
Applic. No: C/03/1223
Date Recvd: 7th November 2003
Ward: Abbey

Agenda Item No. 8
Officer: Andrew Thompson

Site: Abbey Stadium, Newmarket Road, Cambridge, CB5 8LN

Proposal: Redevelopment of stadium, including construction of new North stand, provision of new supporters' club, creche, D2 leisure space, health and fitness suite, 86-bedroom hotel, extension to existing main stand and associated car parking (following demolition of existing supporters' club and north stand building).

Applicant: Cambridge United Football Club
Abbey Stadium
Newmarket Road
Cambridge

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 This application relates to the Abbey Stadium football ground on Newmarket Road, the home of Cambridge United. The application site is located in the eastern part of Cambridge in Abbey Ward, south of Newmarket Road, one of the main radial routes into the City, and approximately 2.5 kilometres from the City Centre.
- 1.2 The site lies on the edge of a residential area and is flanked to the east, and north (on both sides of the Newmarket Road) by housing. The western boundary of the site is formed by Coldhams Brook, with Coldhams Common beyond, both of which are within the Cambridge Green Belt. There are several mature trees growing along the brook. Allotment land adjoins the site to the south.
- 1.3 The site itself has been used as a Football Stadium since 1932 and has gradually evolved over time to meet the Club's changing needs. Although some recent building has been done, the ground remains in a rather poor state. The pitch and the four stands surrounding it are set some way back from Newmarket Road.
- 1.4 The Habbin Stand, west of the pitch abuts the Coldhams Common boundary. The new south stand and south boundary wall adjoin the allotment land to the south, into the stadium expanded in 2002. To the east of the pitch is the Main Stand and one of the Club's main car parking areas, which back onto houses in Eflada Road. North of the pitch is the existing North Terrace (capacity 1,792) along with the

Cambridge United Supporters Club building. An area of ground between the stadium and the road, which is divided in two by portacabins which provide the Club's existing offices and shop, is primarily used for car parking.

- 1.5 The unmade surface of the parking areas, the portacabins, supporters club building and poster hoardings are not attractive and do not give the impression that the site is cared for. The site does not contribute to the character or appearance of the local area.
- 1.6 To the North, on the opposite side of Newmarket Road and west of the junction of Ditton Walk and Newmarket Road, is a Grade II listed building. A little further to the west of that is The Round House, also a grade II listed building. The Leper Chapel, a grade I listed building, is situated approximately 100 metres further west again.
- 1.7 In the Cambridge Local Plan (1996), the site is designated for housing, should the Club first relocate. In the First Deposit Draft Cambridge Local Plan 2003, the site is designated as protected open space. The site is not in a Conservation Area.

2.0 THE PROPOSAL

- 2.1 The proposal is for the redevelopment of the stadium, including the construction of a new north stand, provision of a new supporters' club, crèche, D2 leisure space, health and fitness suite, 86-bedroom hotel, extension to existing main stand and associated car and cycle parking (following demolition of the existing supporters' club and north stand building).
- 2.2 The application has been amended since it was first submitted, particularly by the complete omission of the residential element of the original proposal (it has been replaced by a D2 leisure use), by a reduction in the size of the hotel and by changes to the design of all the buildings.

3.0 SITE HISTORY

- 3.1 Numerous previous applications, the most relevant of which are as follows:

24304 -	Erection of terracing and pay boxes	App
26594 -	Shelters over terracing	App
27668 -	Shelters over terracing	App
65/32 -	Erection of football stand and changing rooms etc	App
79/0328 -	Extension to stand	App
92/0780 -	Outline application for new north and south stand, extension to east and west stands, re-siting of pitch and provision of new supporters club and offices	Ref

- C/99/0492/FP Alterations and extensions to create a 10,000 capacity, all-seater football stadium; proposals to include change of use of allotment land; demolition of existing north stand, south terrace and supporters' club; relocation of playing surface; erection of new north and south stands; and additional car parking and landscaping – APC
- C/02/0755/FP Change of use from residential garden areas to car parking in association with football club - APC

4.0 PUBLICITY	Advertisement:	Yes
	Adjoining Owners:	Yes
	Site Notice Displayed:	Yes

5.0 POLICY

5.1 Central government advice

PPG1 General Policy and Principles (1997) paragraph 40 states that Section 54A of the 1990 Act requires that applications for planning permission shall be determined in accordance with the development plan, unless material considerations indicate otherwise. Conversely, applications which are not in accordance with relevant policies in the plan would not be allowed unless material considerations justify a planning permission.

Planning Policy Guidance Note 1: General Policy and Principles

- 13. The appearance of new development and its relationship to its surrounding are material considerations
- 16. Applicants should demonstrate regard to good design, in a manner appropriate to the nature and scale of the proposals.
- 17. Local planning authority should reject designs, which are clearly out of scale or incompatible with their surroundings.
- 64. Good neighbourliness and fairness are the yardsticks against which development proposals can be measured.

Planning Policy Guidance Note 6: Town Centres and Retail Developments

Planning Policy Guidance Note 13: Transport

- 19 A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling.

Planning Policy Guidance Note 17: Sport and Recreation

All-seated Football League stadia

- 45. The Government has accepted Lord Justice Taylor's recommendation in his final report on the Hillsborough stadium disaster that all-seated accommodation should be introduced at

- all Football League grounds for reasons of safety, public order and spectator comfort.
46. To achieve this, football clubs will need to redevelop their grounds to varying degrees, possibly enlarging the stadium/site, or in some cases transferring to new locations.
 47. Local planning authorities are asked to give sympathetic consideration to development proposal designed to achieve the aim of all-seated accommodation of Football League grounds.
 49. Local planning authorities should have regard to the extent to which proposals incorporating multiple-use and non-football leisure facilities will be of benefit to the community as a whole.

Planning Policy Guidance Note 24: Planning and Noise

2. The impact of noise can be a material consideration in the determination of planning applications.
Noise from recreational and sporting activities
22. For these activities the local planning authority will have to take account of how frequently the noise will be generated and how disturbing it will be, and balance the enjoyment of the participants against nuisance to other people.

