

11/01572/FUL: CONSTRUCTION OF PERMANENT RUGBY CLUBHOUSE WITH CAR PARKING AND TENNIS COURTS TO REPLACE TEMPORARY FACILITIES, LAND AT FORMER BRETTON WOODS COMMUNITY SCHOOL FLAXLAND BRETTON PETERBOROUGH

VALID: 1 NOVEMBER 2011

APPLICANT: MOORE STEEL DEVELOPMENTS ON BEHALF OF MR A MOORE

AGENT: DAVID SHAW

REFERRED BY: CLLR MARTIN AND PARISH COUNCIL

REASON: ACCESS, NOISE, IMPACT ON WOODLAND, PRINCIPLE OF USE OF PARK

DEPARTURE: NO

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## **1 SUMMARY/OUTLINE OF THE MAIN ISSUES**

The main considerations are:

- The principle of development
- Highway impacts
- Parking
- Design
- Neighbour amenity
- Landscaping
- Ecology
- Re-instatement of tennis courts

The Head of Planning, Transport and Engineering Services recommends that, subject to it being demonstrated that the necessary junction improvements are deliverable, 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**

#### **Peterborough Core Strategy DPD (2011)**

##### **CS10- Environment Capital**

Development should make a clear contribution towards the Council's aspiration to become Environment Capital of the UK.

##### **CS14 Transport**

Promotes a reduction in the need to travel, sustainable transport, the Council's UK Environment Capital aspirations and improve quality of life for people.

##### **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.

##### **CS18 Culture, Leisure and Tourism**

Development of new cultural, leisure and tourism facilities will be encouraged particularly in the city centre.

### **CS21 Biodiversity and Geological Conservation**

Development should conserve and enhance biodiversity/ geological interests unless no alternative sites are available and there are demonstrable reasons for the development.

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

#### **T8 Connections to the Existing Highway Network**

Permission subject to the access being onto a highway whose design/function is appropriate for the level of traffic which would be using it.

#### **T9 Cycle Parking Requirements (Outside the City Centre)**

High quality off street cycle parking to be provided in accordance with the identified standards

#### **T10 Car and Cycle Parking Requirements (Outside of the City Centre)**

Parking should be provided in accordance with the identified standards.

#### **LNE10 Detailed Elements of Landscape Schemes**

A landscaping scheme suitable for the nature of the development should be proposed.

#### **U1 Water Supply, Sewerage Disposal and Surface Water Drainage**

Development will only be permitted if adequate capacity or will be provided without detriment to the environment prior to occupation.

### **Material Planning Considerations**

Decisions can be influenced by material planning considerations. Relevant material considerations are set out below, with the key areas highlighted:

#### **National Planning Policies**

Planning Policy Statement 1 – Securing Sustainable Development seeks good quality development

Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation seeks the provision of good quality facilities, and states that floodlighting and other impacts on neighbour amenity should be considered.

Planning Policy Guidance 24 – Planning and Noise. The impact of noise can be a material planning consideration, and conditions can be used to control noisy activities where necessary. Gives technical guidance on noise levels which are likely to be acceptable.

#### **Regional Policy**

There are no relevant policies in the Regional Spatial Strategy.

## **3 DESCRIPTION OF PROPOSAL**

The proposal is to redevelop the area currently occupied by the parking, tennis courts and marquee, and incorporate a further 2800sq m or so of adjacent land into the developed area. The proposal includes:

- Provision of 100 car parking spaces as well as 11 disabled parking spaces, parking for 3 coaches and allowance for cycles and motorcycles
- A new, solid construction, club house set slightly further away from the dwellings, to include changing rooms and support offices, a kitchen, bar and function room, and upstairs a further bar area and lounge
- Banked seating along the north elevation of the club house, overlooking the pitches
- Floodlighting around the main pitch (the one closest to the clubhouse)
- A new foul drainage connection
- A small grounds maintenance store
- A new security fence around the site perimeter

- Reinstatement of four tennis courts (these are currently underneath the temporary marquee club house).

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

The site is close to the Bretton Centre, and is accessed from Bretton Way along Flaxland to the north of the Local Centre, and then along a narrow unadopted road which leads to the park, a scout hut, and the former Bretton Woods School site. This access road is about 5.5m wide.

