

Item No. 15**SCHEDULE B**

APPLICATION NUMBER	CB/10/03413/FULL
LOCATION	Cranfield University playing field, land adjacent to Prince Philip Avenue, Cranfield
PROPOSAL	Full: Erection of a multi use games area, consisting of two five-a-side football pitches, floodlighting and associated landscaping.
PARISH	Cranfield
WARD	Cranfield
WARD COUNCILLORS	Cllr K Matthews, Cllr A Bastable
CASE OFFICER	Clare Golden
DATE REGISTERED	13 September 2010
EXPIRY DATE	08 November 2010
APPLICANT	Cranfield University
AGENT	Turnberry Consulting
REASON FOR COMMITTEE TO DETERMINE	Councillor Bastable requested that this application be brought to the Development Management Committee following concerns from Cranfield Parish Council about the impact of the proposed floodlighting on surrounding residential amenity.
RECOMMENDED DECISION	Full Application - Granted

Site Location:

The application site is located within the campus of Cranfield University. The site is located to the north west of the main campus and occupies the northern corner of the playing field adjacent to Prince Philip Avenue, from which the site is accessed. The proposal site hosts a redundant concrete base which originates from a temporary sports facility on the site.

Prince Philip Avenue lies to the east of the site and runs from north west to south east and is a predominantly residential area. All of the dwellings in this area are occupied by students and owned by Cranfield University. To the southeast of the site lies a single storey building which provides changing and showering facilities for users of the sports fields and is also used as a children's nursery. A car park providing 7 spaces and a vehicular access onto Prince Philip Avenue serves this building.

The site is accessed from Prince Philip Avenue by using the existing pathways, adjacent to, and across the site. Mature trees align the road to the front of the site.

The site falls within land designated as open space, sports and recreation.

The Application:

This application seeks permission for the erection of a Multi-use Games Area (MUGA). This comprises of two 5-a-side football pitches to be sited side-by-side in a north east to south west direction, separated by a chain link fence. The MUGA is

proposed to be used by students of Cranfield University and potentially for the wider community, and both pitches would be used for 5-a-side football and hockey.

The total footprint would be approximately 37metres by 37metres with an artificial surface, surrounded and separated by a 3metre chain fences and bounce boards between 3 and 4.5metres in height behind the goals. The pitches would also be floodlit by 6metre high lights located at each corner of the pitches and on in the centre of each side. The total number of lights would be 8. Access to the pitches would be obtained from the south eastern aspect of the pitches, facing the changing facilities. A paved path would be provided from the changing facilities to the MUGA and around the outside of the pitches fence.

RELEVANT POLICIES:

National Policies (PPG & PPS)

PPS1: Delivering Sustainable Development

PPS7: Rural Areas

PPG13: Transport

PPG17: Sport and Recreation

Core Strategy/Development Management Policies that supersede the Saved Local Plan Policies

CS3: Healthy and Sustainable Communities

CS4: Accessibility and transport

DM3: Protection of amenity

DM4: Development in the Countryside

DM11: Higher Education and Research Facilities

DM17: Accessible Green Spaces

Supplementary Planning Guidance

'Design in Central Bedfordshire' Adopted Supplementary Planning Document, 2010

Planning History

MB/06/00929/FULL Erection of temporary sports hall. **Granted.**

Representations:

(Parish & Neighbours)

Cranfield P C Objects to the application on the grounds that the lighting may spill and will impact upon nearby residents.

Adj Occupiers No comments received.

Consultations/Publicity responses

Four Site Notice posted on 5/10/10: No comments received.

- Adjacent to the sub-station

on Lanchester Road
- adjacent to the footpath
leading to the playing field on
The Drive
- Directly adjacent to the site
on Prince Philip Avenue
- Adjacent to the bus shelter
adjacent to the playing field
and Prince Philip Avenue

Architectural Liaison Officer	No comments received.
Community Safety Officer	No comments received.
Cranfield Airport	No comments received.
Trees and Landscape Officer	No comments received.
Disability Discrimination Officer	No comments.
Highways	No objections subject to conditions.
National Air Traffic Services, (NATS)	No safeguarding objections.
Play and Open Space Officer	No comments.
Public Protection	No objections subject to conditions.
Sport England	Support the application

Determining Issues

The main considerations of the application are;

- 1. Planning Background and Principle of the development**
- 2. Impact on the visual amenity of the surrounding area**
- 3. Impact on neighbouring amenity**
- 4. Other matters relevant to the application**

Considerations

1. Planning Background and Principle of the development

Planning permission was granted for a temporary sports hall for a period of five years in 2006 on this site, (MB/06/00929/FULL), while a permanent sports hall was being constructed close by on the campus, (MB/02/00955/FULL). The temporary sports hall was a solid structure and larger than the current proposal and the remains of the concrete base fall within the area of the present application site.

The site lies within land designated in the Council's Proposal's Maps of the Core Strategy, Adopted 2009 as Open Space, Sport and Recreation. In accordance with Policies CS3 and DM17 and PPG17, the development proposed would offer enhanced facilities for outdoor sport and is wholly appropriate in this location.