Cambridgeshire and Peterborough Structure Plan (2003)

- Policy P1/2 Environmental restrictions on development
- Policy P1/3 Sustainable Design in Built Development
- Policy P3/1 Vitality and attractiveness of centres
- Policy P3/2 Locating uses which attract large numbers of people
- Policy P3/3 Local facilities and services in urban areas
- Policy P4/1 Tourism, Recreation and Leisure Strategy
- Policy P5/2 Re-using previously developed land and buildings
- Policy P6/1 Development-related Provision
- Policy P6/3 Flood defence – if development permitted in areas where flood protection is required, flood defence measures and design features must give sufficient protection to ensure that an unacceptable risk is not incurred, both locally and elsewhere.
- Policy P6/4 Drainage
- Policy P7/1 Sites of natural and heritage interest
- Policy P7/2 Biodiversity

- Policy P7/6 Historic built environment
- Policy P7/8 Safe and healthy air, land and water
- Policy P8/1 Sustainable development – links between land use and transport
- Policy P8/2 Implementing sustainable transport for new development
- Policy P8/3 Area Transport Plans
- Policy P8/5 Provision of parking
- Policy P8/8 Encouraging walking and cycling
- Policy P9/8 Infrastructure Provision

The Cambridge Local Plan (1996)

- EO1: Planning permission will not be granted for new development near to existing or proposed residential areas where that development would cause or exacerbate existing, noise, smell or air pollution affecting the residential environment. Where in exceptional circumstances, planning permission is granted suitable conditions will be imposed to minimise the problem.
- EO8: The City Council will encourage and give high priority to programmes for environmental improvements and site specific proposals relating to:
 - (c) radial routes into the City, especially Newmarket Road between the City boundary and East Road
- EO11: Subject to other policies the City Council will encourage improvements through urban redevelopment and regeneration, for example on:
 - (a) Newmarket Road
- NE6: Development will not be permitted which would result in the loss or partial loss of open spaces of environmental and/or recreational importance.
- NE12: City Wildlife Sites
- NE13: Sites identified as holding protected species
- NE14: Large scale development affecting City Wildlife Sites
- NE15: Wildlife Corridor
- NE17: Tree survey
- NE18: The City Council will require the developers of sensitive sites to plant trees, hedges and woodlands where these are required to improve the landscape of the City generally or soften the impact of the development or both.
- BE1: The City Council will encourage excellence in urban design, embracing architecture, spaces, and landscape of the highest quality.

- BE2: Proposals for new development must be designed to respect the character, opportunities and constraints of the specific site and its surroundings.
- BE3: The City Council will encourage a mix of compatible uses in existing and new developments in the interest of urban quality and to create a lively and safe environment.
- BE4: The City Council will require development to respect and not cause demonstrable harm to the quality of the townscape or landscape of the surrounding area.
- BE7: A comprehensive landscape scheme will be required in new developments.
- BE13: Provision for people with disabilities must be considered in all non-domestic developments and be integrated into the development at an early stage in the design process.
- BE15: In considering development proposals, the City Council will seek to ensure that the design and layout of buildings and spaces about and between buildings provide for public safety and deter vandalism and crime.
- HO4: In the event of proposals to develop them, which constitute a change of use from their lawful use, the following sites are allocated for housing development:
6.34 Abbey Stadium and Depot, 532 Newmarket Road
- CS2: Proposals to develop new community facilities for which there is a proven local need will be supported, subject to the other policies in the Local Plan.
- RL11: Proposals for the development of new and replacement indoor sports and recreation facilities, the improvement and extension of existing facilities and the conversion of suitable buildings for indoor sports and recreation activities will be considered favourably provided that environmental impact is addressed, they provide good public access and are of a scale compatible with their surroundings.
- TR1: Consider land use and transport issues in conjunction.
- TR2: Consider the impact of development proposals upon transport systems, and whether transport infrastructure improvements are needed in order to make the development acceptable.
- TR3: Development proposals will be assessed in terms of the environmental impact of generated traffic.
- TR4: All proposals will be considered in relation to the public transport accessibility of the proposed site.
- TR15: All developments will be expected to take account of pedestrian accessibility to the site as well as the wider effects of the development upon pedestrian movement.
- TR16: Opportunities will be sought to improve and extend the City's pedestrian route network.
- TR17: All developments to take account of cycle accessibility to the site as well as the wider effects of the development on cycle movement.
- TR18: All developments will provide cycle parking facilities in accordance with the City Council's parking standards.

- TR21: All developments must provide for accessibility by people with disabilities, and other groups with mobility problems.
- TR22: All developments will be required to provide for car parking in accordance with the City Council's Parking standards.
- TR27: All developments will be assessed in terms of the traffic capacity, safety and environmental impact of generated traffic upon the road network.

6.0 CONSULTATIONS

County Council Transportation

- 6.1 There is understood to be no objection, in principle, though there are requirements for contributions to be made under the Eastern Corridor Area Transport Plan, regarding the proposed hotel, health and fitness development and the crèche. The contributions required by the County are;

Use	Trips
Creche	247
Hotel	645
Leisure	338
Total	1230

$$1230 \times \pounds 229 = \pounds 281,670$$

Head of Environmental Health and Waste Strategy

- 6.2 Extensive advice was given on a large number of issues related to the application as originally submitted, with regard to both development and operational phases. Most of those matters can be addressed through conditions. There were no concerns about contamination. Concerns were however expressed regarding the proposed siting of the supporters club and the entrances to the function suites and the position of the car parking in relation to the residential accommodation on Elfleda Road. Further comment is awaited on the amended plans and will be reported orally. Earlier concerns about the proposed residential accommodation have been overcome by its omission.

Cambridgeshire Constabulary Architectural Liaison Officer

- 6.3 Concerns relate largely to access control to the various uses on the site; the need for home and away supporters to be kept segregated especially at the main entrance from Newmarket Road; the potential problems of users of non-football facilities mixing with spectators; the potential problems of access/egress through the main car parking area; the possible need to impose restrictions on the use of allocated car parking spaces for the non football related uses on match days.

The provision of a bar in the hotel may be an attraction to fans arriving early, and a potential flashpoint.

Environment Agency

- 6.4 No objection in principle, subject to conditions and informatives.

Cambridgeshire Fire and Rescue Service

- 6.5 No comment received

Safety Advisory Group

- 6.6 No comment received

English Nature

- 6.7 No wish to comment on this application

The Disability Access Officer

- 6.8 The hotel bar and reception desk should have lowered counters. There needs to be 7 disabled car parking spaces near the hotel. It would be preferable if the disabled rooms in the hotel had showers and if all the disabled rooms were on the ground floor for fire escape reasons.
- 6.9 Disabled seating in the stand is provided only at the front of the stand. There should be some seating at the rear.
- 6.10 The crèche and gym need to be accessible.

7.0 REPRESENTATIONS

With regard to the original plans submitted:

- 7.1 Two letters of support received from the following:
- 26 Courtyards, Little Shelford
 - 13 Mill Road
- 7.2 The following comments were made in support of the application:
- The CUFC facility is vital to the community as a whole. It provides youngsters with the opportunity to develop their skills and to be part of something worthwhile;
 - The Supporter's club is a very important facility for the local community;
 - Redevelopment of the north end of the stadium would allow the ground to attract families in larger number;
 - Approving the application would allow the club to stay in business

7.3 Four letters of objection were received from the following:

- 36 Whitehill Road;
- 25 Elfleda Road;
- 16 Elfleda Road; and
- Cambridge Cycling Campaign

