

09/01186/R3FUL: FLOODLIT ALL WEATHER SPORTS PITCH, IMPROVED LOCAL PLAY AREA AND CAR PARKING AT WESTWOOD GRANGE, MAYORS WALK, WEST TOWN, PETERBOROUGH

VALID: 2 NOVEMBER 2009

APPLICANT: PETERBOROUGH CITY COUNCIL

AGENT: BARKER STOREY MATTHEWS

REFERRED BY: HEAD OF PLANNING SERVICES

REASON: MAJOR APPLICATION

DEPARTURE: NO

CASE OFFICER: MISS L C LOVEGROVE

TELEPHONE: 01733 454439

E-MAIL: louise.lovegrove@peterborough.gov.uk

## 1 SUMMARY/OUTLINE OF THE MAIN ISSUES

The application was deferred at the last Committee meeting (26<sup>th</sup> January 2010) as Members sought clarification with regards to the potential noise impact upon local residential properties and for details of any noise mitigation used on other all weather pitches. At the time of drafting the report the additional information had not yet been received. A written and verbal update will therefore be given at the meeting.

The main planning considerations in deciding the proposal are:

- Principle of development
- Sports pitch design and impact on visual amenity
- Impact on the amenity of neighbouring properties
- Highway implications and car parking
- Landscaping implications
- Flood risk

Notwithstanding the above list, Committee was clear that it was happy with the proposal, with the only area of concern being that of noise.

The Head of Planning 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

Relevant policies are listed below with the key policies highlighted.

#### The Peterborough Local Plan (First Replacement)

T1	Transport Implications of New Development
T2	Development Affecting Footpaths and Public Rights of Way
T3	Accessibility to Development – Pedestrians and those with Mobility Difficulties
T5	Accessibility to Development – Cyclists
T7	Public Transport Accessibility to Development
T8	Connections to the Existing Highway Network
T9	Cycle Parking Requirements
T10	Car and Motorcycle Parking Requirements
T11	Motorists with Mobility Difficulties
DA1	Townscape and Urban design

- DA2** The effect of Development on the Amenities and Character of an Area
- DA7** Design of the Built Environment for Full Accessibility
- DA11** Design for Security
- DA12** Light Pollution
- LNE9** Landscaping Implications of Development Proposals

## **National Planning Policies**

### **Material Planning Considerations**

- Planning Policy Statement 1 (*PPS1*) 'Delivering Sustainable Development' (2005)
- Planning Policy Guidance Note 13 (*PPG13*) 'Transport' (2001)
- Planning Policy Guidance 17 (*PPG17*) 'Planning for Open Space, Sport and Recreation' (1991)
- Planning Policy Guidance Note 24 (*PPG24*) 'Noise' (1994)
- Planning Policy Statement 25 (*PPS25*) 'Development and Flood Risk' (2006)

## **3 DESCRIPTION OF PROPOSAL**

The application seeks planning permission for the construction of a new all weather floodlit sports pitch, relocated children's play area and associated car parking. The application scheme is similar to that which Members resolved to grant planning permission for as part of the outline application 07/01946/OUT. This outline application originally sought permission for residential development, an all weather floodlit sports pitch and associated car parking. However, due to changes in priority, Peterborough City Council is now seeking to construct the sports pitch, children's play area and car parking prior to the erection of the residential dwellings.

The proposed all weather pitch would be enclosed by 4.5m high steel mesh fencing and built to the specification of the Football Association for a '3<sup>rd</sup> generation' pitch. The lighting columns will stand at 14 metres in height and consist of three floodlighting lumieres angled at the horizontal. Access to the pitch itself would be gained directly from the existing changing rooms on the site.

The children's play area is proposed to be relocated from its existing position to the north east of the site and will provide more modern play equipment as well as a central seating area. The existing foot and cycle path which runs north south through the application site will be realigned and given a sinuous shape to connect the proposed new play facilities to the proposed residential development to the north east.

The proposal also seeks permission for a new 117 space car park which will formalise the parking arrangements for the site. It is proposed that a new access will be created to the north east of the site which will allow vehicular access through the proposed residential development and ultimately off the Atherstone Avenue roundabout. The current access from Mayors Walk is proposed to be retained on a temporary basis pending the approval and construction of the residential development.