The area used by the rugby club is the southern part of Bretton Park. It is leased out by the City Council (although it is understood that there is currently no lease in place) and has been used by the rugby club for several years. The site currently includes a car park with about 64 spaces, an unused area which is laid out as four tennis courts, and a temporary structure, effectively a large marquee, which is laid out over a further four tennis courts and which is used as a club house and for holding functions. Together these areas cover about 5730 square metres. The pitches are beyond this. The area is immediately adjacent to a County Wildlife Site and the park is surrounded by a wooded area known as Highlees Spinney. There are dwellings within 50m of the site.

#### **5 PLANNING HISTORY**

Application Number	Description	Date	Decision
08/01239/FUL	Erection of temporary sports club house including catering, bar and changing facilities	10/06/2009	Consent
10/00835/WCPP	Removal of condition C1 of planning permission 08/01239/FUL dated 09/06/09 - (Erection of temporary sports club house including catering, bar and changing facilities) - to allow for a further year before reinstatement	31/08/2010	Consent
11/00121/FUL	Construction of permanent rugby clubhouse with car parking and tennis courts to replace temporary facilities	24/03/2011	Withdrawn

#### **6 CONSULTATIONS/REPRESENTATIONS**

##### **INTERNAL**

##### **Local Highway Authority**

No objection, subject to conditions including a requirement to improve the junction of the site access with Flaxland. There is a frequent bus service along Flaxland, and it is considered that the junction should be improved so that coaches could manoeuvre into the access road without encroaching on the opposite lane of Flaxland.

##### **Landscape Officer**

No objection. An assessment of the work necessary to install the foul drain is required, as this will run through the tree belt. This, and a Method Statement, have been submitted. These are acceptable and a condition should be imposed requiring that the excavation work through the woodland is carried out in accordance with the Method Statement.

##### **Wildlife Officer**

No objection. The results of the bat survey, which show that limited use of the flood lighting will not have any detrimental impact, are accepted. A condition is recommended to control use of the flood lighting so that there will be no detrimental impact on the bats. A condition is also recommended to require that works to the trees are not carried out in the bird nesting season. Bat and bird boxes are recommended as mitigation for the disturbance, and the applicant is encouraged to provide some interpretation material around the County Wildlife Site for public information.

##### **Pollution Team**

No objection. There have been noise complaints in the past but none since the applicants re-set their levels and bought new equipment. Conditions recommended in order to control noise, light pollution.

##### **Strategic Property**

No objection. Some matters will be controlled through the lease as well as by planning condition, such as provision of the tennis courts and the hours of functions.

The fence line matches the existing and matches the area to be granted under the lease.

The fencing should be appropriately coloured.

## **EXTERNAL**

### **Parish Council**

Concerns on the following grounds, and request that the application be referred to Committee:

- a) The 1.5m path around the edge is insufficient and should be no less than 2m
- b) The boundary fence is shown incorrectly as it is up against the road side when in fact it is at least 2m from the road edge
- c) There is an insufficient detail in the traffic plan to show the effect the traffic would have on a busy match day
- d) The plan does not recognise that the club is surrounded by a Nature Reserve. Highlees Spinney is part of an ancient woodland and the club may wish to mitigate this in the development of the building
- e) The revised plan seems to have reduced the size of the disabled toilets on both floors; they now seem to be smaller and insufficient. The original proposal should be the one that should be agreed to and not the revised plan.
- f) The tennis courts should be made up to the original standard before they can be used.

### **Highways Agency**

No objection, subject to conditions. The information submitted has shown that there will be no detrimental impact on the A47, however conditions are required to control daytime activities which might lead to unacceptable traffic levels, and to secure details of the floodlighting so that it will not cause a hazard to drivers on the A47.

### **Sport England**

No objection. Sport England seeks to ensure that there is no overall loss of sporting facilities, taking into account both the quantity and quality of provision. This proposal satisfies the Sport England policy, as it would provide permanent ancillary facilities to support the playing field use, without adversely affecting the quantity or quality of pitches.

Sport England also pass on comments from the Rugby Football Union (RFU) regarding the internal layout of the building. The RFU has commented that the changing facilities are not in accordance with their normal criteria. (This cannot be used as a planning reason to object to the application; it is purely informative).

Sport England has requested that the tennis courts are made available for use prior to the completion of the club house. The provision of tennis courts will compensate for the loss of tennis courts at the time of the temporary consent.