7.4 Objections were raised on the following grounds:

- Increased use of Cutthroat Lane by vehicular traffic;
- Elfleda Road is supposedly a no-through road, with no through-access, except for residents, but since the installation of a very large car park with sole and direct access into Cutthroat Lane as part of the part-implementation of the previous planning permission, the traffic along Cutthroat Lane and Elfleda Road has increased considerably. Training days, public event days, and match days are now all hazardous along Elfleda Road. Complaints to the club have resulted in assurances being given that they discourage players and members from exiting this way but that discouragement does not seem to have any impact;
- Despite planning restrictions, construction traffic also used this access route during construction and will undoubtedly do so again;
- Traffic along Newmarket Road is already at a standstill at much of the time. The increase in traffic as a result of the proposal would cause total chaos;
- The health and fitness suite will compete with the facilities at Abbey Pool and will become one of four in the immediate area. The hotel will compete unfairly with the small scale local bed and breakfast businesses in Newmarket Road;
- No evidence is provided that cycling provision will be in accordance with adopted standards;
- Cycle parking areas should be shown on the plans and should be close to all of the main entrances to the component parts of the proposed development;
- There should be safe access routes to the cycle parking areas;
- There should be adequate security for the cycle parking areas in terms of visibility, lighting, CCTV etc.;
- Cycle parking and cycle access routes need to be treated as fundamental parts of the application and not as subsidiary matters to be dealt with "as part of the detailed landscaping proposals for the site".
- Reduction of value and saleability of adjacent houses;
- It is believed that the roof of the East Stand may contain asbestos. If this is so, it should be disposed of safely;
- the east-facing windows of the East Stand would overlook the gardens of adjacent properties to the east, which at present are not overlooked;
- Noise pollution, particularly noise from the East Stand affecting properties to the east;

- loss of sunlight to the rear gardens of properties to the east from the proposed extension to the East Stand;
- potentially, car parking from the hotel, the supporter's club, children's day nursery and the residential units may overflow into the car park to the east of the site, increasing disturbance to nearby residents;
- potential for the eleven offices in the East Stand being rented out for commercial purposes, adding to the pressure for car parking space;
- the opening hours of the Club Shop and other facilities in the East Stand may put increased pressure on car parking space;
- potentially, there would be a shortage of on-site car parking;
- concern over how car parking to serve the various proposed uses would be managed;
- concern that there may be inadequate parking space to allow the emergency services to fulfil their duties;

With regard to the amended plans submitted:

- 7.5 No representations received to date. Any representations received to be reported orally at committee.
- 7.6 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

- 8.1 The main considerations in the determination of this application are as follows:
- the background to the proposal;
 - the principle of the development;
 - the design of the proposed buildings;
 - the impact upon the living conditions of the occupants of dwellings nearby;
 - the impact upon listed buildings within the vicinity;
 - transport issues;
 - car parking;
 - bicycle parking;
 - refuse bin storage;
 - access to the site and security issues;
 - issues raised by the Disability Access Officer;
 - the impact upon trees;
 - the impact on wildlife;
 - flooding issues;
 - the Planning Obligation Strategy and Section 106 Agreements; and
 - other issues raised in representations received

The background to the proposal

- 8.2 The applicants have indicated that this proposal has arisen out of safety and financial considerations. The Club has investigated the possibility of both relocation and redevelopment, but has concluded that the only financially viable option is redevelopment.
- 8.3 In 1992 the Football Club submitted an outline planning application (ref. C/0780/92) for alterations and extensions to the football stadium to provide a 13,000 capacity stadium. These proposals involved the construction of new north and south stands along with extensions to the existing east and west stands. The new North and South stands were intended to be a single tier configuration with each providing seating for 3,600 spectators and measuring 14 meters in height.
- 8.4 The Planning Application was refused on the 21st July 1993 due to reasons of the likely increase in additional traffic generation and on street parking resulting from the increase in spectator capacity to 13,000 and due to the potential overbearing impact of the proposed North and East Stand upon the existing dwellings fronting Newmarket Road.
- 8.5 In 1999, the Football Club submitted a full planning application to Cambridge City Council (ref. C/99/0492/FP) for the creation of a 10,000 capacity, all-seater, football stadium including new north and south stands with ancillary accommodation. The proposals included the change of use of allotment land and the relocation of the playing surface; and additional car parking and landscaping. The work was to follow the demolition of the existing north stand, south terrace and supporters club. The proposal involved the re-siting of the pitch southwards following demolition of the north and south stands and necessitated the acquisition of allotment land within the Elfelda Road allotments, in order to facilitate this re-siting of the pitch. This in turn allowed the provision of a new two tier, 20 metre high north stand providing seating for 4000 spectators. The application proposed a number of facilities within the undercroft of the new stands. The three storey curved, north stand provided space for a new supporters club, club shop, health and fitness suite, club offices and leisure conferencing and hospitality suites. In addition the proposed south stand was a single tier form with seating for 1586 spectators, the proposals also included a new police control box, immediately to the east of the south stand, along with re-landscaping and re-configuration of parking and entrance areas.
- 8.6 The Planning Application was granted Planning Permission on 19th June 2001 following the signing of a Section 106 Agreement.
- 8.7 Cambridge United have now partly implemented Planning Permission C/99/0492/FP with the construction of the South Stand in 2002. The

Ground is now all-seated on two sides providing approximately 4,500 seats.

- 8.8 The need to increase revenues and reduce operating costs while sustaining a viable business and football club has intensified since the grant of the previous permission. Alternative means of completing the redevelopment have been investigated.
- 8.9 Having re-affirmed that relocation was not a viable option, the Club has re-examined the previous proposals and seeks to increase revenue generated by the site while remaining compatible with local plan policies, and promoting uses seen as appropriate for the site and likely to create market interest.
- 8.10 The mix of uses is therefore aimed at sustaining the viability of the club, but also promoting new uses compatible with the existing principal activity and with what has previously been approved.
- 8.11 The current proposal will not increase the 10000 crowd capacity accepted by the last planning permission (C/99/0492). Although current capacity has fallen slightly below the long established figure of 10000 because of stricter safety requirements, there is a wish to retain that maximum and achieve it again in due course through redevelopment of the west (Habbin) stand. That however, will not be viable or necessary within the foreseeable future.

The principle of the development

- 8.12 The principle of redeveloping the site has been accepted under the previous planning permission. The additional elements within the present application are the proposed hotel and leisure uses. City Council research shows that only 15% of the 4.1 million visitors to the City stay overnight . At the same time average occupancy rates are approximately 20% above those for the East of England as a whole, and in peak months room occupancy can reach 90%. It is therefore recognised, that despite the construction of two new hotels recently (only one is yet open) there continues to be a need for additional low-budget hotel accommodation within Cambridge. There is no objection in principle to this element of the proposal.
- 8.13 In terms of the health and fitness suite and leisure facilities it is strongly argued that neither of these proposals would have a detrimental impact upon the vitality or viability of the City Centre or other District Centres. Health and fitness facilities are not considered a key town centre use though there are two such uses currently in the City Centre. Given the existing permission for a health and fitness suite on the site, what is proposed is considered acceptable in use and location terms. The details of the leisure use need to be resolved to ensure that this too is considered appropriate in this location.

