

11/01018/R3FUL: DEMOLITION OF EXISTING STAND, CONSTRUCTION OF NEW STAND WITH EDUCATION CENTRE AND ENERGY CENTRE, TOGETHER WITH ACCESS AND PARKING – MOYS END STAND (EAST STAND) AT PETERBOROUGH UNITED FOOTBALL CLUB, LONDON ROAD, PETERBOROUGH

VALID: 5 JULY 2011
 APPLICANT: PETERBOROUGH CITY COUNCIL
 AGENT: MR DAVID SHAW
 REFERRED BY: HEAD OF PLANNING SERVICES
 REASON: IN THE WIDER PUBLIC INTEREST
 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 main considerations are:

- Principle of development
- Design and the impact upon the character and appearance of the surrounding area
- Highways implications
- Impact of the development on neighbour amenity – air quality, noise disturbance and overlooking/loss of privacy
- Ecology
- Ground contamination and remediation
- Crime prevention and community safety
- Drainage and flood risk

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.

Peterborough Core Strategy DPD (2011)

CS4 The City Centre: The City Centre will be developed and promoted to maintain its position as a centre of regional significance. Major new cultural and leisure developments which meet the needs of the city and its sub-region will be encouraged.

CS10 Environment Capital: Development proposals will only be supported where they make a clear contribution to the aspiration of the Peterborough Sustainable Community Strategy for Peterborough to become the Environment Capital of the UK.

CS11 Renewable Energy: In addition to seeking reductions in energy demand and carbon emissions, opportunities to deliver on-site or decentralised renewable or low-carbon energy systems will be supported on appropriate sites.

CS12 Infrastructure: New development should be supported by, and have good access to infrastructure.

CS13 Developer Contributions to Infrastructure Provision: Where a planning obligation is required to meet the principles of Policy CS12, then this may be negotiated on a site-by-site basis however the City Council will encourage payments based on a standard charge set out in the Peterborough Planning Obligations Implementation Strategy SPD (2010).

CS14 Transport: New development in Peterborough will be required to ensure that appropriate provision is made and does not result in a danger to highways safety.

CS16 Urban Design and the Public Realm: New development should respond appropriately to the particular character of the site and its surroundings, using innovative design solutions where appropriate; make the most efficient use of land; enhance local distinctiveness through the size and arrangement of development plots, the position, orientation, proportion, scale and massing of buildings and the arrangement of spaces between them; and make use of appropriate materials and architectural features.

CS17 The Historic Environment: The City Council will protect, conserve and enhance the historic environment throughout Peterborough. All new development must respect and enhance the local character and distinctiveness of the area in which it would be situated.

CS18 Culture, Leisure and Tourism: The existing cultural, leisure and tourism facilities will be protected and enhanced.

CS21 Biodiversity and Geological Conservation: The City Council, working in partnership with all relevant stakeholders, will conserve, enhance and promote the biodiversity and geological interest of the area.

CS22 Flood Risk: All appropriate development should employ sustainable drainage systems (SUBS) to manage surface water run-off where technically feasible and appropriate.

Peterborough Local Plan (First Replacement) (2005)

T8 Connections to the Existing Highway Network: Vehicular access on to a highway as a result of development must be appropriate for the level and type of traffic likely to be generated.

CC11 South Bank Opportunity Area: Mixed use redevelopment within a comprehensive framework will be supported including office, leisure and cultural uses. Proposals for any development which would prejudice the comprehensive redevelopment of the Opportunity Area will not be permitted.

CC15 Car Parking: Where alternative off-street spaces are not available, the number of car parking spaces should be that which serves the operational requirements and the needs of motorists with mobility difficulties.

CC16 Cycle Parking: New City Centre development should provide secure, safe, convenient and high quality parking for cycles in accordance with the minimum standards set out in Appendix IV.

CF8 Development of Community Buildings: New community buildings will be required to provide safe and convenient access by foot, cycle and public transport; should not cause unacceptable noise and disturbance to the amenities of occupiers of nearby properties; to ensure it does not prejudice development of the land for residential or employment use; and ensure that any associated car parking is not detrimental to the character or appearance of the area.

