

Development Control Committee
Meeting to be held on 16th October 2013

Electoral Division affected:
Preston City

Preston City: Application ref 06/13/0517
Construction of a three storey youth zone building including outdoor sports provision with floodlighting and a 4m high ball stop fence, external storage facilities and construction of a new highway to facilitate access. Bow Lane, Preston.

Contact for further information:
Jonathan Haine, 01772 534130, Environment Directorate
DevCon@lancashire.gov.uk

Executive Summary

Application - Construction of a three storey youth zone building including outdoor sports provision with floodlighting and a 4m high ball stop fence, external storage facilities and construction of a new highway to facilitate access. Bow Lane, Preston.

Recommendation – Summary

That planning permission be granted subject to conditions relating to commencement, working programme, to be completed.

Applicant's Proposal

Planning permission is sought for the construction of a youth zone building along with floodlit outdoor sports provision, 4m high ball stop fence, external storage facilities and construction of a new highway to facilitate access to provide recreational facilities for young people aged between 8 and 19 (up to 25 for those with additional needs) in Preston and surrounding areas. The building would also provide accommodation for the services provided by the Lancashire Youth Offending Team and the Urban Exchange including NHS services and Young People's Services.

The youth zone building and associated external recreational facilities would occupy a site measuring 110m x 50m. The building would be three storey's high with ground floor dimensions of 37m x 35m. The ground floor would contain a reception / lobby area, a main sports hall, climbing / bouldering wall, café and kitchen facilities, arts and crafts and beauty rooms and a room to be used by the County Council's Young Peoples Service. The first floor would contain the upper areas of the main sports hall, part of the climbing wall, a performing arts space, a fitness suit and contact sport rooms and toilet / changing facilities. The second floor would consist of a number of rooms to be used by the NHS and Youth Offending Teams, the Youth

Zone management / administration, music and media space and the upper levels of the climbing wall.

To the east of the building would be two five a side pitches with 8m high floodlighting columns and 4m high ball stop fencing. The pitches would be enclosed by overhead netting to prevent balls from leaving the site. Between the external pitches and the main building would be a covered store area. At the front of the building facing the junction of Ringway and Bow Lane would be the main entrance, car parking for disabled users and minibuses and a single storey building used to store sporting equipment. However, the scheme has now been amended to exclude the proposed store building.

The development would require the diversion of Nutter Road; it is proposed to realign this approximately 15m to the south of its current alignment. A number of other minor roads (Markland Street and Kay Street which used to serve terraces of houses in this area) would also require stopping up.

The Youth Zone would provide a base for 21 full time and 30 part time staff. It is estimated that the facilities provided would be used by approximately 3000 children / young people each week although the numbers attending would fluctuate throughout the day with peak usage expected at weekends / evenings. The Youth Zone is proposed to be open between 08.00 – 22.00 hrs all days of the week.

Description and Location of Site

The application site is located on the corner of Ringway/ Marsh Lane (A59) and Bow Lane, 600m west of Preston city centre. Nutter Road runs through the centre of the site which leads to Markland Street and Kay Street. The eastern boundary of the site is formed by part of the County Council's car park for County Hall beyond which is the retaining wall to the railway lines on the northern approaches to Preston railway station. To the south, adjoining Bow Lane is the Lancashire Records Office building to the east of which is the County Hall car park and maintenance building.

The majority of the site is currently comprised of open land created by the demolition of a terrace of houses off Nutter Road together with a two storey building that provided preschool childcare facilities and which was served from Markland Street. The eastern part of the site is currently used for car parking associated with County Hall. The frontage with Ringway is currently formed by a low embankment of trees / shrubs.

On the west side of and fronting Bow Lane, approximately 20m from the proposal, are two pairs of semi detached properties with further properties located on the corner of Bow Lane and Ringway and facing Marsh Lane. On the opposite side of Ringway / Marsh Lane are a number of retail and office uses. There is an existing pedestrian right of way through the site connecting Ringway with Kay Street.

The boundary of the Fishergate Conservation Area is located approximately 140m to the south of the application site.

Background

The application site was previously occupied by a two storey building and associated car parking used for preschool childcare. To the south of Nutter Road was a terrace of houses. Both the nursery building and houses have recently been demolished. There is no other relevant planning history.