The application site also falls within the countryside, although it lies within the university campus. Whilst Policy DM4 is relevant, particular consideration must also be given to Policy DM11 which seeks to permit appropriate development within the established campuses of Cranfield University. The proposal makes use of previously developed land which is an efficient use of space with minimal impact on the existing open space and thus accords with PPS1. In policy terms,

the principle of the development is acceptable. This is of course subject to the aims of other relevant planning policies which require new development to relate well with the surroundings, have a close association with the university, and have a safe, convenient and adequate standard of access. This policy also seeks to enhance landscape improvement. Each of these issues are discussed in the following aspects of the proposal.

2. Impact on the visual amenity of the surrounding area

In terms of the impact on the character and appearance of the streetscene, the proposed pitches would be set back from the adjacent road and footpath and screened by mature trees which would help to reduce the visual impact of the main structure within the streetscene.

Both pitches will be at ground level and uncovered, but surrounded predominantly by 3metre chain link fencing, (4.5metres behind the goal area) including a 1metre rebound board at the ground level. In comparison to the previous development on the site which was a temporary sports hall at three storeys in height and covered, the current proposal would have a lower visual impact. The development will have a very functional appearance clearly reflecting the intended use. Sited on the existing playing field, the appearance of the proposed development is entirely appropriate to the character of the land it would lie on. The visual impact of the proposal would be lessened by the mature trees that encircle this part of the green.

The application also proposes to erect floodlighting to serve both pitches. This is both a potential issue for the impact on the visual amenity of the surrounding area and on neighbouring amenity, both of which will be discussed.

It is proposed to erect a maximum of 8 flood lights which would equate to a lighting level of 350 lux which meets Sport England's requirements. The floodlighting would allow the facility to be used after daylight hours and in the winter up until 10pm. The floodlights would have a height of 6 metres and be located at each corner and two in the centre, and would only be used between the hours of 8pm and 10pm. Specific details of the lighting design and luminance was not provided with the application although this has been requested and this information will be reported verbally at the Committee. In terms of the impact of the floodlighting on the visual amenity of the surrounding area, the floodlights would be six metres in height, thus higher than the maximum height of the 4.5metre fence. During daylight hours and in the context of the playing field location, it is considered the lighting columns would not have an unduly prominent appearance.

3. Impact on neighbouring amenity

In terms of the impact of the floodlighting on the residential amenities of occupiers of surrounding properties, it is noted that all of these dwellings are occupied by students of Cranfield University and controlled by the University, and thus there are no private houses in the vicinity. Notwithstanding this, the applicants have confirmed that the proposed lighting specification will be compatible with a private residential setting. The height of the floodlights at 6metres will not be excessive. In terms of the potential for light pollution and overspill towards surrounding dwellings, it is possible for the lights to be designed so that they have asymmetric luminaries whereby the lamp is faced

downwards, but reflectors spread the light outwards to prevent upward glare. Assymmetric distribution would focus the light on the pitch and not above the horizontal line from the lamp.

In terms of the proximity of the lights from nearby dwellings, the closest distance from the north pitch to Cayley House, directly to the north, would be 20metres. It is recommended that should permission be granted, a condition be imposed which requests details of the lighting to be installed on the site, and furthermore, that should any unacceptable glare be caused to occupiers of the surrounding dwellings in the first 12 months following installation, that the lighting be revised or adjusted to rectify this.

Subject to a condition requesting further details and one to control the use of the lighting, it is not considered that the proposal will result in a detrimental impact on the amenities of occupiers of nearby dwellings, or surrounding buildings, or on highway safety.

4. Other matters relevant to the application

Highways:

The proposal does not include additional parking provision. There is a small car park, (7 spaces) to the front of the adjacent changing facilities building and evidence of on-street parking along Prince Philip Avenue. The MUGA would be used primarily by students and staff based on the campus who would walk to the facility. The facility could also be used by members of the wider community however, who are likely to drive to the site.

It is the intention of the university's parking policy to provide car parking at the periphery of the campus to enhance the quality of the built environment in the centre of the campus, making it more pedestrian friendly and preserving the existing areas of key open space. Providing additional parking on the playing field would encroach into this designated key open space and would detract from the character and appearance of this part of the site.

The University has sought to justify their case for not providing parking on these grounds and also state that sufficient parking is available in the surrounding area to accommodate the potential for additional cars during community and special events. It should be noted that as an existing playing field, even without a formal structure, two football pitches could be laid out without the need for planning permission and without additional parking.

In terms of how the university will promote the use of surrounding car parks to avoid on-street parking along Prince Philip Avenue, the applicants state that the existing infrastructure which comprises of its security patrols can manage visitors which will ensure visitors are directed to peripheral car parks. The dwellings surrounding the site are entirely student accommodation within the control of the university, and it is not considered that the potential for high levels of parking congestion along this road after working hours will be high. Should on-street parking occur along Prince Philip Avenue, the Council control the Highway and would expect any damage to the highway to be rectified by the University and measures taken to stop the damage. In accordance with the University's intention to reduce car parking in the centre of the campus and promote alternative, sustainable methods of transport, the university has agreed to provide 10 short stay cycle parking spaces.