U1 Water Supply, Sewage Disposal and Surface Water Drainage: Development which increases the demand for off- or on-site water supply, sewage disposal or surface water drainage infrastructure will only be permitted if facilities of adequate capacity and design are available, or will be provided without detriment to the environment.

National Planning Policies

National Planning Policy Framework (NPPF) Consultation Draft (2011)

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)

Supplement to Planning Policy Statement 1 (PPS1): Planning and Climate Change (2007)

Planning Policy Statement 5 (PPS5): Planning for the Historic Environment (2010)

Planning Policy Statement 9 (PPS9): Biodiversity and Geological Conservation (2005)

Planning Policy Guidance 13 (PPG13): Transport (2011)

Planning Policy Guidance 17 (PPG17): Planning for Open Space, Sport and Recreation (2002)

Planning Policy Statement 22 (PPS22): Renewable Energy (2004)

Planning Policy Statement 23 (PPS23): Planning and Pollution Control (2004)

Planning Policy Guidance 24 (PPG24): Planning and Noise (1994)

Planning Policy Statement 25 (PPS25): Development and Flood Risk (2010)

Circular 05/2005: Planning Obligations

ODPM Circular 05/2005 “Planning Obligations”. Amongst other factors, the Secretary of State’s policy requires planning obligations to be sought only where they meet the following tests:

- i) relevant to planning
- ii) necessary to make the proposed development acceptable in planning terms;
- iii) directly related to the proposed development; (in the Tesco/Witney case the House of Lords held that the planning obligation must at least have minimal connection with the development)
- iv) fairly and reasonably related in scale and kind to the proposed development;
- v) reasonable in all other respects.

In addition Circular 05/2005 states the following principles:

The use of planning obligations must be governed by the fundamental principle that planning permission may not be bought or sold. It is therefore not legitimate for unacceptable development to be permitted because of benefits or inducements offered by a developer which are not necessary to make the development acceptable in planning terms.

Similarly, planning obligations should never be used purely as a means of securing for the local community a share in the profits of development.

3 DESCRIPTION OF PROPOSAL

The application relates to the existing Moys End Stand (East Stand) at Peterborough United Football Club and forms the first phase in the redevelopment of the stadium. The proposal seeks the demolition of the existing stand of a standing capacity of 3,495 which no longer meets the demands of the football club, as well as removal of the existing floodlighting column to the north-eastern corner of the site. Following demolition, the scheme seeks the erection of a new 2,500 capacity all seated stand and connected education centre for Science, Technology, Engineering and Mathematics. The education centre will cater for approximately 300 students aged 14 to 19 years and provide laboratories, IT suites, flexible teaching spaces and a refectory. The stand will result in an overall loss of capacity of 995 albeit the overall floorspace of the building will increase by some 4,000 sqm. The footprint of the building will be approximately 9 metres deeper however the main bulk will not be sited any closer to the Glebe Road properties.

Associated to this, there is a proposed Renewable Energy Centre which will generate economically viable heat and/or power and be fed by mains gas through Biomass boilers. The energy generated will

feed both the football ground facilities and the adjacent Carbon Challenge housing scheme to the north and east. The energy centre will consist of 1 off 220kWe Biofuel CHP unit, 1 off 200kWe Natural Gas CHP unit, 1 off 330kW Pellet Boiler, 2 off 1.0MW Natural Gas Boilers and 4 off Thermal Storage Vessels. Also associated with the application are alterations to the access from London Road, and internal changes to the car parking areas. At present there are 198 car parking spaces on the site, which will be reduced to 168 as a result of the proposal, a loss of 30 spaces. There will no longer be parking provided on site for football supporters. The existing Glebe Road access is to be altered so that it is for emergency use only. A coach turning and drop off area is to be provided using Cripple Sidings Lane as the access.

4 DESCRIPTION OF SITE AND SURROUNDINGS

The Peterborough United Football ground is situated on the corner of London Road and Glebe Road with the main vehicular access taken from London Road along Cripple Sidings Lane. To the south of the site is a row of residential properties along Glebe Road, with rear gardens bounding the ground site. To the north and east is situated the area recently approved for the Carbon Challenge Housing Scheme and beyond this to the north is the railway line and to the east, the Frank Perkins Parkway.

At present parking for 198 cars is provided informally to the north and east on an area of rough hardstanding. Emergency access is taken to the south eastern corner of the site onto Glebe Road. The site is affected by contamination.