Planning Policy

National Planning Policy Framework (NPPF)

Paragraphs 6 – 16, 17, 23 – 27, 56 – 66, 69 - 73 of the NPPF are relevant with regards to achieving sustainable development and the presumption in favour of sustainable development, core planning principles, ensuring the vitality of town centres, requiring good design and promoting healthy communities.

Central Lancashire Core Strategy

Policy MP	General Policy
Policy 11	Retail and town centre uses and business based tourism
Policy 17	Design of new buildings
Policy 23	Health
Policy 24	Sport and Recreation
Policy 25	Community Facilities

Preston City Local Plan

Policy C9	Archaeological features
Policy T19	General Transport Considerations
Policy T15	Access for people with reduced mobility; Buildings and Premises
Policy T17	Access for people with reduced mobility: Pedestrian Environments.
Policy T19	General Transport Considerations
Policy T20	Traffic Generation
Policy H5	Development proposals in existing residential areas.
Policy H14	Housing Renewal and Improvement
Policy CLF1	Large Scale Leisure Facilities
Policy D1	Design criteria
Policy D2	The Local Context
Policy D3	Daylight and sunlight
Policy D7	The layout of development
Policy D11	Landscape Treatment

Consultations

Preston City Council: No objection but request that consideration is given to their suggested design amendments and to the impacts on the amenities of neighbouring residents. In terms of design, the City Council draw attention to the need for the building to properly address its prominent location on the corner of Ringway and Bow Lane and for the storage building on this corner to be relocated to a less prominent location which would allow an improved plaza / public realm area in this location. The

City Council also request more details on the proposed cladding materials, for the incorporation of a more active frontage alongside Ringway and for the scheme to be subject to a design review panel.

Environment Agency: No objection subject to conditions dealing with contamination and site drainage.

Assistant Director (Highways): No objections in principle. The site access road, traffic generation, safety and accessibility by a variety of transport modes are considered acceptable. Conditions are proposed in relation to the construction of the site access, surfacing of car parking areas, provision of cycle and motorcycle parking, details of floodlighting, netting of the MUGA, details of works adjacent to the highway and submission of travel plan. It is also considered that a section 106 contribution of £12,000 should be required to allow the County Council's Travel Planning Team to assist in the production of a travel plan.

LCC Specialist Advisor (Ecology): The proposed development is located in an urban area of low wildlife value. The existing trees may provide limited opportunities for nesting birds and this vegetation will need to be cleared outside of the nesting season.

LCC Specialist Advisor (Archaeology): The site was previously occupied by Kay Street Mill which was demolished prior to 1931. There is still potential for buried parts of the mill to be encountered by the proposals in which case they should be recorded. A condition should be attached to any permission requiring a written scheme of archaeological investigation to be submitted.

Representations: The application has been advertised by press and site notice and local residents notified by individual letter. One representation has been received from a resident on Bow Lane objecting to the proposal for the following summarised reasons:

- That the proposed site is the wrong location for a Youth Zone. It is too far from Preston Bus Station leading to problems of accessibility due to complicated, expensive and possibly unsafe bus journeys for young children.
- The site is no longer located on a bus route; if buses were reinstated along Bow Lane, this would cause problems for residents as the bus stops would be outside the houses.
- The proposed Youth Zone is too close to houses. There have been problems at Blackburn Youth Zone with unruly behaviour. Such behaviour would be a problem on Bow Lane as it is a residential area whereas Blackburn Youth Zone is in the town centre.
- The Youth Zone would create noise until 10pm every night. Sound from the proposed outside football pitches will rebound off the railway wall towards the houses.
- The building is too large and would dwarf the houses resulting in a loss of light.
- The development would result in a loss of car parking for County Hall resulting in an increase in on street parking in the Broadgate area.

- There are other more suitable sites in Preston town centre but these have been dismissed on cost grounds. More suitable town centre site should be used which would be more acceptable and which would not affect local amenity.

Advice

Director of Transport and Environment – Observations

The County Council as part of a new charitable partnership of public and private sector organisations, wishes to develop a Youth Zone in Preston which would provide recreation facilities and careers / personal advice services for young people from Preston and surrounding areas. Youth Zone facilities have been successfully developed in a number of towns in North West England including Wigan, Manchester, Oldham and Blackburn. The existing Youth Zone facilities have been developed by Onside, a charity which developed from the Bolton Lads and Girls Club.