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

The site is centrally located within an established residential area that comprises a mix of post war and modern residential dwellings. The character of the surrounding area is predominantly two storey houses with some single storey and three storey dwellings/flats. The site itself is bound to the north by two storey semi-detached properties (Ledbury Road) and to the east and south by detached residential dwellings (Grange Road and Thorpe Park Road respectively). To the east of the site is located the Westwood Grange Allotments which are accessed off Mayors Walk and to the north east by the vacant parcel of land which was recently granted outline planning permission for residential development under application reference 07/01946/OUT.

The application site includes seven grass football pitches and is managed by Netherton Football Association and is in the ownership of Peterborough City Council. There are existing facilities including an informal parking area, children's play area, changing rooms and pavilion. Access is currently granted from Mayors Walk and is shared by pedestrians and vehicles.

In July of 1992 approximately 2.5ha of land to the north-east of the application site was declared surplus by the Leisure Services Committee. The land was subsequently designated for residential use within the PCC Local Plan (First Replacement) 2005.

The Council decided to reopen the surplus land and by way of consolidation and relocation create a well defined and more manageable allotment area. Statutory notices were served on the existing plot holders with compensation being paid and relocation to the newly reconditioned plots on the former surplus lands or to other sites to those that wanted to continue. The Council in consultation with plot representatives, has carried out various improvements to the new allotment area taking into account the relocation of plot holders, future allotment use and the current waiting list.

A new boundary fence delineating the 'new' allotment site has been erected and other enhancements include DDA accessibility and plot provision, new access roadways, car parking, composting areas and on site secure storage. This new boundary fence forms the eastern boundary of the application site.

## **5 PLANNING HISTORY**

Application Number	Description	Date	Decision
07/01946/OUT	Residential development	05.01.10	PER

## **6 CONSULTATIONS/REPRESENTATIONS**

### **INTERNAL**

**Head of Transport & Engineering** – No objection to amended plans. Recommends conditions relating to full details of access and construction vehicle cleaning equipment.

**Environmental Protection Officer** – Lighting should meet the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light. With regards to noise, there is no standard to which comparison may be made with regard to spectator or participating sports persons for the purpose of setting decibel level limits. If an arbitrary figure is set in comparison to background levels, Leq, L90 and L10, it will be a matter of opinion as to whether this arbitrary level will be acceptable. Also, given the nature of the anticipated noise, impact events are those which are most likely to cause concern. Such events have no recognised noise limits for control and cannot be adequately controlled by time based noise limits. In such circumstances where the Local Authority is minded to grant consent for the application, hours of use should be considered to minimise the impact of such noise levels.

**Rights of Way Officer** – No objections to the proposal.

**Landscape Officer** – No objections to the proposal. None of the trees on site are worthy of a Tree Preservation Order.

**Drainage Engineer** – No objection. No reported land drainage concerns within the area and do not foresee any major flood risks as a result of implementation of the all weather sports pitch and associated works.

### **EXTERNAL**

**Cambridgeshire Police** No objections subject to sufficient regarding lighting, fencing and landscaping will. Requests the provision of CCTV and details of any entrance barrier to be used.

**Sport England** No objections subject to imposition of a condition requiring the associated sports use being available for community use.

**Environment Agency** No objection.

## **NEIGHBOURS**

**First consultation** – 11 letters were received (9 in objection and 2 stating no objections to the principle of development, but associated concerns). The objections to the proposal were based on the following grounds:

- Poor/inadequate access would generate traffic and highway safety problems along Thorpe Park Road/Mayor's Walk
- Increased traffic generation
- No need for the children's play area to be moved
- Affect on trees and wildlife
- Proposed acoustic fence would prevent access from the gardens of properties along Thorpe Park Road
- Impact on views from rear gardens
- Increased risk of flooding as The Grange is a flood plain
- Inadequate parking levels proposed
- Concern that the AWP would not be for public use and would exclude all user groups
- Light spillage causing a nuisance
- Noise impact
- Public disorder issues due to the extension of operation hours into the evening
- Loss of green playing field space

**Second consultation** – 7 further letters were received from earlier objectors. No new issues were raised.

## **COUNCILLORS**

No comments received.

## **7 REASONING**

### **a) Principle of development**

Planning Policy Guidance 17 'Planning for Open Space, Sport and Recreation', requires that when development of playing fields is proposed, and no robust assessment of need has been provided, development should not be allowed unless the proposal is for an outdoor sports facility of sufficient benefit to the development of sport to outweigh the loss of the playing field. In this instance, the proposal only seeks the loss of one of seven grass playing fields within The Grange and will be replaced with a modern 'third generation' all weather football pitch (AWP). The pitch is seen as a priority need for the wider city by the Football Association and Peterborough City Council by allowing sporting activities on the site to continue throughout the year and at evenings which is currently not possible.