5 PLANNING HISTORY

Application Number	Description	Date	Decision
06/01868/OUT	Demolition of existing stand and construction of new stand and residential development		NOT DETERMINED
07/00028/NONDET	Appeal A/07/2040666/NWF following refusal of application reference 06/01868/OUT	23.08.2007	ALLOWED
09/00013/DEMOL	Demolition of two storey football terrace stand	15.02.2010	CLOSED
09/01071/FUL	Continue use of open air market on existing car park	13.11.2009	PERMITTED
10/00950/WCPP	Variation of Condition C5 of planning permission 09/01071/FUL dated 13.11.2009 to change the opening time of the open air market from 09.00 to 08.00 and to change the existing operating hours from 06.00-16.00 to 06.00-14.00 on Sundays	22.09.2010	REFUSED
11/00008/SCREEN	Screening opinion for the need of an Environmental Impact Assessment for proposed energy centre	21.06.2011	EIA NOT REQUIRED

6 CONSULTATIONS/REPRESENTATIONS

INTERNAL

Transport and Engineering – No objection. Having assessed the potential traffic generated by the development, the numbers are not dissimilar to those produced by the applicant and could be met through an associated Travel Plan secured by S106. Off-site works should be carried out to provide a yellow hatched box at the site entrance on Cripple Sidings Lane to ensure traffic queues into the Carbon Challenge site and not onto the Oundle Road junction. The received tracking drawing requires amendment to the road width to allow coaches to pass within the site. Conditions relating to car park management and ensuring no double use of the car parking should be attached to any permission to ensure adequate parking on site for the proposed uses. Revised tracking information has been requested and further comments will be provided in the Update Report to Members.

Pollution Control Officer – No objection. The proposed contaminated land remediation strategies are acceptable albeit a strategy for appropriate gas infiltration prevention measures requires specification and agreement. This can be dealt with by way of a condition. A condition relating to noise from plant and equipment needs to be attached to any planning permission as follows: The rating level of noise emitted from the site shall not exceed 42 dB LAeq, 1 hour between 07:00 and 23:00 Monday to Saturday and 35 dB LAeq, 5 minutes at any other time. The noise levels shall be determined at (the nearest noise sensitive premises.) The measurements and assessment should be made according to BS:4142:1997. The glazing specification to the external elevations of the new stand should have a minimum manufacturer's rating of at least *Rw* 33 dB. Upon the basis of the boiler data provided, modelled concentrations with a 19 metre stack height are better than the requirements for the air quality objectives for the protection of human health, both in short term and long term exposure scenarios.

Landscape Officer – No objections subject to a suitable scheme for landscaping.

Wildlife Officer – No objection. If demolition works are to commence during bird nesting season (1 March to 31 August), a thorough check of the stand should be made for nesting birds and if any are found, appropriate mitigation measures should be implemented.

Archaeological Officer – No objection. The surrounding area has produced evidence of occupation dating from the prehistoric period. Whilst much of the site is likely to have been heavily disturbed, a monitoring and recording brief (or trial trenching) on undeveloped areas is recommended.

Drainage Officer – No objections. Recommend a condition requiring full details of the drainage system to be used based upon the volume of run-off from buildings of 37.8l/s/ha.

EXTERNAL

Environment Agency – No objection. Site proposes a negligible risk to controlled water but the site is underlain by shallow groundwater which may be in hydraulic continuity with nearby surface waters. Therefore, given the sensitivity of the site, recommend the imposition of a condition relating to unsuspected contamination.

Natural England – No objection.

Cambridgeshire Constabulary Architectural Liaison Officer and Cambridgeshire Constabulary Counter Terrorism Security Advisor – No objections as the submitted Crime Impact and Counter Terrorism Statement sets out the principles for crime prevention and community safety measures that will be incorporated into the future development.

Peterborough Civic Society – Support application.

COUNCILLORS

Cllr Lee

- The proposed height of the chimney stack.
- The energy generator being built so close to neighbouring properties, I feel it would be more appropriately located away from existing properties.
- The emissions from the chimney which will be in extremely close proximity to residents gardens.