The Preston Youth Zone would also provide a base and accommodation for the County Council's Young Peoples Service, certain health HNS services and the Lancashire Youth Offending Team. The services currently provided through the Urban Exchange centre currently located next to Preston Post Office including health, welfare benefits, education and career options would also transfer to the Preston Youth Zone. The facility would therefore act as a hub for a network of services to young people aged between 8 – 19 (25 for those with additional needs) and their families and to provide a top quality, safe and affordable leisure venue. The leisure provision would be subject to a £5 annual membership and 50p per visit charge and would therefore be priced to ensure that the facilities would be accessible to all sections of society.

Paragraph 70 of the NPPF requires that planning policies and decisions should plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments. The general principle of providing a youth zone is therefore supported as it would improve access to leisure and recreation to children from a diverse social background and would improve the provision of health and guidance services for this age group, thereby meeting the objectives in the NPPF.

The main issues to consider include the appropriateness of the proposed location, the design of the building and external areas and the likely impacts on residential amenity.

Site Location: Existing Youth Zones tend to be located in or on the edge of town / city centres. It is intended that the Preston Youth Zone should be in a similar central or peripheral location. A site selection exercise for the Preston Youth Zone has been carried out and 21 different sites in or adjacent to Preston city centre were identified and considered against a number of specific criteria including proximity to the city centre, accessibility to public transport, availability, size, affordability and neutrality (in terms of not being located within, and therefore belonging to, any particular community of Preston at the exclusion of other communities).

The majority of the sites investigated are located nearer to the City Centre than the application site. However, seven of the sites were dismissed as they were considered too small to accommodate all the facilities that need to be included within a new youth zone facility. Other sites were either not for sale or the cost of purchase exceeded the budget for the scheme, particularly given their central location and their attractiveness for retail and commercial development opportunities. Other sites have been dismissed as being unsuitable. Two preferred sites emerged from the process both of which were located to the rear of County Hall. The sites were considered to be viable as the land is in the ownership of the County Council and is therefore available, within budget and are on the periphery of the city centre. Within the two sites, four possible options were identified and subjected to further assessment. The site the subject of this application was selected as the preferred option in view of it having the least impact on the car parking at County Hall and would not compromise future development opportunities. It was also selected in view of the opportunity to create a high standard of development on the corner of Ringway and Bow Lane and improve the townscape area of a key approach to Preston.

In terms of planning policy, there are a number of development plan policies which relate to the control of development within the city centre and the location of large scale leisure facilities. The Preston Local Plan defines the city centre boundary which runs along Ringway and Bow Lane enclosing the application site. Although the site is therefore on the edge of the defined city centre, it is located only 700m from the main retail areas of the city and is as near as other town centre uses such as the railway station. It is therefore considered that the application site occupies a site that is sufficiently close to the city centre that it generally complies with the development strategy set out in the Preston Local Plan.

Policy CLF1 of the Preston Local Plan requires large scale leisure facilities to be located on sites allocated for this purpose or, where there is no such site available, elsewhere in the urban area provided that there is no other suitable site within or adjacent to the City Centre. The aim of the policy is to steer such development to central locations where they are accessible by a choice of transport modes. The site selection process has concluded that there are currently no other sites available that could meet the design and budget criteria of the project. Whilst the proposed site is further removed from other sites initially identified, it still falls within and adjacent to the city centre. Consequently it is considered that the proposal is acceptable for the purposes of Policy CLF1 of the Preston Local Plan.

The City Council has adopted new supplementary planning guidance (SPG) for the City Centre as part of their Local Development Framework. The application site lies within the central business district as proposed in the SPG. The main aim of the central business district is to increase the provision of high quality office space in the area of Preston immediately to the west of the city centre supported by a range of new hotel, leisure and small scale retail uses. The proposed Youth Zone would provide a new leisure facility in this area of Preston and would therefore accord with the future development of this area as envisaged in their SPG.

A key issue in relation to site location relates to accessibility. The Youth Zone would be mainly used by young people between the ages of 8 to 19 (up to 25 for those with

special needs) and therefore it is to be expected that users would travel to the site by a variety of means with the younger age group being brought by parents but with older children making their own way to the site using public transport or walking / cycling. The site is located immediately adjacent to Ringway and therefore has good vehicular access from all parts of Preston. Whilst the parking and drop off / pick up facilities within the site itself are limited, there is adequate space along Bow Lane for the dropping off and picking up of younger children. In terms of public transport, the site is located in close proximity to Preston railway station. Whilst it is anticipated to be of limited use to the users of the facility, the proximity of the railway station would be useful to staff who may live at greater distance from the site.