It is proposed by Netherton Football Club who currently manage the playing fields, that the development of the new AWP will enhance the capacity of the football club to provide additional coaching capacity and consolidate this function at one location. In addition, it seeks to provide a centre for coaching and refereeing within the city and will be available for training purposes.

In addition, Sport England has not raised any objection to the proposal, on the basis that a condition be applied to any approval requiring the submission of a Community Use Plan relating to the community use of the pitch outside of season. Sport England has examined the proposal against their own exception policy E5 which seeks to prevent the loss of playing fields to development. It has however been concluded that subject to the AWP being built in accordance with guidance set out by the Football Association, the proposed facilities will be of benefit to the wider provision of sports facilities throughout Peterborough and as such is acceptable.

On balance, whilst the loss of an open grass playing field is not desirable, the introduction of a new 'third generation' AWP will generate significant benefits not only to Netherton Football Club, but the wider community.

It will provide facilities that can be used to engage the wider community in sports and will consolidate coaching and refereeing facilities throughout the city area. As such, the principle of development is acceptable.

**b) Sports pitch design and impact on visual amenity**

The AWP is proposed to be located to the south of the site and replaces one of the existing adult grass pitches that are laid out on the site. The AWP is proposed to be located directly adjacent to the existing changing room facilities in accordance with guidance set out by the Football Association. It is proposed that in line with this guidance, a fenced forecourt area will be provided between the changing rooms and AWP which will be for the purpose of team collection prior to accessing the pitch and is required to prevent contamination of the surface and to assist in management and maintenance.

The AWP itself is proposed to be enclosed by 4.5 metre high metal mesh fencing and the applicant has provided an example of the type of fencing in the submitted Design and Access Statement. The materials to be used are similar in appearance to those recently installed at John Fisher School. The six lighting columns will stand at each corner of the pitch with two either side of the halfway line.

It is acknowledged that these lighting columns and the 4.5 metre high fencing will be a prominent feature within the site and visible from all areas. At present, The Grange is a large area of open grassland and the construction of the AWP will appear visually prominent from all aspects, as well as from the residential properties surrounding. However, it is considered that the design of the pitch and its prominence is to be expected from a sporting facility. The lighting columns, whilst taller than the surrounding built form and visible from much of the area, will not appear unduly obtrusive within the streetscene and as such, will not detract from the visual amenity of the locality. Their appearance will be shielded from much of the surrounding residential area by the existing landscaping and much of the open space of The Grange will be retained.

With regards to the pitch, the distance from the nearest residential dwellings will stand at approximately 40 metres and as such, will not appear unduly prominent to occupants. The impact of the 4.5 metre fencing can be mitigated along the boundary of the site with Thorpe Park Road/Mayors Walk by boundary planting and soft landscaping.

**c) Impact on the amenity of neighbouring properties**

*Noise impact*

A Noise Assessment Report has been submitted as part of the application submission and provides details of ambient noise levels without football activities, during a match played on a grass pitch to the north of the proposed location and also at a similar type of AWP located at Bushfields Sports Centre. The report indicates that without football activities, noise levels at Ledbury Road and Thorpe Park Road between 20.00-22.00 hours averaged at 48.7 and 48.3dB LAeq,T respectively due to the distant road traffic noise. Noise levels were also measured during a match played on one of the grass pitches to the centre of the site between 18.35 and 20.10. These have shown that the noise levels 10 metres from the pitch were 54.7dB and at 85m 52dB. In comparison, the levels measured during a football game at the Bushfields Sports Centre AWP show that between 20.05 and 20.50 the average noise levels 10 metres from the pitch were 55.8dB and at 40 metres 49.4dB.

The properties along Thorpe Park Road/Mayors Walk are those which most closely relate to the proposed AWP and are located approximately 30-40 metres from the side of the proposed pitch. The report concludes that the AWP in use until 22.00 would represent a only small increase of 3.4dB to the neighbouring properties. This increase falls within a range that would not be readily discernable to surrounding residents and these measurements relate to the overall noise impact felt upon the neighbouring properties. However, it will be the incidences of high impact noise such as referee's whistles, players shouting and balls hitting the metal fencing that will be of greatest concern to surrounding residential properties. The applicant is currently revising the contents of the Noise Assessment Report and will provide a non-technical summary of this for Members in order to try and allay the concerns which led to the deferral of the application. Details of this document will be provided in the Update Report to Members.