NEIGHBOURS

468 local residents were consulted on the application, including the entirety of Glebe Road and Fairfield Road. Letters of objection have been received from 5 neighbours raising the following issues:

- Concern that the chimney will result in pollution and smoke coming down onto gardens and properties
 - Associated with this, concern that garden produce will be affected
- No consultation took place on the chimney at the public exhibition

- The chimney will be prominent and constantly visible due to its height and proximity to neighbouring gardens
- The chimney will generate noise 24 hours a day, 7 days a week
- Additional bus trips will generate noise and pollution which will harm residents quality of life

PETERBOROUGH DESIGN REVIEW PANEL

The application scheme was taken before the Peterborough Design Review Panel held on 13th July 2011. The comments made were as follows:

‘Very exciting use proposed. Pleased with quality and delicacy of some of the materials, but use of tough, solid elements such as fair-faced concrete could be appropriate on a robust building like this. Would like to see more detail and consideration of materiality, quality of fabric to give the building a more ‘techy’ appearance pertaining to an education facility specialising in Science, Technology, Engineering and Mathematics. Particularly would like to see architectural philosophy on the East façade to show it off for what it is. An opportunity has been missed to make this a really interesting building, which wears its “heart on its sleeve” in terms of passive and active sustainable energy.’

7 REASONING

a) Principle of development

Policy CS18 of the Peterborough Core Strategy DPD (2011) clearly states that the City Council will seek to improve and enhance existing cultural, leisure and tourism facilities (including sports activities). The Peterborough United Football Club stadium provides a sporting attraction not only for the City but the wider sub-region and its redevelopment is seen as a key element to the redevelopment of the South Bank, an identified Opportunity Area.

In addition to the redeveloped stand, the proposal will provide a new education facility offering specialism on science, technology, engineering and mathematics. The mixture of uses is promoted for the South Bank in Policy CC11 of the Peterborough Local Plan (First Replacement) (2005) and makes use of the site’s sustainable location within the City Centre, readily accessible on foot, cycle and by public transport.

Furthermore, Policy CS11 of the Core Strategy promotes opportunities to deliver on-site or decentralised renewable or low-carbon energy systems such as the proposed Energy Centre. Given the above and that the development will take place on previously developed brownfield land, the principle of development is accepted and supported.

b) Design and the impact upon the character and appearance of the surrounding area

The design of the proposed stand has needed to incorporate two different building uses within the overall scheme and as such, there is a definite junction between the two external elevations. The main bulk of the education centre is to the north-eastern corner of the football ground and consists of a triple height entrance atrium with a largely glazed and curved façade thereby allowing maximum exposure to natural daylight. The remaining façade of the building is a mixture of transparent fully glazed panels, glass panels with transfers, translucent panels allowing minimal light penetration and opaque cladding panels. This elevation is punctuated by three stair towers of translucent cladding which break the horizontal emphasis and create relief to the façade.

The majority of the ground floor space is set aside for the proposed education centre and will comprise of uses which require a minimum level of natural daylight. This area also includes the proposed Energy Centre which will consist of 2no. combined heat and power units, 3 no. boilers and 4 no. thermal storage vessels. The first floor is comprised of a split between teaching classrooms, offices, the pupil canteen and the concourse to the football stand seating. Finally, the second floor consists of predominately education floorspace including laboratories, technician rooms and materials stores albeit there is an area set aside for a general purpose room associated with the football club.

The proposed 19 metre high chimney stack will undoubtedly be visible given its height; however it is of a slim profile (0.9 metres in width) and will only project 3.4 metres above the plant area on the stand's roof. The stack is not considered to represent an unduly dominant or obtrusive element within the character of the area.

It is considered that the proposed design of the building introduces a modern and appropriate facility to the overall football stadium. The entrance to the education centre with a grand atrium creates impact through innovative design and acts as a focal point within the site as a whole. The mixture of glazing and cladding panels will ensure that the development integrates well into the existing stadium whilst setting a design cue for the future redevelopment of the north and west stands. The design is of a high quality which appears appropriate within its context.