Reasons for Granting

The scheme, by reason of its site, design and location is in conformity with Planning Policy Guidance: PPS1: Delivering Sustainable Development, PPS7: Rural Areas, PPG13: Transport, PPG17: Sport and Recreation, and Planning Policies CS3, CS4, DM3, DM4, DM11 and DM17 of the Core Strategy Development Management Policies, Adopted November 2009, and 'Design in Central Bedfordshire', Adopted Supplementary Planning Document, 2010.

Recommendation

That Planning Permission be Granted subject to the following:

- 1 The development hereby approved shall be commenced within three years of the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 which is designed to ensure that a planning permission does not continue in existence indefinitely if the development to which it relates is not carried out.

- 2 **Details of any external lighting to be installed on the site, including the design of the lighting unit, any supporting structure and the extent and intensity of the area to be illuminated, shall be submitted to and approved in writing by the Local Planning Authority prior to the development commencing. Only the details thereby approved shall be implemented.**

Reason: To preserve the residential amenities of occupiers of nearby residential dwellings.

- 3 **Development shall not commence until a scheme detailing temporary access provision to and from the site for construction traffic, which details shall show what arrangements will be made for restricting such vehicles to approved points of access and egress has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be operated throughout the period of construction work and thereafter the temporary access shall be closed and re-instated.**

Reason: To ensure the safe operation of the surrounding road network in the interests of road safety.

- 4 **Development shall not commence until a scheme detailing provision for temporary on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period and thereafter the temporary parking area shall be closed and re-instated to its former condition.**

Reason: To ensure adequate off street parking during construction in the interests of road safety.

- 5 **Prior to the commencement of development a scheme setting out**

measures for protecting all trees, shrubs and other natural features during construction work shall be submitted to and approved in writing by the Local Planning Authority. No work shall commence on site until all trees, shrubs and features to be protected are fenced with 2.3 high weldmesh fencing securely mounted on standard scaffolding poles driven firmly in the ground in accordance with BS 5837:2005;

1. for trees and shrubs the fencing shall follow a line 1.0m outside the furthest extent of the crown spread, unless otherwise agreed in writing by the Local Planning Authority;
2. for upright growing trees at a radius from the trunk not less than 6.0m, or two thirds of the height of the tree whichever is the greater;
3. for other natural features along a line to be approved in writing by the Local Planning Authority.

Such fencing shall be maintained during the course of the works on the site. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.

Reason: To safeguard the existing trees on the site in the interests of visual amenity.

- 6 The proposed means of illumination shall be shielded so that no glare or dazzle occurs to drivers of vehicles using the public highway. (HC 34)

Reason: In the interest of road safety.

- 7 No development shall commence until a wheel cleaning facility has been provided at all site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner(s) shall be removed from the site once the groundworks have been completed.

Reason: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

- 8 External lighting on the development site shall not be used except between the hours of 8am and 10pm without the prior agreement in writing of the Local Planning Authority.

Reason: To preserve the residential amenities of occupiers of nearby residential dwellings.

- 9 Should any unacceptable glare be caused to occupiers of the surrounding dwellings in the first 12 months following installation of the floodlights, the lighting shall be revised or adjusted to rectify this.

Reason: To preserve the residential amenities of occupiers of nearby residential dwellings.

Notes to Applicant

1. The applicant is advised that no works associated with the construction of the temporary vehicular access should be carried out within the confines of

the public highway without prior consent, in writing, of the Central Bedfordshire Council. Upon receipt of this Notice of Planning Approval, the applicant is advised to write to Central Bedfordshire Council's Highway Help Desk, Technology House, 239 Amphill Road, Bedford MK42 9BA quoting the Planning Application number and supplying a copy of the Decision Notice and a copy of the approved plan. This will enable the necessary consent and procedures under Section 184 of the Highways Act to be implemented. The applicant is also advised that if any of the works associated with the construction of the temporary vehicular access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) then the applicant will be required to bear the cost of such removal or alteration.

2. The applicant is advised that the requirements of the New Roads and Street Works Act 1991 will apply to any works undertaken within the limits of the existing public highway. Further details can be obtained from the Traffic Management Group Highways and Transport Division, Central Bedfordshire Council, Technology House, 239 Amphill Road, Bedford MK42 9BD.
3. The applicant is advised that photographs of the existing highway that is to be used for access and delivery of materials will be required by the Local Highway Authority. Any subsequent damage to the public highway resulting from the works as shown by the photographs, including damage caused by delivery vehicles to the works, will be made good to the satisfaction of the Local Highway Authority and at the expense of the applicant. Attention is drawn to Section 59 of the Highways Act 1980 in this respect.
4. The applicant is advised that the closure and re-instatement of the temporary access at the end of the construction period shall include the reinstatement of the highway to include any footway, verge and kerbing in a manner to be agreed in writing with Central Bedfordshire Council's Customer Contact Centre on 0300 300 8049. No work shall be carried out within the confines of the public highway without prior consent. The applicant will also be expected to bear all costs involved in closing and re-instatement of the temporary access.