The proposed use of the pitch is to be extended beyond the existing hours of operation (currently until nightfall) to 22.00 hours. It is considered that this would result in disturbance to surrounding residential properties, namely those along Thorpe Park Road and Mayor's Walk during times at which they would normally benefit from a quiet and peaceful environment.

As such, it is considered appropriate that in order to mitigate against any significant detrimental impact, the hours of use for sporting activities be restricted to 20.10 hours during weekends and bank holidays. This time is considered appropriate for a sporting facility of this type within a residential area and will ensure that surrounding residential properties retain their amenity into the evenings. As a result of the reasons for deferral of the application by members at the previous Committee, the applicant is compiling details of other all weather sports pitches located within residential areas in the Peterborough area in terms of the noise impact that these have upon residential amenity and any noise mitigation works that have been carried out. It is anticipated that this information will be provided to Members in the Update Report.

As detailed previously, the application scheme has proposed a 2 metre high acoustic boundary fence along the boundaries with residential properties along Thorpe Park Road and Mayor's Walk. It was raised at a recently held public meeting that local residents do not want the acoustic fence as it would prevent access from the properties that has been enjoyed for over 30 years. Whilst it is acknowledged that these accesses are unauthorised, it is considered that the amenity impact upon imposing such a fence would be significant to the surrounding residents. As such, and in line with the wishes of local resident, it is proposed to remove this fence from the proposal as it will not generate a significant reduction in the noise impacts felt to surrounding residents. In the event that reasonable complaints of noise are received, noise mitigation measures can be implemented. As stated above, the applicant is to provide details of other noise mitigation measures in place at other all weather pitches and details of these will be provided in the Update Report to Members,

#### *Light spillage and intrusion*

It is proposed that the lighting columns, at a height of 14 metres, will have the lumieres set to horizontal in order to prevent outward light spillage to the surrounding area. Whilst it is acknowledged that the lights will be powerful (300 Lux), the applicant has provided a light spillage diagram with indicative lighting levels spilling out of the site. This diagram clearly shows that some spillage will occur as a result of the proposals and this is to be expected. However, the diagram shows that the level of lighting that will reach neighbouring residential properties will be limited to only 1 Lux. This level is in line with the Institute of British Lighting engineers Guidance for light intrusion into residential properties. The area is considered to fall within category E2 (dark urban areas) as at present, the area of The Grange is unlit but has some sky glow by virtue of the street lighting to the residential area. The ILE guidelines clearly state that in this type of area light trespass into windows should be limited to 5 Lux pre-curfew (23.00) and post-curfew to 1 Lux. Therefore, it is anticipated that the impact from the floodlights will be minimal.

The applicant has stated that cowls and shields can be fitted to the lumieres in order to prevent backwards and other light spillage and this is stated in the Lighting Assessment Report submitted as part of the application. Whilst the lighting as proposed would not significantly impact upon the amenity of surrounding residents, it is considered that the imposition of a condition requiring cowls and shields to be fitted would further mitigate against any unnecessary and preventable spillage. Furthermore, the floodlights would be conditioned in order to prevent their usage beyond 20.30 hours. Whilst the use of the pitch for sporting activities is to be restricted to 20.10 hours for security reasons it is necessary to ensure that the floodlights are permitted to stay on up to 20 minutes after activities cease. This is before the standard curfew of 23.00 hours as set out in the ILE Guidance.

#### **d) Highway implications and car parking**

##### *Car parking*

It was originally proposed that the application scheme would provide car parking for 86 vehicles of which 2 would be available for disabled users. Following neighbour consultation and assessment as part of the Transport Statement this has now been increased to 101 including 2 disabled spaces.

It is considered that this level of car parking will reasonably accommodate the demand generated at weekends and evenings as a result of the AWP and will provide sufficient capacity when all pitches on the site are in use. The formalised arrangements will be a significant improvement to the current parking facilities.

With regards to coach and mini bus parking, these are not currently accommodated on the application site and the proposal does not make provision for such facilities. It is proposed that the existing arrangement where players and spectators are dropped off at the site and collected later will continue.