- 8.14 Notwithstanding the above analysis of the appropriateness of this site for the proposed uses, the applicant has undertaken a sequential test exercise, as required by PPG6; Town Centre and Retail Development, to see whether there are appropriate sites in the City Centre or on the edge of centre for these activities. The sites examined include the Police/Fire Station Site, MacKays, the former Cattle Market Site and the Cambridge City Football Ground. The sequential analysis is intended to meet central government objectives of sustaining and enhancing the vitality and viability of town centres, focusing development in locations readily accessible by a choice of means of transport. The preference should be for town centre sites where available, followed by edge of centre sites. In each case reasoning is given as to why the various sites are considered to be either inappropriate or unavailable.
- In principle it is accepted that the hotel and health and fitness suites are appropriate on this site. In the matter of the leisure uses further information is necessary. I shall report any additional information to Committee.

The design of the proposed buildings

- 8.15 The proposed scheme has, since it was first submitted, been amended to address concerns over various issues.

The North Stand

- 8.16 The existing North Terrace and Supporters Club buildings will be replaced by a new North Stand with a three storey building to the rear similar to that approved in the previous planning application (Reference number C/99/0492/FP). However, the new stand will be only a single tier, all-seater stand, similar in its appearance and configuration to the South Stand, which was completed in Summer 2002. The stand is approximately 71 metres in length. The main part of the three storey building to the rear of the North Stand would be 11.5 metres in height, with three towers, two of which would be approximately 12 metres high and one of 13 metres in height and would cover much of the length of the North Stand with space at either end for additional circulation for supporters. This represents a reduction in height from that previously approved.
- 8.17 The three storey building includes a mix of commercial uses, some of which have been retained from the previous proposals. The ground floor would provide space for a new Supporters Club with a gross floor space of 691 square metres. This would be located on the eastern side of the building. A new Children's Day Nursery/Crèche (user class D1) with a gross floor space of approximately 599 square metres would be located on the opposite side of the building at ground floor level. An enclosed, secure outdoor play area would be provided to the west of the building to satisfy relevant guidelines. The two ends of the building would provide new toilet facilities, and turnstile entrances

to serve the supporters within the North Stand. The appropriate fire escapes would also be located within this vicinity although these are located to ensure that all users within the commercial facilities do not exit into the stadium enclosure.

- 8.18 The first floor of the North Stand building provides 1,353 square meters of gross floor space for a new Health and Fitness Club. This element was included within the previously approved proposals, although the floor space has slightly increased.
- 8.19 The second floor of the North Stand building is also proposed to provide for a leisure use within Class D2 of the Town and Country Planning (Use Classes) Order 1987 as amended. The applicants have indicated that a specific user has yet to be identified although a number of discussions are ongoing.
- 8.20 Various elements of the original design of the proposed new north stand and the three storey building behind have, since the application was first submitted, been refined. The proposal is now considered to be an attractive building with the three main elements, the canopy to the stand, the curved balcony and three towers to the front elevation, providing visual interest.

The Hotel

- 8.21 A new 86-bedroom hotel will be located at the front of the site. This will form a three and four storey, L shaped building sited along that part of the western boundary of the site with Coldham's Common, closest to Newmarket Road, and the western part of the Newmarket Road frontage. The size of the Hotel is smaller than that first proposed and the design amended to ensure the height, massing and siting of the building is compatible with its surroundings and that it does not have an overbearing impact. It also achieves the critical scale required by proposed hotel operators. The building provides administrative and reception facilities on the ground floor with most of the bedrooms located on the upper stories. The eastern wing of the building, fronting onto Newmarket Road, would be three storeys and the return wing four storeys in height. The main entrance to the building will be located within the forecourt created by the L shaped building.
- 8.22 The design of this building, like that of the north stand, has been amended since the original submission, in order to limit the impact upon surrounding residential property, and upon the mature trees along the western site boundary. The hotel building has been located as far away from the bungalows at 536 and 538 Newmarket Road as possible, with the main wing of the building close to the north western boundary, on the lowest part of the land in this area, approximately 2 metres below the ground level of the bungalows at 536 and 538 Newmarket Road.

- 8.23 The L-shaped form helps define the boundaries with the Green Belt and Coldham's Common to the west and Newmarket Road to the north.
- 8.24 The separation between the three storey wing of the hotel, its lowest element, and the bungalows is approximately 25 metres and this, will ensure that the height of the proposed hotel building would not be too overbearing upon these properties.
- 8.25 The resultant building, although inevitably somewhat functional in appearance, is considered appropriate for this location.

The East Stand

- 8.26 The proposal also involves the extension of the existing East Stand. This would involve an extension to the rear of the stand to provide a range of administrative and hospitality facilities for the Club. The stand will be extended by 9 metres beyond the existing rear wall at ground floor level, to provide extensions to the existing function and hospitality suites, a new Club Shop, reception area and additional toilet and tea-bar facilities. A smaller extension at first-floor level would provide new office accommodation for the Club. This would project approximately 7 metres from rear of the main stand for virtually the full length of the building.
- 8.27 Finally, a further extension would be provided at second floor level to provide 8 Executive Boxes with access into the top of the Main Stand. This extension would also project approximately 7 metres from the rear wall of the stand for approximately 45 metres of the central length of the building and would project approximately 2.5 metres for much of the remainder of the length of the building.
- 8.28 The appearance of these proposed extensions to the east stand is considered to be acceptable. The main consideration with regard to the proposals for the east stand, is the potential impact upon the living conditions of the occupants of the dwellings in Elfleda Road. This is considered below.

The impact upon the living conditions of the occupants of dwellings nearby

- 8.29 The proposed extensions to the east stand would, at ground floor level, be from 6 metres to 8.5 metres from the rear garden fences of the dwellings of numbers 16 and 17 Elfleda Road. The two storey element of the extension to the east stand would be from 8.5 metres to 10.5 metres from this boundary. Although the proposals would bring the rear wall of the east stand closer to the rear boundary of the dwellings in Elfleda Road, it is considered that because of the height of the existing stand, the proposals would not result in a significant increased overshadowing of these dwellings. Similarly I do not consider that the

proposal would lead to a material increase in a sense of enclosure being experienced by those properties. To overcome previously expressed concerns about the potential for overlooking, the original scheme submitted has been amended by the deletion of the originally proposed windows at second-floor level and the use of high restrictor windows at first floor level. It is, as a consequence my opinion that the proposals would not materially adversely affect the living conditions of the occupants of properties in Elfleda Road in terms of overlooking, overshadowing, or overbearing impact.