The application site is set on very low lying land which is generally flat and this extends beyond the urban edge of the City. As such, there are limited long distance views across the city, within or surrounding it. The submitted Townscape Appraisal clearly shows that the proposal will not appear visually dominant within the townscape and views of the Cathedral will be maintained.

c) **Highways implications**

The Local Highways Authority has assessed the potential traffic generated by the development independently in order to check the proposed traffic modelling in the submitted Transport Assessment. Whilst the numbers are slightly higher than the applicant has calculated, they are not dissimilar and could be met through an associated Travel Plan secured by legal agreement. The applicant has agreed to enter into such a Travel Plan and this may be secured by condition and legal agreement.

The initial comments received from the Highways Officer highlight concern regarding the proximity of the access to the development from the junction on the Cripple Sidings Access onto the Oundle Road junction. Following discussion with the agent, a scheme has been agreed which would involve the installation of a yellow 'Keep Clear' box to the junction, allowing any traffic to the Stem Centre to take priority and making traffic from the Carbon Challenge Site give way. This would ensure that any queuing that would occur will take place within the development and not onto the junction. A revised red line site location plan has been submitted to include the required area for this traffic management and this is currently out to consultation with Highways Engineers. Their response will be provided in the Update Report to Members.

The Highways Officer has also queried how the car parking on site will be managed both in terms of the usage for the education centre and the football stand on match days. It is proposed that the development be conditioned so that the education centre cannot be in operation on match days/evenings thereby preventing any conflict in terms of traffic management. Furthermore it is recommended that details of car parking be conditioned also.

Furthermore, the applicant has provided amended tracking diagrams showing how buses will enter and manoeuvre within the site. This is currently out to consultation with Highways Engineers and their response will be provided in the Update Report to Members.

Local residents have expressed concern regarding the use of the vehicular access at the south-eastern boundary of the site onto Glebe Road. The applicant has proposed that this access only be retained for use by emergency vehicles with a barrier to prevent other vehicles. This element can be conditioned and will ensure that all vehicular traffic associated with the football club and education centre be directed along Cripple Sidings Lane.

d) **Impact of development on neighbour amenity**

There are two separate elements to the impact of the development upon neighbour amenity – air quality as a result of the proposed Energy Centre and noise disturbance by virtue of increased vehicular movements and the Energy Centre.

Air quality impact

The applicant has submitted an Air Quality Modelling Report in support of the application which models the impact of the proposed Energy Centre upon air quality. The report shows that as a result

of the proposed Energy Centre, all predicted concentrations will fall below the appropriate Air Quality Objectives for the protection of human health. The findings of the Air Quality Modelling Report have been assessed by the City Council's Pollution Control Officer and accepted. As such, it is considered that the proposal will not have a detrimental impact upon the air quality of the surrounding area and human health both in the short term and the long term.

Noise disturbance

A report on the existing noise climate of the site and the implications of the application proposal has been submitted in support of the application scheme. The background noise levels at the site have been surveyed – the noise climate at the site is dominated by road traffic noise from the adjacent A15 London Road attributable to tyre 'roar' which has a characteristic mid-frequency tonal peak which the highest levels are attributable to HGV movement. In addition to this there is noise generated by the Frank Perkins Parkway to the east of the site and punctuated higher noise levels created by trains passing-by on the line to the north of the site.

The proposed football stand is of a lesser capacity than the existing and as such, it is considered that the noise levels produced will be far less than at present.

The design of the proposed education centre, must meet the requirements of Building Bulletin 99 (part of E4 of the Building Regulations, 2000) to ensure that it provides a suitable level of sound reduction. It is proposed that the glazing to the building be of standard thermal double glazing (also laminated) which will provide a sound reduction of approximately 33dB(A). This reduction is more than adequate to ensure that internal noise levels within the education centre are at an acceptable standard.

With regards to the proposed Energy Centre, the City Council's Pollution Control Officer has advised that the plant noise at this location should be equal to or below the prevailing background noise level. In order to comply with this, the Energy Centre should not generate noise levels (when measured at the site boundary with the properties along Glebe Road) any higher than 42dB(A) during the daytime and 35dB(A) during the night time. This requirement can be conditioned and will ensure that the proposal does not generate any noise disturbance to local residents.