#### *Trip generation*

The applicant has now submitted a Transport Statement following a request from the Transport and Engineering Officer. This is currently out to consultation and full comments from the Transport and Engineering team will be provided in the update to Members. It is anticipated that Saturdays and Sundays will be the most busy as these are traditionally when most organised match games are played.

On these days and based on the number of cars visiting the site, vehicle movements range between 35 to 90 dependent on timing, weather conditions and whether matches are at home or away.

#### *Access*

Significant concern has been raised from neighbouring residents regarding the inadequacy of the access to the site and the delay in completion of the scheme with regards to the proposed new access through the new residential development to the north. The Council's Transport and Engineering Department has raised similar concerns with regards to the use of the existing access for construction traffic and the potential for conflict between vehicles and pedestrians. It has been suggested that a separate construction access be created further to the east along Mayor's Walk which will provide access through the allotments to the east of the site. Following discussion with the applicant, it has become clear that this is an unviable option as it would involve disruption to several of the retained allotment plots during the construction period. The applicant has provided further details of implementation of the proposed temporary access which involves the separation of pedestrians and vehicular traffic through the use of fencing and the widening of the existing vehicular entrance. It is considered that this will significantly improve the safety during the construction period and the widened access will be able to accommodate the proposed trip generation. These details are currently out to consultation with the Transport and Engineering Department and further comments received will be provided to Members in the Update Report.

However, a condition is to be imposed that will require full details of the widening of the access to be submitted to and approved by the Local Planning Authority prior to commencement of development. Further to this, details regarding the integration of the temporary access with the proposed car park will need to be provided. These measures will ensure that during the period between the implementation of the AWP and the construction of the permanent access through the new residential development to the north, highway and pedestrian safety will be maintained and impacts on surrounding residential areas as a result of traffic movement will be mitigated.

#### *Construction Management*

Concern has been raised from local residents regarding construction vehicle movement into and out of the application site. As part of the submitted Transport Statement, the applicant has provided outline details with regards to the management of construction traffic. Furthermore, the revised access drawings submitted and out to consultation currently detail how construction traffic and pedestrian movements will be separated. These drawings show how the existing access can accommodate the required construction traffic and comments from the Transport and Engineering Department will be provided to Members in the Update Report. Further to this, a condition will be imposed requiring a full Construction Management Plan to be submitted and approved by the Local Planning Authority prior to commencement of any development. This will ensure that the LPA has control over the construction methods implemented in order that they impact upon the existing highway network and residential properties as little as possible.

e) **Landscaping implications**

There have been no detailed proposals submitted as part of the application with regards to the landscaping of the site. It is considered that this can be adequately dealt with by condition, requiring the applicant to provide full details of landscaping proposals and planting schedules. Landscaping will be an important element of the scheme which will serve to soften the hard appearance of the proposals and assist in assimilating the children's play area and car park with its surroundings. At present, there is little soft landscaping to the existing children's play area, car park, playing rooms and pavilion.

In addition, the Landscape Officer has not raised any objections to the proposal. Whilst the trees on the site are of a local benefit to the visual amenity of the site, none are worthy of a Tree Protection Order. The scheme proposes the removal of one no. Cherry Tree and a small group of Ash Trees. Whilst the loss of trees is not desirable, any landscaping scheme can include their replacement within the site.

f) **Flood risk**

Following comments received from the City Council's Drainage Engineer and the Environment Agency, no objections have been raised with regards to the proposal. The application site does not fall within a functional floodplain and there have been no reported land drainage concerns within the area. Following tests recently carried out through the use of bore holes in respect of the recently approved housing application (07/01946/OUT), the soil sub strata is composed of well drained limestone to a depth of approximately 2 metres and as such, any surface water run off should drain away adequately. It is acknowledged that after heavy persistent rainfall, the water table may rise giving less storage capacity and local isolated ground saturation may occur. However, this situation is common in many areas of open space and tends to disperse quickly. As such, it is not anticipated that any major flood risks will occur as a result of the implementation of the AWP and associated car parking.

## **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 AWP will contribute towards the provision of sporting facilities within the city area
- There will be no detrimental impact on the amenities of neighbouring residential or retail properties
- There will be no unacceptable impact on the character or appearance of the area
- There will be no unacceptable impact upon the highway network or highway safety.

The proposed development is therefore in keeping with Policies T1, T2, T8, DA1, DA2, DA12 and LNE9 of the Peterborough Local Plan (First Replacement).