### **Natural England**

No objection. This proposal does not appear to affect any statutorily protected sites or landscapes or have significant impact on the conservation of soils, not is the proposal EIA development.

### **Wildlife Trust**

No objection. The re-submitted application has considered the impacts on the County Wildlife Site (CWS) in terms of lighting, increased traffic and installation of a drainage pipe. It is however disappointing that the application does not acknowledge the presence of the CWS.

The proposals can be carried out without significant negative impacts on the CWS. However there will be some effect and possible need for future maintenance of the pipeline, and a contribution is suggested towards the ongoing maintenance of the CWS.

The Wildlife Trust would like to ensure that the Rugby Club is aware of the importance of the CWS and its value for wildlife.

### **Police Architectural Liaison Officer**

No objection, however the following should be considered/conditioned:

- a) There is no lighting proposed for the car parking areas. Column lighting (not bollard lighting) should be provided to illuminate the parking areas and access doors.

- b) Details of the cycle stands should be provided to ensure that secure cycle parking provision is made.
- c) This venue may be considered a Crowded Place as far as Counter Terrorism Security Advice is concerned. Site security and control between public and private areas should be provided to a high standard, including management practices to include regular security inspections.

## **NEIGHBOURS**

Representations have been received from one household making the following comments:

- a) Several applications have been received for similar things, deadlines have been missed or applications withdrawn. Will there be an investigation – is the applicant attempting to play the system by continuing use of a temporary premises
- b) The continual use is detrimental to the community as there is a deteriorating noisy scruffy building in a slowly declining site – is this a breach of condition?
- c) Some form of control should be used to ensure construction completion or a penalty for failure to meet the planning deadline, before any favourable decision is made

## **COUNCILLORS**

Cllr Martin has referred the application to Committee and made the following comments:

- a) Narrow access to the site – if the club developed the access would be inadequate for number of people attending. Plans for the redevelopment of the Bretton Woods school site would be compromised by any development increasing traffic.
- b) Local residents have complained about and had problems with noise not just on match days but also when the site is used for social functions. The site is too close to housing to be a permanent fixture.
- c) The site is adjacent to ancient woodland and there have been problems in the form of litter thrown from the site.
- d) The proposed development is not on land that formerly belonged to Bretton Woods School, but is part of Bretton Park that the school was allowed to use for sports. The area remained publicly accessible until it was fenced off by the rugby club for their private use. When Peterborough Development Corporation handed over the parks and green spaces they placed a covenant on all those areas prohibiting any further development taking place. Bretton Park is an important part of our heritage from the PDC and once part of it has been parcelled off the floodgates will be open for further piecemeal development until we have nothing left.

## **7 REASONING**

### **a) The principle of development**

Bretton Park is intended for recreational use, and there is no reason in principle why part of it should not be used for a rugby club. The area would be leased to the rugby club by the City Council, and certain aspects of use would be controlled through the lease.

Comments have been made about the existing but currently unused tennis courts. As part of the development it is proposed to bring these back into use (this could also be secured through the Lease between the Club and PCC); this is supported by Sport England. The Parish Council has commented that the courts should be made up to the original standard.

A condition is recommended requiring that the courts are brought back into public use within a certain period of time, to allow for the temporary building to be removed from site after the Club have moved their equipment and activities into the new building.

The site is within easy reach of the City Cycle network, and the Bretton Centre where there are bus connections to various areas around the City.

The principle of development is in accordance with Policy CS18.

### **b) Highways Impacts**

The site is accessed off Bretton Way, along Flaxland. Flaxland also serves a new Aldi store, and may in due course be the main access to housing development on the Bretton Woods School site.

There is an extant resolution to grant Outline planning consent for up to 150 dwellings on the School site; the land is currently the responsibility of the City Council, Growth and Regeneration team. During the process of the withdrawn application, the Local Highway Authority (LHA) and the Highways Agency requested a Transport Assessment. Information about traffic generation has been submitted, although not a formal Transport Assessment (TA). Following discussion, it has been agreed that a formal TA need not be submitted as this application is materially different as it includes fewer parking spaces. Neither the Highways Agency nor the LHA object on the grounds of capacity.

This assessment is based on travel to and from the site taking place outside peak hours. It is considered that a condition should be imposed restricting non-ancillary events (eg the building could be let out for conferences) during peak hours as no assessment on peak hour traffic impact has been submitted.