Noise issues

- 8.30 Concerns of local residents regarding general traffic and associated discourtesy issues, particularly regarding means of access, are strong. This has however been a problem for many years, and has waxed and waned depending upon the success of the Club. For the most part these difficulties occur on match days and are outside the control of the planning legislation. In a similar way car parking has been a considerable problem because of generated noise, particularly slamming of doors and people talking while going to vehicles. The increased parking provision much of which was approved through an earlier application, is the principle concern now because of the potential to link it to the other uses now proposed and longer operating hours. However, much of the additional provision now promoted over and above the new football stand, was also promoted at the time of the previous application. The additional noise implications must be seen in this context.
- 8.31 Clearly the hotel is a new component but, sited as it is on the road frontage and with some car parking close to it, it is not considered likely to have an undue impact on neighbours, particularly at anti social hours. The crèche is not expected to operate at anti social hours. The health and fitness suite proposed is only slightly larger than that approved previously. Hours of operation will be fairly extensive, but can be reasonably limited to 6.30am to 10pm.
- 8.32 The remaining use is the Class D2 leisure use. In the absence of much indication of precisely what this might be, I think it would be appropriate to restrict hours of operation to 10pm, and also to preclude by condition its use as a nightclub. There is a remaining issue regarding the function suites which although, at least in part, replicating previous provision do have the potential for creating more noise because of the positioning of the access at the rear of the most adjacent Elfleda Road houses. I will comment further on this at the meeting, following advice from Environmental Health.
- 8.33 In conclusion while what is proposed will increase the potential for noise in the vicinity, given the existing and already permitted uses on the site, I am of the opinion that, subject to appropriate use of conditions, the proposal and its associated uses can be supported.

The impact upon listed buildings within the vicinity

- 8.34 It is considered that the proposed hotel building would not significantly detract from the setting of the Grade II listed building opposite, or the grade II listed Round House slightly further to the west along Newmarket Road. It would have even less impact on the setting of the Grade I listed building of the Leper Chapel, situated yet still further to the west.

Transport issues

Car parking

- 8.35 At present, there are four main car parking areas within the football ground site. These provide a total of 243 spaces, although some of these spaces do not currently have permission but are 'permitted development', as they are used on less than 28 days per calendar year. On street parking is prevalent on match days on residential and industrial estate roads within the vicinity of the stadium. On non-match days there is considerable spare capacity, especially if the 'permitted development' spaces are used.
- 8.36 The introduction of a number of new uses onto the site puts added pressure on existing parking facilities within the ground. The table set out below details the car parking requirements for the proposed facilities as set out within the adopted Car Parking Standards.

Use	Car Parking Standards	Required Provision
Hotel (C1)	1 space/2bedrooms	43
Health and Fitness (D2)	1 space/35 square metres net	36
Supporters Club (A3)	1 Space/20 square metres net	32
Crèche (D1)	2 spaces/5 number staff	4
Leisure unit (D2) 1 ST Floor North Stand	1 space/35 square metres net	32
Total		147

- 8.37 The proposals provide for car parking for 190 vehicles on non-match days reducing to 157 on match days, due to safety requirements. The overall proposed car parking provision is, therefore, in excess of the requirements under the parking standards, excluding the needs of the Club. The figures for car parking provision requirement under the car parking standards are, however, maxima.
- 8.38 There are on this basis, 43 car parking spaces on the site on non-match days for use by the Football Club. Given that the number of staff employed on a full time (i.e. non match day) basis is 50 (including

players who mostly work at the Club's training ground) it is considered that there is sufficient parking on the site to provide for all of the uses. Moreover, the proposed uses will place demands upon car parking requirements at different times during the day, in a way which is likely to ensure that some surplus capacity is available other than on match days, when there is already a problem.

- 8.39 Each of the individual commercial uses would have a proportion of parking spaces allocated to them. A site layout plan shows an indicative allocation to each of the proposed uses which is less than the maximum figures in the car parking standards. Remaining spaces would be available on a shared basis to meet fluctuating demand, and ensure flexible provision for the site as a whole.
- 8.40 On match days, the level of on-site car parking will be reduced by 33 spaces for security reasons and to allow home and away supporters to be properly segregated. There will still be sufficient car parking on the site to meet the parking requirements of the prospective commercial facilities and as set out within the City Council's Car Parking Standards. However, it is acknowledged that there will be limited parking available on the site for Football Club staff and officials and for spectators. It is proposed that access to the car parking areas will be restricted to those using the commercial facilities and Club officials and a limited number of key staff. However, the vast majority of the staff including all of the players and match day staff will be required to park elsewhere. Similarly, supporters who currently use the car parks on match days will also have to park elsewhere.
- 8.41 A detailed parking management plan will be agreed with prospective tenants. Unauthorised parking will be controlled through the use of wheel clamps and other punitive measures.
- 8.42 In an attempt to reduce the pressure on on-street car parking in surrounding residential streets on match days, the Club has been in discussions with a number of organisations within the Newmarket Road corridor and beyond with a view to formalising agreements for the use of the their parking facilities on match days. All of the parking areas used by the Club on match days will be operated, controlled and managed by club stewards.

Bicycle parking

- 8.43 There are presently no dedicated cycle parking facilities on the site.
- 8.44 The adopted parking standards for the proposed uses on the site are as follows:

Use	Cycle Parking Standards	Required Provision
Hotel (C1)	1 space/5bedrooms	17 cycle spaces

Health and Fitness (D2)	1 space/25 square metres net	51 cycle spaces
Supporters Club (A3)	1 space/10 square metres net	64 cycle spaces
Crèche (D1)	2 cycle space/2 no. staff	10 cycle spaces
Leisure unit (D2) 2 nd Floor North Stand	1 space/ 35 square metres net	45 cycle spaces
Total		187 cycle spaces

8.45 The proposal includes 328 bicycle parking spaces to be provided in the form of Sheffield hoops. The bicycle parking spaces are not specifically allocated to any of the particular uses on the site. However, the various positions of the proposed bicycle parking spaces are readily accessible to the different users of the site. The proposed bicycle parking provision is considered acceptable, subject to a condition requiring details of the bicycle parking structures themselves to be submitted.

Green Travel Plan

8.46 The Club are also exploring further means of encouraging supporters to travel to the ground by means other than private car as part of a Green Travel Plan which would be subject of any Section 106 Agreement in relation to the application.

8.47 In conclusion, although the proposal introduces additional activities to the site, the hours that those will function is not thought likely to exacerbate existing traffic and parking issues, other than possibly on match days. Clearly on those days much will depend upon good management and in this the Club and the tenants of the proposed uses will have to come to agreement before the uses are first implemented and review that process again with the benefit of experience.

Access to the site and security issues

8.48 The Club advises that the main access from Newmarket Road will be controlled by stewards on match days (as already happens) in order to control vehicles entering and exiting the site. A barrier is proposed at the front entrance to the site in order to assist this process on match days. All vehicles seeking to enter the site from 2 hours before kick off and for 30 minutes afterwards, will be stopped and only those visiting the commercial facilities and Supporters Club will be allowed to enter the site.

8.49 All users of the commercial activities will be directed to enter the ground from the front of the site along Newmarket Road. Access around to the main car park is possible under these proposals. The applicants have indicated that appropriate signage would be considered in order to reinforce this.

8.50 Use of the Cut Throat Lane entrance will be controlled by stewards and will be restricted to cyclists, pedestrians and emergency vehicles. Given that the rear car park will now be accessible from Newmarket Road, without using Cut Throat Lane, it is no longer necessary for vehicles to use this entrance. The applicants have indicated that they expect the use of this entrance to diminish to almost nothing.