Overlooking/loss of privacy

There is some concern regarding the internal arrangement of the first floor of the education centre, which would allow communal and teaching areas direct views into the rear gardens of dwellings approved on the Carbon Challenge site. Officers are content that suitable glazing which can be secured by condition will prevent any issues of overlooking.

e) **Ecology**

A bat survey has been undertaken to establish whether the proposed demolition would result in the loss of any areas used for bat roosting. The survey has concluded that due to the open nature of the Moys End Stand, and the floodlighting used at the stadium, that there is low potential for roosting bats. The Council's Wildlife Officer has agreed to these findings. However, the stand does offer areas for bird nesting and as such, demolition should be undertaken outside the breeding bird season (March to August inclusive). Subject to this, it is considered that the demolition and redevelopment proposal will not result in any detrimental impact upon nearby ecology.

f) **Ground contamination and remediation**

Owing to the previous use of the site and the geophysical nature of the surrounding area, a ground investigation report has been submitted in support of the application, including investigation on ground contamination and proposed remediation works. The study has highlighted elevated concentrations of benzo[a]pyrene and lead which would only cause detriment to health in residential and landscaping uses. Given that the site is to be re-landscaped, the remediation report suggests the removal of a sufficient thickness of surface layers and replacement of imported topsoil. In addition suitable gas infiltration measures have been submitted to the Local Planning Authority and have been agreed by the Council's Pollution Control Officer.

Furthermore, to ensure that no further unsuspected contamination is found to be present on the site, this element may be conditioned. The applicant must ensure that the implementation of the

remediation strategy be checked during construction, keep appropriate records and a Validation Report submitted to Officers to ensure that development has been carried out to an acceptable standard.

g) **Crime prevention and community safety**

The proposed development is subject to several risks in terms of crime and community safety: burglary; theft of and from motor vehicles; theft from facilities; assault; criminal damage; anti-social behaviour; crowd management; and potential terrorist attacks. Following consultation with the Cambridgeshire Constabulary Police Architectural Liaison Officer and Counter Terrorism Security Advisor, the applicant has submitted a Crime Impact and Counter Terrorism Statement which details the general principles for crime prevention and community safety matters that will be incorporated into the development.

The fine details of these measures are to be conditioned following detailed discussion with the Police. Notwithstanding this, the developer has demonstrated that security and community protection has been considered in the design of the proposal.

h) **Drainage and flood risk**

The Peterborough United Football ground is located within Flood Zone 1, at lowest risk of flooding incidents. Notwithstanding this, the site is underlain by shallow groundwater which may have hydraulic continuity with nearby surface waters (e.g. the River Nene located approximately 400m to the north of the site). As such, given the sensitivity of the site and contaminants present in the soil, the Environment Agency has requested a condition relating to unsuspected contamination to ensure that any unforeseen contaminants are appropriately dealt with.

Furthermore, whilst the site has a minimal risk of flooding from rivers, there is a potential risk of flooding caused by surface water run-off. The applicant is proposing that the site should achieve a 30% reduction in surface water run-off rates in comparison to original levels as the proposed development will increase the level of impermeable surface compared to the existing development. Subject to this provision, it is not anticipated that there will be any increase in the likelihood of flooding onsite, in the surrounding area or the adjacent Carbon Challenge site.

i) **Other matters**

Policy CS10

Given that the application scheme includes the provision of an Energy Centre, providing renewable energy through combined heat and power it is considered that this meets the requirements of Policy CS10 and therefore no further reduction in target emissions will be required.

8 CONCLUSIONS/REASONS FOR RECOMMENDATION

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

- The proposed Moys End Stand and education centre will provide a mixed use development of high quality, in a sustainable location which adheres to the general principles for the redevelopment of the South Bank Opportunity Area and the City Centre in accordance with PPS1 (2005), Policy CS4 of the Peterborough Core Strategy DPD (2011) and Policy CC11 of the Peterborough Local Plan (First Replacement);
- The design of the proposed development is innovative and of high quality which will not appear unduly incongruous within its setting in accordance with PPS1 (2005) and Policy CS16 of the Peterborough Core Strategy DPD (2011);
- The Energy Centre will offer low-carbon on-site renewable energy and contribute towards the City's Environment Capital agenda in accordance with PPS22 (2004) and Policies CS10 and CS11 of the Peterborough Core Strategy DPD (2011);
- The proposal will not result in any detrimental impact upon the amenities of occupants of neighbouring properties in accordance with PPG24 (1994) and Policy CS16 of the Peterborough Core Strategy DPD (2011);

- Suitable remediation can be carried out on contaminants found within the soil in accordance with PPS23 (2004);
- There will be no harmful impact upon ecology as a result of the proposal in accordance with PPS9 (2005) and Policy CS21 of the Peterborough Core Strategy DPD (2011); and
- The proposal will have no detrimental impact upon the flood risk of the surrounding area in accordance with PPS25 (2010) and Policy CS22 of the Peterborough Core Strategy DPD (2011).