## **9 RECOMMENDATION**

The Head of Planning Services recommends that this application is APPROVED subject to 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 the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended).
- C2 The approved floodlights shall not be used between the following curfew times: 22.00 and 08.00 Monday to Friday or between 20.30 and 08.00 on Saturdays, Sundays or Bank Holidays and use of the pitch shall stop 20 minutes before the curfew time commencing.**  
Reason: In the interests of amenity in accordance with Policy DA2 of the Peterborough Local Plan (First Replacement).



- C3** Development shall not commence until a scheme for the improvement of the vehicular, pedestrian and cycle access from Mayor's Walk to the car park has been constructed in accordance with details submitted to and approved in writing by the Local Planning Authority and shall be retained until such time as:
- a) it is replaced by an alternative access through the land edged in blue on drawing 132-B 101 Rev 07.
  - b) the vehicular access is stopped up in accordance with a scheme to be submitted to and approved by the local planning authority
- Reason: In the interests of Highway safety, in accordance with Policy T1 of the Peterborough Local Plan (First Replacement).
- C4** The approved sports pitch shall not come into use until the approved car park (as may be amended by condition) is completed (including in terms of drainage and materials as specified in the Design and Access Statement) and the car park shall be retained for the purpose of car parking thereafter.
- Reason: In the interest of Highway safety, in accordance with Policies T7, T9 and T10 of the Peterborough Local Plan (First Replacement).
- C5** The use of the sports pitch shall not be commenced until space has been laid out within the site for 20 number bicycles to be parked, in accordance with details submitted to and approved in writing by the Local Planning Authority, and that area shall not thereafter be used for any purpose other than the parking of cycles.
- Reason: In order to promote sustainable modes of transport, in accordance with Policies T7 and T9 of the Peterborough Local Plan (First Replacement).
- C6** Prior to the commencement of development or other such time as may be agreed in writing by the Local Planning Authority, details of the hard and soft landscaping works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the following elements:-
- i) a landscape maintenance schedule;
  - ii) planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment), schedules of plants, plant sizes and densities;
  - iii) all means of enclosure (that to the approved sports pitch shall accord with the specification given in the Design and Access Statement);
- The soft landscaping shall be undertaken in accordance with the approved details no later than the end of the first planting season following first occupation of the development, unless otherwise agreed in writing with the Local Planning Authority.
- Reason: To ensure that the development is landscaped in the interests of the visual character and appearance of the area, in accordance with policies DA2, LNE9 and LNE10 of the Peterborough Local Plan (First Replacement).
- C7** If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub, or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place in accordance with the provisions of the approved landscape management plan, unless otherwise agreed in writing with the Local Planning Authority.
- Reason: To ensure the satisfactory implementation of the landscaping scheme, in accordance with policies DA2, LNE9 and LNE10 of the Peterborough Local Plan (First Replacement).
- C8** Details of the lighting to the car parking area and footpath shall be submitted to and approved in writing by the Local Planning Authority before the use hereby permitted commences. Development shall be carried out in accordance with the approved details and provided prior to the car park being brought into use.

Reason: In the interests of community safety and in order to protect and safeguard the amenity of the area, in accordance with Policies DA11 and DA12 of the Peterborough Local Plan (First Replacement) 2005.

**C9 The sports pitch flood lighting shall accord with the specification given in the Design and Access Statement and the approved light spill plan.**

Reason: In order to protect the amenity of surrounding residents in accordance with Policies DA2 and DA12 of the Peterborough Local Plan (First Replacement).

**C10 Before development commences, a Construction Management Statement shall be prepared which will set out the timescale for development, measures to secure the minimum of disturbance to the existing open space and surrounding residential properties whilst construction is underway, and temporary facilities clear of the public highway for the parking, turning, loading and unloading of all vehicles visiting the site during the period of construction. The statement will include the provision for site cleaning and measures to ensure that no mud or other detritus is deposited on the footpath or the adjoining public carriageway, including a specification and position for operational vehicle cleaning equipment. Development shall not take place other than in complete accordance with the approved statement.**

Reason: In the interests of Highway safety, in accordance with Policy T19 of the Peterborough Local Plan (First Replacement).

**C11 The use of the sports pitch shall not be commenced until a Community Use Scheme has been submitted to and approved in writing by the Local Planning Authority. 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 use of the development.**

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport in accordance with Policy LT10.

Copy to Councillors SJ Dalton, MJ Dalton, Arculus