Bus services between Preston and Penwortham travel along Fishergate Hill where there are bus stops approximately 5 minutes walk away from the proposed Youth Zone. These bus services terminate and start at Preston Bus Station and provide the opportunity for links between other bus services serving other parts of Preston. The bus service between the city centre and the park and ride facility on Strand Road also passes along Bow Lane and the frontage of the application site. Services on both routes are relatively frequent. Whilst the proposed site is on the periphery of the town centre and more remote from the central bus station, it is considered that the proposed site is accessible by public transport and by cycle and foot from Preston City centre and surrounding areas and offers a choice of transport modes to all prospective users of the facility.

The Assistant Director (Highways) has advised that a section 106 contribution of £12,000 should be required to allow the County Council's Travel Planning Team to assist in the production of a travel plan. This issue is currently the subject of discussion with Assistant Director and the applicant and the outcome of such will be reported to the meeting.

The application site is located within a Housing Renewal and Improvement Area as designated by Policy H14 of the Preston Local Plan. The majority of the application site is currently vacant land having previously been occupied by a terrace of houses and a pre-school nursery, both of which have recently been demolished. Policy H15 requires that development within renewal areas will only be permitted where it contributes to environmental improvement and where it will facilitate the improvement of economic and community development initiatives. The site currently makes little environmental, social or economic contribution to the area given part of it is vacant and the remainder providing temporary car parking facilities. The site is in a prominent location. The proposed development is an opportunity to provide a new facility to assist in the regeneration of the site and this area of Preston generally.

The City Council consider the site to be an appropriate location for a youth zone. It is therefore considered that the site conforms with Policy H14 of the Preston Local Plan and that the location of the proposed Youth Zone is acceptable in terms of the general development strategy for this area of Preston and is sufficiently well located for the city centre.

Design Issues

The site occupies a prominent location on the corner of Ringway / Marsh Lane and Bow Lane on one of the main approaches into Preston. This corner of the site was previously occupied by a two storey child care nursery which made no contribution towards the visual townscape of the area. An opportunity therefore exists for the development of a building which makes full use of the potential of the site in creating a positive gateway feature in this location.

The proposed design of the building has been informed by several factors including the activities that need to be accommodated including outdoor sport areas, the need to respect the amenity of the properties on the opposite side of Bow Lane and the opportunities presented by the Ringway frontage.

In particular, it was considered that a building higher than three storeys would not be acceptable on this site due to its potential impacts on the nearest houses. A proposal to site the outdoor pitches on the roof of the building was therefore rejected at an early stage and replaced with a design that proposes the pitches to be provided at ground level to the rear (east side of the building). Whilst such a design does increase the area of land required for the Youth Zone, it does ensure that any outside activities and attendant impacts such as noise and lighting are sited as far as possible from the nearest properties and where they would be partially screened by the building itself.

There is no predominant building style in this area with the nearest buildings being the semi detached residential properties on Bow Lane, the red brick County Council Records building and a variety of retail / office buildings on the north side of Bow Lane. County Hall is located within the Fishergate Hill Conservation Area but the scale and location of the proposed Youth Zone building is such that it would not impact upon the character of the Conservation Area. The proposed building is of a modern appearance in a largely rectangular form but with additional features provided by way of an external glazed stairwell and a canopy covering the main entrance to the Bow Lane elevation. The ground floor would be clad in a grey facing brick with the upper two floors being clad with rain screen cladding which, over the majority of the building, would be coloured white with contrasting coloured panels located on the north west and south eastern corners. On the Ringway frontage would be a window at first floor level extending the full extent of the elevation, which would allow light into the main sports hall area, thereby providing design interest on this key elevation. It is considered that the modern appearance, and in particular the use of the coloured panelling on the corners of the building, would provide distinctive elevations reflecting the purpose of the building and the age range of the users.

In the original design, the building was to be set back from the carriageway of Bow Lane by around 20m with the intervening space being used for parking spaces for disabled users and for minibuses, with the area on the corner of Bow Lane and Ringway being used for a single storey building to be used as an equipment and bin store.

