant has confirmed that an extensive consultation exercise was undertaken with the local community prior to the submission of the planning application. Care has been taken in the siting of the replacement school to minimise its impact upon the amenities by siting the school quite central within the site area. The dwellings in Eastern Avenue to the south will be a minimum of 56m from the school and the nearest dwellings in Redmile Walk would be 25m away with the majority being approximately 38m away. Despite the significant increase in the height and mass of the new building these distances are considered to be far enough away to avoid any potential adverse overbearing impacts or loss of sunlight/daylight. The external areas will naturally generate noise from the children at break times in particular but again the separation distances from the nearby residential properties are considered to be adequate in minimising the likelihood of disturbance to residential amenity.

**f) The sustainability implications of the development**

Development will accord wholly with the ambitions of Peterborough City Council in its aim to become an Environmental Capital and would comply with policies CS10 and CS11 the Peterborough Core Strategy DPD 2011. The building is to be an exemplar low carbon school. The development will incorporate a host of renewable sources of energy to include photovoltaic cells to power a suite of classrooms, wind turbines, a passive non mechanical ventilation system, air source heat pumps and a biomass boiler that will be fuelled by wood pellets from sustainably managed woodland. It is expected that biomass boiler would only provide heating in the morning until the classrooms are occupied. Thereafter the school would be heated by way of the passive ventilation system that requires the provision of the ridge located ventilation towers. The passive ventilation system will also manage the air quality within the school. It is anticipated that any surplus electricity generated at the school would be sold to the National Grid. All roofs are to be insulated by sedum planting.

## **8 CONCLUSIONS**

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

- The replacement school is essential to enable the increased pressure for primary school education places in the local area to be satisfied.
- The replacement school and its occupation would not adversely impact upon the amenities of the occupiers of the close by residential properties
- The traffic generated by the school would not adversely impact upon highway safety
- The loss of the public open space will be offset by the close presence of Woodfield Park, an existing substantial area of open space and by the marking out of a football pitch for community use and the entering into a formal dual use agreement for the use of the school playing field.
- The school has been designed to achieve a good level of sustainability.

- the proposal is therefore in accordance with Policies LNE9, LNE10 and T10 of the Peterborough Local Plan 2005 (First Replacement) and Policies CS10, CS11, CS14 and CS16 of the Peterborough Core Strategy DPD.

## **9 RECOMMENDATION**

The Head of Planning Transport and Engineering recommends that this application is APPROVED 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 the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).

**C2 Prior to the first occupation of the new school hereby approved a Community User Scheme shall be submitted to and approved in writing by the Local Planning Authority in relation to the proposed outdoor sports facilities at Welland Primary School. The scheme shall include details of pricing policy, hours of use, access by non-school users/non members, management responsibilities and include a mechanism for review. The approved scheme shall be implemented upon commencement of the use of the development for educational purposes and shall thereafter be retained in accordance with the approved details.**

Reason: To secure a well managed safe community access to the sports facility to ensure sufficient benefit to the development of sport in accordance with policy CS19 of the Peterborough Core Strategy DPD 2011.

**C3 Prior to the commencement of the completion of development (or by an alternative date to be agreed with the Local Planning Authority a compensatory 50m x 30m marked out mini-football pitch shall be provided at Woodfield Park, Peterborough, as indicated on the submitted aerial plan dated 20 April 2011. This pitch shall thereafter be retained and maintained and made available for use by Welland School and for community use.**

Reason: To ensure that adequate replacement sports pitch provision is secured for the playing field to be lost at Welland Primary School in accordance with policy CS19 of the Peterborough Core Strategy DPD 2011.

**C4 Prior to the progression of the school above floor level details of all external materials to be used in the external surfaces of the new school building to include walls, roofs, external windows, doors, rainwater goods, solar panels and the sedum roof specification shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.**

Reason: For the Local Planning Authority to ensure a satisfactory external appearance in accordance with policy CS16 of the Peterborough Core Strategy DPD 2011.

**C5 Prior to the first occupation of the school hereby approved a scheme for the soft landscaping of the site and its future maintenance 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 or the completion of development, whichever is the earlier.**

**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**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

**C6 Within 4 months of the date of this planning permission unless otherwise agreed in writing a scheme for the hard 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**



prior to the first occupation of the school hereby approved. The information to be provided shall include details of all areas to be hard surfaced including the car parking areas, playgrounds and seating areas, canopies, paths, fencing, sports pitches and sun sails.

Reason: In the interests of the visual appearance of the development in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement)

- C7 Any trees, shrubs or hedges forming part of the approved landscaping scheme (except those contained in enclosed rear gardens to individual dwellings) that die are removed, become diseased or unfit for purpose [in the opinion of the LPA] within five years of the implementation of the landscaping scheme shall be replaced during the next available planting season by the Developers, or their successors in title with an equivalent size, number and species being replaced. Any replacement trees, shrubs or hedgerows dying within five years of planting shall themselves be replaced with an equivalent size, number and species.**

Reason: In the interests of the visual appearance of the development and the enhancement of biodiversity in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement) and policy CS21 of the adopted Peterborough Core Strategy DPD.

- C8 No development or other operations, including any tree felling, tree pruning, demolition works, soil moving, temporary access construction and/or widening or any operations involving motorised vehicles or construction machinery shall commence, unless otherwise agreed in writing, until a detailed Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the Approved Method Statement. Such Method Statement shall include full details of the following:**

- Implementation, supervision and monitoring of the approved tree work
- Implementation, supervision and monitoring of all approved construction works within any area designated as being fenced off or otherwise protected in the approved Tree Protection Scheme.
- Timing and phasing of Arboricultural works in relation to the approved development.
- Works within the root protection areas of trees that are already have hard landscaping adjacent to them.
- No dig construction information for works that would be undertaken within the root protection areas of all trees.

**The development shall proceed wholly in accordance with the approved method statement**

Reason: In order to protect and safeguard the visual amenities of the area in accordance with policies LNE9 and LNE10 of the Peterborough Local Plan (First Replacement).

- C9 The development hereby approved shall be constructed so that it achieves at least a 10% improvement on the Target Emission Rates set by the Building Regulations at the time of Building Regulations being approved for the development.**

Reason: To accord with Policy CS10 of the adopted Peterborough Core Strategy DPD 2011.

Copies to Councillors A Miners, C Saltmarsh, C Ash

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