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 Section 91 of the Town and Country Planning Act 1990 (as amended).

C2 No development (other than demolition and groundworks) shall take place until details of the following materials have been submitted to and approved in writing by the Local Planning Authority.

- External cladding
- Windows and external doors (including obscure glazing)
- Rainwater goods
- External vents and ducting
- Any other external material

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 (2011).

C3 No development (other than demolition) shall take place within undeveloped areas of the site until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

Reason: To ensure that archaeological remains are (recovered or) not disturbed or damaged by foundations and other groundwork but are, where appropriate, preserved in situ, in accordance with Planning Policy Statement 5: Planning for the Historic Environment (2010) and Policy CS17 of the Peterborough Core Strategy DPD (2011).

C4 Prior to the commencement of the demolition or development, a Demolition and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include amongst other matters:

- **A scheme of chassis and wheel cleaning for demolition and construction vehicles including contingency measures should these facilities become in-operative and a scheme for the cleaning of affected public highways;**
- **A scheme of working hours for demolition and construction and other site works;**
- **A scheme for access from the Parkway system, including measures to ensure that all demolition and construction vehicles can enter the site immediately upon arrival, adequate space within the site to enable vehicles to load and unload clear of the public highway and details of any haul routes across the site;**
- **A scheme for parking of contractors vehicles;**
- **A scheme for access and deliveries including hours.**
- **Details of the vehicles visiting the site.**
- **Swept path analysis to demonstrate that the vehicles can safely access, turn within the site and exit the site in forward gear.**

- Details of the site access to be used during the demolition and construction including geometry and all visibility splays.
- Details of where the waste is to be taken to.

The demolition and construction shall thereafter be carried out in accordance with the approved demolition and construction management plan, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure the amenities of surrounding residents are preserved and no obstruction to the adjacent public highway takes place in accordance with Policies CS14 and CS16 of the Peterborough Core Strategy DPD (2011).

- C5** No development (other than demolition) shall take place on the site until a full Remediation Method Statement to deal with the contamination present on the site has been submitted to and approved in writing by the Local Planning Authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model procedures for the Management of Land Contamination, CLR11'. No development shall be carried out except in accordance with the approved remedial details unless an alternative scheme has been submitted to and approved in writing by the Local Planning Authority. Upon completion of remediation, a Validation Report shall be submitted to the Local Planning Authority. The report shall provide verification that the required works regarding contamination have been carried out in accordance with the approved Method Statement. Post remediation sampling and monitoring results shall be included in the closure report.

Reason: To ensure the proposed remediation plan is appropriate and all works are carried out to the require standard and in accordance with Planning Policy Statement 23: Planning and Pollution Control (2004).

- C6** If, during development, contamination not previously considered is identified, then the Local Planning Authority shall be notified immediately and no further work shall be carried out until a Method Statement detailing a scheme for dealing with the suspected contamination has been submitted to and agreed in writing. The development shall thereafter not be carried out except in complete accordance with the approved scheme.

Reason: To ensure all contamination within the site is dealt with in accordance with Planning Policy Statement 23: Planning and Pollution Control (2004).

- C7** Notwithstanding the details hereby approved and prior to first use of the building, an education facility closure plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details in perpetuity.

Reason: In the interests of creating safer and sustainable communities in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005).

- C8** The rating level of noise emitted from the site shall not exceed 42 dB LAeq, 1 hour between 07:00 and 23:00 Monday to Saturday and 35 dB LAeq, 5 minutes at any other time. The noise levels shall be determined at (the nearest noise sensitive premises.) The measurements and assessment should be made according to BS:4142:1997.

Reason: In order to protect and preserve the amenities of occupants of nearby properties in accordance with Planning Policy Guidance 24: Planning and Noise (1994) and Policy CS16 of the Peterborough Core Strategy DPD (2011).