8.51 The plans detail proposed gates to control the access between the two car parks in order that the rear of the ground can be secured when necessary. Further access gates to the rear of the Main Stand and to the east of the South Stand will enable the southern part of the ground to be secured as required.

Access to individual facilities

8.52 The applicants have indicated their intention to pursue the following measures with prospective occupiers of the commercial facilities.

- Hotel operator to take steps to encourage guests to check into Hotel at appropriate times on match days when making reservations.
- Security guards to man entrances to hotel and Supporters Club facilities from 2 hours before kick off until 30 minutes after the end of the game on match days.
- Details of match days and restricted check-in times for the hotel to be publicised via website along with relevant literature.
- Admission to hotel bar to be controlled and restricted to hotel guests only on match days.
- Admission to Health and Fitness Club and leisure suite by membership card / keycard only from 2 hours before kick off until 30 minutes after the end of the game on match days only.
- Discussions with the prospective Creche operator indicate that the facility is unlikely to operate outside normal working hours and will not therefore be in use during evening games.
- Admission to Supporters Club to be restricted to those with membership cards from 2 hours before kick-off until 30 minutes after the end of the game on match days (as existing).

8.53 It is considered that all of the above measures would help to reduce the extent to which spectators and non spectators would mix on match days and will therefore reduce the potential for problems and conflicts to arise in terms of their operation and reduce the propensity for football related violence and similar incidents. The applicants state that

CCTV would be extended to cover all new-build elements within the site.

- 8.54 Any comments received from the Safety Advisory Group will be reported. It is very difficult to be certain that every issue has been covered when one is dealing with the use such as a football club which generates intense activity on perhaps 30 days a year. I am however content that the Club does appear to have put in place steps to try and ensure that the implications are minimised for the locality.

Issues raised by the Disability Access Officer

- 8.55 The Disability Access Officer has indicated a need for 7 disabled car parking spaces near the hotel. The amended plans allow for 8 disabled car parking spaces near the hotel. The other comments made, regarding the hotel, the crèche, the gym, and the seating in the stand, can be brought to the attention of the applicant by means of an informative.

The impact upon trees

- 8.56 There are several mature trees along the eastern bank of Coldham's Brook, between the brook and the application site. These trees provide a degree of screening and are considered important landscape features in their own right. They will also do much to help soften the impact of the proposed new buildings when approaching the site from the west.
- 8.57 The originally-proposed location for the hotel building has been amended to take into account the potential impact upon the trees alongside the brook. The hotel building has now been set 8 metres away from the trunk of those trees, a distance which is considered to be sufficient to avoid any adverse impact, provided that the construction method is appropriately controlled by condition.
- 8.58 With regard to the proposed bin store, it is considered that with the use of an appropriate limited-excavation construction method, the nearest trees would not be directly adversely affected.
- 8.59 The proposed vehicular turning head adjacent to the bin store would need to be constructed to a minimum specification. The construction of the turning head may pose a marginal threat to the long-term health of the nearest trees, adjacent to the brook. It is, however, considered that the risk is not such as to warrant refusal of the application, but that the condition should require the replacement of any trees lost.

The impact on wildlife

- 8.60 Coldham's Common and Coldham's Brook, and a small triangular section in the south-west corner of the site fall within a Wildlife

Corridor, as designated in the Cambridge Local Plan (1996). Coldham's Common is designated as a City Wildlife Site for neutral and calcareous grassland. Coldham's Brook is a City Wildlife Site because it is a chalk stream and because it supports breeding populations of water voles, a mammal species protected under the Wildlife and Countryside Act 1981. The applicants have had an ecological assessment of the brook undertaken, including a survey for water voles. It is considered that a condition should be attached to any planning permission granted, requiring the approval of the ecological assessment and agreement to any measures necessary to mitigate the impact of the proposed development upon wildlife in Coldham's Brook, before development commences.

Flooding issues

- 8.61 The Environment Agency has raised no objection to the proposal in principle, subject to the imposition of conditions regarding surface water drainage (including on-site surface water attenuation); foul water drainage; and control over pollution of the water environment.

Refuse bin storage

- 8.62 It is proposed to provide an enclosed refuse bin store, close to the north-west boundary of the site. This store would serve all the uses on the site. The City Council Head of Waste and Fleet is satisfied that the proposed refuse bin storage provision would be adequate to meet the demands of the uses on the site.

Other issues raised in representations received

- 8.63 The following are points raised in the letters of representation received which are points not directly addressed in the above assessment:
- The possibility of construction traffic using Cutthroat Lane: This issue is one that can be controlled via a condition requiring details of the operations of contractors to be submitted to and agreed by the local planning authority before development commences;
 - The introduction of competition with existing health and fitness facilities and small-scale local bed and breakfast businesses: commercial competition is not a material planning consideration in the determination of this planning application;
 - Reduction in the value and saleability of houses adjacent to the site: Again, this is not a material planning consideration in the determination of this planning application;
 - Concern that the roof of the East Stand contains asbestos and that this should be disposed of safely: The Environmental Health Officer has recommended that an informative be attached to any planning

permission drawing the attention of the applicant to the presence of asbestos on the site and advising of the need for these materials to be dismantled and disposed of in the appropriate manner to a licensed disposal site;

Conclusion

- 8.64 This application has been designed to try and help sustain the viability of the football club. While it is unquestionably a community activity it is nevertheless necessary to weigh carefully the implications of such a development for other parties and assess thoroughly whether the scale of development can, appropriately, be accommodated on the site. Having been through an exercise of assessing what is before the Council, I am content that this is both an appropriate place for a hotel and a building, that will sit comfortably on the front of what is currently a rather scruffy and unattractive site. The parking, traffic and access issues generated by the introduction of the hotel can in my view be accommodated, though it will require good management. Much of what is proposed by the other activities reflects what has been agreed on the site previously, at the time of the last application. There are some outstanding issues regarding the function suites and access, but I am confident that these can be resolved. Further clarification is required about the proposed Class D2 use and how that will operate.
- 8.65 While I understand concerns of local residents about potential noise and the increased activity on the site, I am of the view that there are potential advantages in the creation of a good new access off Newmarket Road, which may help reduce some of the impacts suffered previously. While it is recognised that the east stand is growing in depth and will therefore be closer to the rear gardens of properties in Elfleda Road, I consider that the design, the removal of the first floor windows and the fact that the height will not increase, will not sufficiently significantly prejudice the amenity of those neighbouring properties.
- 8.66 Despite this being a large application, on a relatively tight site, I do nevertheless feel there is good reason to support the application, though I will provide further information to members at Committee.

9.0 RECOMMENDATION APPROVE

Subject to the signing of a Section 106 Agreement with the following heads of terms:

Transport

- 1 To make a contribution of £281,670 under the terms of the Eastern Corridor Area Transport Plan.

- 2 The Club will prepare and implement a Green Travel Plan for spectators to include surveys of existing modal split and setting out targets for reductions in car usage to a methodology agreed with the Council, within 12 months of occupation of the development.