The Highways Agency has also expressed a concern about the floodlighting causing glare to drivers on the A47. Due to the presence of the woodland this is unlikely, and the measures necessary to control impact on bats (see section g below) should help to direct light away from the A47.

Tracking plans have been submitted, showing coaches and refuse collection vehicles accessing the site via the access road. There is a pinch point at the junction with Flaxland and the LHA has requested amendments to the junction so that it is wide enough for a coach and a car to pass, and for a coach to manoeuvre round the junction safely. The access road is not within the area that would be leased to the club, but it is understood that they would be granted a right of way over it.

A condition is recommended to secure the junction improvements prior to the new building being brought into use.

The LHA has also requested conditions to control impacts on the highway during construction.

Subject to the conditions set out above, Officers consider that the Highway impacts of the development are acceptable.

### **c) Vehicle parking**

The applicant has stated that cycle parking will be available in the building, but this is not shown on the submitted plans. It is not certain whether satisfactory cycle parking can be provided within the building, and in any case this should only be for staff and home players, as visitors would need cycle parking to be in an obvious, publicly accessible place.

There is sufficient space outside the building for public cycle parking to be provided, and therefore a condition is recommended requiring the provision of suitable parking, in accordance with details to be agreed.

The layout plans show 103 car parking spaces, of which 11 are allocated for disabled parking, with additional adjacent areas which are not shown as laid out for parking but could be used for overspill or informal parking for about 21 vehicles. A landscaping condition is recommended, to ensure suitable landscaping generally, and also treatment of these areas so that they cannot be converted to parking spaces without consideration of the impacts.

Space is set aside for motorcycle parking.

The adopted Local Plan policy does not give a parking standard for this kind of development. The traffic impact assessment has been carried out on the basis of an “unusually busy” scenario generating 111 cars; therefore 103 spaces is not unreasonable. There are also three places marked out for coach parking, as visiting teams will sometimes come by coach.

The plans show two stands, with a total of 370 seats and 12 wheelchair spaces. Two locations for “additional stands” are indicated, however it is considered that should the club expand to the extent that these additional stands are required then the traffic and parking impacts of the expansion should be considered. It is therefore recommended that a condition is imposed to exclude the two indicated additional stands from this consent.

In respect of vehicle parking for rugby matches, the proposal is considered to be in accordance with Policies T9 and T10 of the Local Plan.

The site is currently used for occasional events (eg wedding parties), and it is likely that the new building, as it would offer better facilities, would also be so used. Information has been submitted which shows that the car parking would be adequate for the slightly different travel patterns associated with, for example, an evening wedding party.

Overall, it is considered that the proposed vehicle parking is acceptable and in accordance with Saved Policies T9 and T10 of the Local Plan.

**d) Design of the Building**

The building would be mainly single storey, with a central two storey element. It would be about 25m long and 15-18m deep. The length of the building would be across the site forming a visual barrier between the car park and the pitch area.

The two storey part would have circulation areas and toilets, with a bar/lounge upstairs and kitchen and bar downstairs. The single storey elements would be the function room on one side and the changing rooms on the other. To the long north elevation of the building would be the stands, which would be about as high as the two storey part of the building (7.5m) with lightweight roofs over them to protect spectators from inclement weather. The sides and rear of the stands, where not against the wall of the building, would be clad

A comment has been made regarding the provision of disabled toilets and lift inside the building, as the submitted plans do not allow for disabled access to the upstairs area. The applicant has commented that equivalent facilities are provided downstairs, but the plans show a bar upstairs with a view over the pitch, and a lounge area, which facilities are not available downstairs. It is common for sports clubs to have hospitality events in areas such as upstairs bars with views over the pitch, and disabled people should not be prevented from accessing this area. Therefore a condition is recommended requiring the provision of a lift, and a disabled toilet upstairs.

Overall the proposal is considered to be in accordance with Policy CS16 of the Core Strategy.

**e) Impact on Visual and Residential Amenity**

There will be little impact on visual amenity from outside the park, as the park is set within woodland. The design of the building is appropriate and subject to the approval of suitable materials it will not have any detrimental impact on visual amenity.

The banked seating will face north across the park and will be generally visible. Although this is not an intrinsically attractive feature, it is a reasonable addition to the area and will not appear out of place.