- C9** Notwithstanding the details submitted in respect of Condition C2 above, the glazing specification to the external elevation of the new building should have a minimum manufacturers rating of at least Rw 33 dB.

Reason: In order to ensure that occupants of the education centre do not experience an unacceptable level of noise disturbance in accordance with Planning Policy Guidance 24: Planning and Noise (1994).

- C10** Prior to first occupation of the stand/education centre hereby approved, a scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out as approved no later than the first

planting season following the occupation of any building 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
- Details of hard landscaped areas including materials
- Details of any street furniture and external lighting
- An implementation programme.

Any trees, shrubs or hedges forming part of the approved landscaping scheme that die, are removed, become diseased or unfit for purpose 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 Policy LNE10 of the Peterborough Local Plan (First Replacement) and Policies CS16 and CS21 of the Peterborough Core Strategy DPD (2011).

- C11** Prior to the first occupation of the development, the area shown for loading, unloading, parking and turning on drawing no. 4367-L107 Rev S1 shall be drained, surfaced and demarked in accordance with details to be submitted to and approved in writing by the Local Planning Authority. That area shall thereafter be retained for the purpose of the loading, unloading, parking and turning of vehicles in connection with the Peterborough United Football Club and education centre in perpetuity.

Reason: In the interest of Highway safety, in accordance with Policy T10 of the Peterborough Local Plan (First Replacement) (2005) and Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C12** Prior to first occupation of development, full details of 60 cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. These spaces shall be implemented in accordance with Peterborough City Councils Cycle Parking Standards prior to first use of the building hereby approved and that area shall not thereafter be used for any purpose other than the parking of cycles.

Reason: In order to promote more sustainable methods of transport in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C13** Prior to the first use of the building hereby approved, details of a yellow 'keep clear' box within the westbound carriageway of Cripple Sidings Lane adjacent to the new access road shall be submitted to and approved in writing by the Local Planning and then installed and thereafter maintained until such time as the road becomes adopted public highway.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C14** Prior to first use of the building hereby approved, full details of the management of the car park shall be submitted to and approved in writing by the Local Planning Authority. The details shall include management of the car parking for both the education use and for match days associated with Peterborough United Football Club. The management of the car park shall be carried out in accordance with the approved details in perpetuity.

Reason: In the interest of Highway safety, in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C15** Prior to commencement of development (other than demolition), a travel plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In order to promote more sustainable methods of transport in accordance with Policy CS14 of the Peterborough Core Strategy DPD (2011).

- C16** The vehicular access to the south-eastern corner of the site onto Glebe Road shall be for emergency vehicles only and shall be controlled in accordance with details submitted to and approved in writing by the Local Planning Authority.
Reason: In order to protect the amenities of occupiers of nearby properties in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).
- C17** Prior to first use of the energy centre hereby approved, a scheme shall be submitted to and approved in writing by the local planning authority detailing the management of deliveries to and from the energy centre. The management of deliveries shall be carried out in accordance with the approved details in perpetuity.
Reason: In order to protect the amenities of occupiers of nearby properties in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011).
- C18** Notwithstanding the Crime Impact and Counter Terrorism Statement submitted, prior to first use of the building hereby permitted, a scheme including full details of all crime reduction and counter terrorism measures shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be installed in accordance with the approved details and prior to first use of the building.
Reason: In the interests of creating safer and sustainable communities in accordance with Planning Policy Statement 1: Delivering Sustainable Development (2005).
- C19** Prior to commencement of development (other than demolition), full details of surface water drainage systems to be installed shall be submitted to and approved in writing by the Local Planning Authority. These systems shall be installed in accordance with the approved details.
Reason: To ensure the development does not result in an increase in flood risk elsewhere, in accordance with Planning Policy Statement 25: Development and Flood Risk (2010) and Policy CS22 of the Peterborough Core Strategy DPD (2011).
- C20** Prior to commencement of development of the groundsmans store, full details of the elevations, roofing and external materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason: In the interests of the visual appearance of the development in accordance with Policy CS16 of the Peterborough Core Strategy DPD (2011),

Copy to Councillors Benton, Lee and Serluca

This page is intentionally left blank