Community Benefit

1. Establishment of a Community Sports and Development Trust with aims and objectives to be agreed with the Council.
2. A contribution of £20,000 in each of the first two years of the life of the Trust (total £40,000).
3. The provision rent free of at least 46.5 square metres (500 square feet) of office space for occupation by Trust staff in perpetuity.
4. Access for the first five years of the life of the Trust rent free of meeting/function room/changing room space for a minimum of 1000 hours per year of at least 93 square metres (1000 square feet), not including the playing pitch.
5. Either the direct employment or payment of the employment costs of a part time Trust Development Worker for at least 18 hours a week for two years.
6. The appointment of two Directors of CUFC to sit on the Trust steering group/management committee.

Public Art

The Club to make a contribution towards public art at 1% of the development costs of the hotel.

Ecology

The preparation of an ecological report relating to such parts of Coldham's Brook and the adjacent Wildlife Corridor as are affected by the development, such report to be referred for consultation and comment to the Wildlife Trust and The Environment Agency and to be agreed in writing with the local planning authority prior to the granting of planning permission. Details agreed in the plan shall be implemented and completed to an agreed timetable.

and subject to the following conditions:

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

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development

hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate.

(Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE8).

- 3 Before starting any brick or stonework, a sample panel of the facing materials to be used shall be erected on site to establish the detail of bonding, coursing and colour and type of jointing and shall be agreed in writing with the local planning authority. The quality of finish and materials incorporated in any approved sample panel(s), which shall not be demolished prior to completion of development, shall be maintained throughout the development.

Reason: In the interests of visual amenity and to ensure that the quality and colour of the detailing of the brickwork/stonework and jointing is acceptable and maintained throughout the development.

(Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2 and BE4).

- 4 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (eg drainage, power, communications cables, pipelines indicating lines, manholes supports); retained historic landscape features and proposals for restoration, where relevant. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme.

Reason: In the interests of visual amenity and to ensure that suitable hard and soft landscape is provided as part of the development.

(Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE7).

- 5 No development shall take place until a schedule of landscape maintenance for a minimum period of five years has been submitted to and approved in writing by the local planning authority. The schedule shall include details of the arrangements for its implementation.

Reason: To ensure that the landscaped areas are maintained in a healthy condition in the interests of visual amenity. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan policies BE2, BE4 and BE7)

- 6 All hard and soft landscape works shall be carried out in accordance with the approved details, and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed by the local planning authority in writing. The maintenance shall be carried out in accordance with the approved schedule. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: To ensure provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design. (Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3 and Cambridge Local Plan 1996 policies BE2 and BE4).

- 7 No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the building(s) is/are occupied and retained thereafter unless any variation is agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure an appropriate boundary treatment is implemented. (Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE25).

- 8 Details of any proposed floodlighting or external lighting 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.

Reason: In the interests of amenity. (Cambridge Local Plan 1996 policy BE2).

- 9 In this condition 'retained tree' means an existing tree which is to be retained in accordance with the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of two years from the date of the occupation of the building for its permitted use.

- (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 3998 (Tree Work).
- (b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
- (c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with British Standard 5837 and the approved plans and particulars before any equipment, machinery or materials are brought onto the site for the purposes of the development (including demolition), and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of trees on site. (Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE7).

- 10 No works or development shall take place until full details of all proposed tree planting, and the proposed times of planting, have been submitted to and approved in writing by the local planning authority, and all tree planting shall be carried out in accordance with those details and at those times.

Reason: To ensure the satisfactory implementation of tree planting in the interests of visual amenity. (Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE7).

- 11 If within a period of five years from the date of the planting of any tree or shrub, or any tree or shrub planted as a replacement for it, is removed, uprooted, 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, unless the local planning authority gives its written consent to any variation.

Reason: To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features.

(Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE7).

- 12 Details of the specification and position of fencing, or any other measures to be taken for the protection of any trees from damage during the course of development, shall be submitted to the local planning authority for its written approval before any equipment, machinery or materials are brought onto the site for the purpose of development. The agreed means of protection shall also be implemented in accordance with the approved scheme before any equipment, machinery or materials are brought onto the site for the purpose of development, and shall be retained on site until all equipment and surplus materials have been removed from the site. Nothing shall be stored or placed in any area protected in accordance with this condition, and the ground levels within those areas shall not be altered nor shall any excavation be made without the prior written approval of the local planning authority.

Reason: To protect the visual amenity of the area and to ensure the retention of the trees on the site. (Cambridgeshire and Peterborough Structure Plan 2003 Policy P1/3 and Cambridge Local Plan 1996 policies BE2, BE4 and BE7).

- 13 Before the development/use hereby permitted is commenced, details of equipment for the purpose of extraction and/or filtration of fumes and or odours shall be submitted to and approved in writing by the local planning authority. The approved extraction/filtration scheme shall be installed before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 1996 policies EO1 and BE2).

- 14 Before the development/use hereby permitted is commenced, a scheme for the insulation of the building(s) and/or plant in order to minimise the level of noise emanating from the said building(s) and/or plant shall be submitted to and approved in writing by the local planning authority and the scheme as approved shall be fully implemented before the use hereby permitted is commenced.

Reason: To protect the amenity of nearby properties. (Cambridge Local Plan 1996 policies EO1 and BE2).

- 15 Except with the prior written agreement of the local planning authority no construction work or demolition shall be carried out, or plant operated other than between the following hours: 0800 hours to 1800 hours Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties. (Cambridge Local Plan 1996 policies EO1 and BE2).

16 Before the development hereby permitted is commenced details of the following matters shall be submitted to and approved by the local planning authority in writing.

- i) contractors' access arrangements for vehicles, plant and personnel,
- ii) contractors' site storage area/compound,
- iii) the means of moving, storing and stacking all building materials, plant and equipment around and adjacent to the site,
- iv) the arrangements for parking of contractors vehicles and contractors personnel vehicles.

Thereafter the development shall be undertaken in accordance with the approved details.

Reason: To protect the amenity of the adjoining properties during the construction period. (Cambridge Local Plan 1996 policies EO1 and BE2).

17 Wheel washing facilities shall be put in place on site prior to the commencement of development and implemented throughout the construction process.

Reason: In the interests of highway safety and to protect the amenity of local residents. (Policy 1/3 of the Cambridgeshire and Peterborough Structure Plan (2003) and policies TR27, E01 and BE2 of the Cambridge Local Plan (1996).

18 Prior to the commencement of the use hereby permitted, the on-site storage facilities for trade waste, including waste for recycling and the arrangements for the disposal of waste detailed on the approved plans shall be provided. The approved arrangements shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To protect the amenities of nearby residents/occupiers and in the interests of visual amenity. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2 and BE4)

19 Unless otherwise agreed in writing by the local planning authority there shall be no off-site storage of (trade) waste including waste for recycling associated with the use hereby permitted.

Reason: In the interests of visual amenity. (Cambridgeshire and Peterborough Structure Plan 2003 policy P1/3 and Cambridge Local Plan 1996 policies BE2 and BE4)

20 No development shall take place until details of facilities for the parking of bicycles for use in connection with the development hereby permitted have been submitted to and approved by the local planning

authority in writing. The approved facilities shall be provided in accordance with the approved details before use of the development begins.