The new fence is shown on the plans along the boundary of the area to be leased, as confirmed by Strategic Property, with the exception of a turning head adjacent to the main Park Pavilion (this is not in the area to be leased). It is recommended that a condition is imposed requiring that the fence does not enclose the turning head.

The existing fence line is not all marked by permanent fencing, some of it is marked by temporary fencing which is failing in places close to the woodland. Subject to approval of the fencing and the colour, the new fence is acceptable.

The main impact on residents and users of the park will be noise, both from playing activities and from evening functions.

Noise during matches will be mostly vocal, with shouts from players and spectators. This will not take place at night time, and is not an unreasonable type of noise to have emanating from a park/playing field. The tree belt will help to screen nearby residents from this noise and it is not considered necessary to control this.

The applicant has not stated that a public address system will be used, nevertheless a condition is recommended to control this potential noise source should the club decide to install one.

The most likely source of noise disturbance is use of the function room and bar for evening functions. There is a history of noise complaints from nearby residents. The proposed building, being of solid construction rather than a marquee-type structure, will contain noise much better, but in order to ensure that there is no disturbance to residents some conditions are recommended.

It is recommended that a time restriction is put in place, requiring that the building is not used for functions after 11pm at night. All amplified music and similar equipment should be turned off at this time.

It is recommended that an overall noise limit is imposed. In order that this can more easily be kept to, a further condition is recommended requiring a scheme of noise mitigation – this could include for example air-conditioning, so that windows do not have to be opened to regulate the internal temperature, insulation, and a lobby to provide a noise buffer. Any plant such as air conditioning would make its own noise, but this would be controlled by the overall noise restriction.

A further condition is recommended to secure details of any extraction equipment that might be necessary for the kitchen, to ensure that noise and smells from this source are controlled.

These conditions will ensure that the development is in accordance with the Amenity requirements of Core Strategy Policy CS16.

**f) Landscaping**

The site is surrounded by Highlees Spinney, and it will be necessary for the new foul drainage connection to be run through the woodland. Information has been submitted to show that this can be carried out by suitable methods to avoid damage to trees. A condition is recommended to require compliance with the Arboricultural Method Statement.

**g) Ecology and Impact on the County Wildlife Site**

The application does not refer explicitly to the County Wildlife Site (CWS). However there is information submitted regarding the trees and the local wildlife, therefore the impact on the CWS can be assessed.

As the bat population appear to be using the woodland for commuting and foraging, it is concluded that the proposed development (in particular the floodlighting) would not have any detrimental impact on the bats. Use of the floodlighting would not have any detrimental impact on bats if it is restricted to short, early-evening periods in winter when bats are hibernating, however the Club may wish to use the lighting for evening training sessions. In order to control the impact when bats are active, a lighting plan will be required to show that lux levels are controlled to below 2 lux adjacent to the woodland. A condition is recommended to secure these details.

The Wildlife Trust has requested a contribution towards maintenance of the adjacent County Wildlife Site. It is not considered that this can reasonably be imposed on the applicant, however conditions will be imposed to ensure that use of the site, particularly relating to floodlighting and the new foul drain, will not have any unacceptable impact.

The applicant has been approached, following comments from the Wildlife Trust, to see if they would be willing to support some information boards or other similar features. They have indicated that they would, but this is not a planning matter so any agreement will have to take place outside the planning process.

**h) Sustainability**

The applicant has not submitted any information on how the development will contribute towards the City Council's Environment Capital aspiration. Policy CS10 requires this contribution from developments of more than 100 square metres; the proposed Clubhouse has a floor area of about 1120 sq m. As no site-specific information has been submitted, a condition requiring a 10% improvement in carbon emissions above the requirements of the Building Regulations is recommended.

**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:

- a) The principle of having a rugby club on part of the Park is acceptable as it is a use that is compatible with the open space/recreational use of the park
- b) Adequate access and parking can be provided
- c) The design of the building is appropriate to the use and location
- d) Impact on the amenity of nearby residents can be adequately controlled by conditions relating to noise, lighting and hours of use
- e) It has no significant impact on the adjacent County Wildlife Site
- f) There is no significant impact on important trees

The proposal is therefore in accordance with Policies CS14, CS16, CS18 and CS21 of the adopted Peterborough Core Strategy DPD and Saved Policies T8, T9, T10, LNE10 and U1 of the Peterborough Local Plan 2005 (First Replacement).

**9 RECOMMENDATION**

The Head of Planning Services recommends that this application is APPROVED subject to the imposition of the following conditions:

- C1 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).

- C2 No development shall take place until details of the materials to be used in the external surfaces of the building, the fencing and the stands, have been submitted to and approved in writing by the Local Planning Authority. The details submitted for approval shall include the name of the manufacturer, the product type, colour (using BS4800) and reference number. The development shall not be carried out except in accordance with the approved details.**

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

- C3 Development shall not begin until details of the improvements to the junction between the proposed access road and the highway (Flaxland) have been submitted to and approved in writing by the Local Planning Authority; and the buildings shall not be brought into use until that junction has been amended in accordance with the approved details.**

**The improvements shall include the realignment of the kerb line to provide an over-run area for the coaches, and the relocation of the footpath and cycleway crossing of the access road including the realignment for the routes to access this crossing.**

Reason: In the interests of Highway safety, in accordance with Policies CS14 of the Peterborough Core Strategy and Saved Policies T4 and T8 of the Peterborough Local Plan (First Replacement).

- C4 Temporary facilities shall be provided clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction. These facilities shall be in accordance with details which have been approved in writing by the Local Planning Authority prior to the commencement of the development.**

Reason: In the interests of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy.

- C5 Development shall not commence before fully operational vehicle-cleaning equipment has been installed of a specification and in a position to be approved in writing by the Local Planning Authority. All vehicles leaving the site shall pass through the cleaning equipment before entering the public highway. In the event of the approved vehicle-cleaning equipment being inoperative, development operations reliant upon compliance with this condition shall be suspended unless and until an alternative equally effective method of cleaning vehicles has been approved by the Local Planning Authority and is operational on site.**

Reason: To prevent mud and debris being brought onto the public highway, in the interests of highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy.

- C6 Prior to first occupation of the approved clubhouse, parking for 40 cycles shall be provided in accordance with details to be agreed in writing with the Local Planning Authority.**

Reason: To encourage travel by non-car modes in accordance with Policy T9 of the Peterborough Local Plan 2005.

- C7 Lighting is to be provided to the car park area before occupation of new club house, in accordance with details to be submitted to and agreed in writing by the Local Highway Authority.**

Reason: In the interests of amenity, highway and community safety in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD.

- C8 Prior to first occupation of the approved clubhouse, a lift between the ground and first floors, and a first-floor toilet suitable for use by disabled persons, shall be provided and available for use.**

Reason: In order to ensure equality of access for all persons, in accordance with Policy CS16 of the Peterborough Core Strategy DPD.

- C9 The development shall be constructed so that it achieves a Target Emission Ratio of at least 10% better than building regulations at the time of building regulation approval being sought.**  
Reason: To support Peterborough City Council's Environment Capital agenda in accordance with Policy CS10 of the Peterborough Core Strategy DPD.
- C10 The approved car parking provision, with associated turning, loading and circulation areas, shall be available for use no later than first occupation of the new clubhouse.**  
Reason: In order to ensure that sufficient car parking is available in accordance with Policies T9 and 10 of the Peterborough Local Plan 2005 (First Replacement).
- C11 Prior to the commencement of development, a noise abatement scheme (consisting of physical and management measures) shall be submitted to the Local Planning Authority and approved in writing. Development shall thereafter proceed in accordance with the approved details.**  
Reason: To ensure that noise created by activities within the building will be contained within the building, in the interests of the amenities of occupiers of nearby dwellings in accordance with Policy CS16 of the Peterborough Core Strategy DPD.
- C12 All ventilation of steam and cooking fumes to the atmosphere shall be suitably filtered to avoid nuisance from smell, grease or smoke. Details of the nature and location of such filtration equipment shall be submitted to and approved in writing by the Local Planning Authority. The equipment shall be installed in accordance with the approved details before the first occupation of the clubhouse.**  
Reason: In order to protect and safeguard the amenity of the area, in accordance with Planning Policy Guidance Notes (PPG23 Planning and Pollution Control and PPG24 Planning and Noise) and Policy CS16 of the Peterborough Core Strategy DPD.
- C13 The existing temporary facilities shall be removed from the site within three months of the first occupation of the new clubhouse.**  
Reason: In order to reinstate the original use of the land or site, in accordance with Policy CS16 of the Peterborough Core Strategy DPD.
- C14 The tennis courts shall be made good and brought into public use no later than four months after removal of the temporary facilities.**  
Reason: In order to reinstate the original use of the land or site, in accordance with Policy CS16 of the Peterborough Core Strategy DPD, and to provide additional sports facilities, in accordance with Policy CS18 of the Peterborough Core Strategy DPD.
- C15 The works within and adjacent to the woodland, as shown on the approved plans, shall be carried out in accordance with the approved Arboricultural Method Statement.**  
Reason: To ensure proper planning for tree protection where underground infrastructure is to be installed, in accordance with Policies U1, LNE9 and LNE10 of the Peterborough Local Plan 2005 (First Replacement).
- C16 Prior to first occupation of the new clubhouse, bat boxes and bird boxes shall be provided in locations and in accordance with details to be agreed with the Local Planning Authority.**  
Reason: In order to mitigate for the disturbance to wildlife caused by the Development, in accordance with Policy CS21 of the Peterborough Core Strategy DPD.
- C17 Prior to the commencement of development, details of the landscaping of the site, and a timetable for implementation, shall be submitted to and agreed in writing by the Local Planning Authority. The details shall include planting, signage, hard surfacing materials, measures to prevent parking on areas other than approved parking spaces, boundary treatments and the appearance of the grounds maintenance store.**  
Reason: In the interests of the amenity of the area in accordance with Policy CS16 of the adopted Peterborough Core Strategy DPD.
- C18 The total noise generated from the site shall not exceed these limits:**