Reason: To ensure satisfactory provision for the secure storage of bicycles. (Cambridge Local Plan 1996 policy TR18)

- 21 Before the commencement of development, details for the provision and location of fire hydrants to serve the development, to a standard recommended by the Cambridge Fire and Rescue Service, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: To ensure the satisfactory provision of fire hydrants (Cambridge Local Plan 1996 policy US4)

- 22 In the event that the proposed demolition and construction process requires concrete crushing or piling, then prior to the development taking place, the applicant shall provide the Local Planning Authority with a method statement for approval, detailing the type of plant and the mitigation measures to be taken to protect local residents. Development shall be carried out in accordance with the approved details.

Reason: to protect the amenity of adjoining properties during the construction period (Cambridge Local Plan 1996 policy EO1)

- 23 Before development commences, details of the foundations for the hotel, and the proposed bicycle parking spaces and bins enclosure adjacent to Coldham's Brook in the north-west corner of the site, shall be submitted to and approved in writing by the local planning authority. The development shall then be implanted in accordance with the details agreed.

Reason: To ensure that the foundations do not adversely affect existing trees (Cambridge Local Plan 1996 policy NE17)

- 24 All social events held in the function rooms of the redeveloped East Stand shall finish by midnight.

Reason: To minimise disturbance to nearby residential properties and protect residential amenity (Cambridge Local Plan 1996 E01)

- 25 The health and fitness suite and D2 leisure space within the redeveloped North Stand shall not be open outside the following hours: 06.30am – 10.00pm Mondays to Sundays inclusive.

Reason: To minimise disturbance to nearby residential properties and protect residential amenity (Cambridge Local Plan 1996 E01)

- 26 There shall be no goods delivered to the site outside the hours of 0700 hrs and 2200 hours on Mondays to Saturdays and at no times on Sundays, Bank or other public holidays, excluding match days, which fall on Sundays, Bank or other public holidays when the above delivery hours shall also apply. All delivery vehicles shall have left the site by 2230 hours unless otherwise agreed in writing by the local planning authority.

Reason: To minimise disturbance to nearby residential properties and protect residential amenity (Cambridge Local Plan 1996 policy E01)

- 27 Before development commences, details of a strategy for disabled access to both the external and internal areas of the redeveloped stadium shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the details agreed.

Reason: To ensure adequate access for disabled people (Cambridge Local Plan 1996 policy BE13)

- 28 Before development commences, details of any proposed public address system shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the details agreed.

Reason: To minimise disturbance to nearby residential properties and protect residential amenity (Cambridge Local Plan 1996 policy E01)

- 29 Before development commences, a report, in accordance with BS 5228 'Noise Control on Construction and Open Sites: Code of Practice for Basic Information and Procedures for Noise and Vibration Control' to predict noise levels at the nearest noise-sensitive locations, shall be submitted to and approved in writing by the local planning authority. The report shall detail the phasing of the sites of the development, the construction activities of each phase, the timetabling for that phasing and associated predicted noise. The development shall then be implemented in accordance with the details agreed.

Reason: To minimise disturbance to nearby residential properties and protect residential amenity (Cambridge Local Plan 1996 policy E01)

- 30 The D2 leisure space within the proposed North Stand shall not be used as a night-club.

Reason: To protect the amenity of nearby residential properties (Cambridge Local Plan 1996 policy E01)

- 31 Before development commences, details of the proposed lighting of the site during the demolition and construction process shall be submitted

to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the details agreed.

Reason: To protect the amenity of nearby residential properties (Cambridge Local Plan 1996 policy E01)

- 32 Before development commences, an assessment shall be carried out of the impact upon the prospective occupants of the hotel of traffic noise, noise from the football pitch, function suites in the East Stand, and supporters' club, crèche and leisure uses in the North Stand. This assessment shall be carried out in accordance with Planning Policy Guidance Note 24: 'Planning and Noise' and shall include details of any necessary remedial measures. The development shall then be implemented in accordance with that agreed.

Reason: To protect the amenity of nearby residential properties (Cambridge Local Plan 1996 policy E01)

- 33 Before development commences, details of any proposed plant associated with the buildings hereby permitted shall be submitted to and approved in writing by the local planning authority. An acoustic assessment, in accordance with BS 4142 'Rating industrial noise affecting mixed residential and industrial areas' shall be undertaken and the results submitted to the local planning authority for approval. The development shall then be implemented in accordance with the details agreed.

Reason: To protect the amenity of nearby residential properties (Cambridge Local Plan 1996 policy E01)

- 34 Before development commences, an acoustic report on the impact that the function suites within the proposed extension to the East Stand would have upon nearby residential properties shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the details agreed.

Reason: To protect the amenity of nearby residential properties (Cambridge Local Plan 1996 policy E01)

- 35 No windows, other than those expressly authorised by this permission, shall be constructed in the east elevation of the east stand.

Reason: To protect the amenity of adjoining properties. (Cambridge Local Plan 1996 policies BE2).

- 36 Before development commences, a scheme for the provision and implementation of surface water drainage, which shall include on-site water attenuation, shall be submitted to and approved in writing by the

local planning authority. The development shall then be implemented in accordance with the details agreed.

Reason: To ensure a satisfactory method of surface water drainage and to prevent the increased risk of flooding to existing property. (Cambridge Local Plan 1996 policy BE2)

- 37 Before development commences, a scheme for the provision and implementation of foul water drainage shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the details agreed.

Reason: To prevent the increased risk of pollution to the water environment. (Cambridge Local Plan 1996 policy E03)

- 38 Before development commences, a scheme for the provision and implementation of pollution control to the water environment shall be submitted to and approved in writing by the local planning authority. The development shall then be implemented in accordance with the details agreed.

Reason: To prevent the increased risk of pollution to the water environment (Cambridge Local Plan 1996 policy E03)

INFORMATIVE: This planning permission should be read in conjunction with the associated planning obligation prepared under s106 of the Town and Country Planning Act 1990 (as amended).

INFORMATIVE: New development can sometimes cause inconvenience, disturbance and disruption to local residents, businesses and passersby. As a result the City Council runs a 'Considerate Contractor Scheme', aimed at promoting high standards of care during construction. The City Council encourages the developer of the site, through its building contractor, to join the scheme and agree to comply with the model Code of Good Practice, in the interests of good neighbourliness. Information about the scheme can be obtained from the Considerate Contractor Project Officer in the Planning Department (Tel 01223 457121).

INFORMATIVE: Materials containing asbestos may be present on the site. The applicant/agent should ensure that these materials are dismantled and disposed of in the appropriate manner to a licensed disposal site. Further information regarding safety issues can be obtained from the Health and Safety Executive.

INFORMATIVE: The applicant is advised to contact the Food and Health and Safety Section, Mandela House, 4 Regent Street, Cambridge for advice concerning Food Regulations/requirements and Food Premises Registration, Telephone: 01223 457900.