The  $L_{Aeq,5min}$  level measured 1 metre outside a window to a habitable room, with entertainment taking place, shall be no more than 3dB higher than the representative  $L_{Aeq,5min}$  level measured from the same position, under the same conditions and during a comparable period with no entertainment taking place.

The  $L_{eq,5min}$  level in the 63Hz and 125Hz octave bands measured 1 metre outside a window to a habitable room, with entertainment taking place, shall be no more than 3dB higher than the representative  $L_{eq,5min}$  level in the 63Hz and 125Hz octave bands measured from the same position, under the same conditions and during a comparable period with no entertainment taking place.

Reason: In order to control the impact on the amenity of nearby residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD and PPG 24 – Planning and Noise.

**C19 No external public address system shall be installed or operated without the written consent of the Local Planning Authority.**

Reason: In order to control the impact on the amenity of nearby residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD and PPG 24 – Planning and Noise.

**C20 No functions shall be held or amplified music be played between 11pm and 7am the next morning.**

Reason: In order to control the impact on the amenity of nearby residents, in accordance with Policy CS16 of the Peterborough Core Strategy DPD and PPG 24 – Planning and Noise.

**C21 The site shall not be used for any non-sport related activity during the hours of 7am – 6pm Monday to Friday.**

Reason: The traffic assessment submitted with the application did not assess the impact that such activity may have on peak hour flows. Such assessment would be necessary before this activity could take place, in order to ensure that there was no detrimental impact on the Highway network, as required by Policy CS14 of the Peterborough Core Strategy DPD.

**C22 The floodlighting shall not be installed until details have been submitted to and agreed in writing by the Local Planning Authority. The details shall include:**

**Siting and height of the columns**

**Type and appearance of lamps**

**Light levels across and adjacent to the site**

**A management programme including the times of operation of the floodlighting.**

**The floodlighting shall not be operated other than in accordance with the approved details.**

Reason: In the interests of amenity and of protecting the wildlife using the adjacent woodland, in accordance with Policies CS16 and CS21 of the adopted Peterborough Core Strategy DPD; and to ensure that light does not affect users of the adjacent Highway network, in the interests of Highway safety in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

**C23 Notwithstanding the approved plans, the additional stands indicated on the plans shall not be constructed and are not approved under this consent.**

Reason: In order to ensure that, should the club develop to the extent that more than the approved 382 seats are required, the associated traffic and parking impacts can be properly assessed in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

**C24 Notwithstanding the approved plans, the boundary fence shall not enclose the turning head adjacent to the main Pavilion building.**

Reason: In order that vehicles can turn safely to leave the Park in a forward gear, in the interests of Highway safety in accordance with Policy CS14 of the adopted Peterborough Core Strategy DPD.

Copy to Councillors P Nash MBE, S Martin, W Fitzgerald

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