Preston City Council supports the general design of the building itself but are concerned that the design of the external areas on the corner of Bow Lane and Ringway is substandard. The City Council considers the location of the storage building on this corner would detract from the design of the main building and

prejudice the ability to provide an attractive public realm area at this road junction, which would then provide a focal point for the main entrance.

The City Council's concerns on this particular issue are supported. The applicant has consequently agreed to remove the proposed storage building to a less conspicuous location within the cartilage of the site and which would allow a revised design for the frontage of the site to be prepared. The removal of the storage building would provide room to construct a much stronger and attractive public frontage to this key area of the site and which is proposed to be required by condition.

The Ringway frontage of the site is currently formed by a low embankment with small trees and shrubs. The proposed new building would directly adjoin the pavement of Ringway and therefore some of this existing landscaping would be lost together with some existing ornamental trees that are within the parking area to the former nursery building. However, the proposed external MUGA areas are set back from Ringway and therefore it is possible that at least some of this landscaping can be retained. The loss of the trees on the site is regrettable but none of the trees to be removed have any significant ecological or townscape value and it is proposed to plant a small number of new trees around the entrance to the site which would provide some soft landscaping to replace that lost. Subject to a condition identifying vegetation to be lost / retained and that to be planted, it is considered that the development would be adequately landscaped.

It is therefore considered that the design of the building and external areas are acceptable and comply with Policy 17 of the Central Lancashire Core Strategy.

Local Amenity: The proposed Youth Zone building would be located approximately 45m from the nearest residential properties comprising two pairs of semi detached houses on the west side of Bow Lane and a single house on the corner of Bow Lane and Marsh Lane.

Policy H5 of the Preston Local Plan relates to development within primarily residential areas within which the site is located. The policy states that the most important consideration in assessing proposals will be their impact on residential amenity. Proposals will only be permitted where the design and scale of the development is sensitive to and in keeping with the area, where there would be no significant impact on residential amenity particularly by reason of noise, general disturbance, loss of privacy or intensity of vehicle movements, where the proposal would not lead to an over concentration of non residential uses and where the new building would reflect the character of existing buildings. The policy states that favourable consideration will be given to proposals which would result in an overall improvement to the amenity and environment of the surrounding area.

One representation has been received from a resident of one of the nearest properties objecting to the proposal due to noise impacts, the likelihood of anti social behaviour, that the size of the building would affect outlook and light levels and that the loss of car parking on the County Hall site would result in an increase in on street parking in the Broadgate area to the detriment of local residents.

The concerns in relation to noise are acknowledged. The building would contain rooms proposed to be used for performing arts and music. However, the rooms used for these purposes would be located within the interior of the building and whilst the performing arts room (which would be used for some musical activities) would be located in the part of the building nearest the properties, this room would be mechanically ventilated allowing noise breakout to be controlled by sealing the window and wall construction. Some noise would also result from the use of the outdoor pitches. However, the pitches would be located at the rear of the site at least 100m from the properties with the Youth Zone building occupying the bulk of the intervening space. It should be noted that the site is located in an area with relatively high background noise levels arising from traffic on Ringway and from the elevated railway line, both of which extend later into the evening. For these reasons it is considered that noise levels from the development would not be detrimental to the amenities of the nearest houses. Conditions are proposed to ensure that rooms used for the playing of music and performing arts are adequately noise attenuated.

Facilities attracting large numbers of young people do have the potential to give rise to disturbance which it is acknowledged could be disruptive to the amenities of the area and those of local residents. The objection has drawn attention to problems that have occurred at Blackburn Youth Zone where it is alleged that the facility is now closed to certain age groups on Saturdays. The applicant is not aware that there have been any issues at their Blackburn site but state that the Preston facility has been designed so that the reception area and management offices directly overlook the forecourt thereby allowing surveillance. If there were to be incidences of anti social behaviour, the Youth Zone management would have the opportunity of terminating membership or involving the police if circumstances dictate. The Youth Offending Team would generally see users of the service by appointment during normal working hours and therefore this aspect of the development should not conflict with the other recreational activities which would be mainly during the evening and weekends. For these reasons, it is not expected that the proposed Youth Zone would give rise to levels of anti social behaviour that would be detrimental to the amenities of local residents.

The building would be three storeys' (12.5m) high and therefore it is important that its scale would not result in any overlooking or loss of light at the nearest properties. The previous childcare nursery on this site was a two storey building but was located almost immediately behind the pavement fronting Bow Lane and Ringway approximately 20m from the façade of the nearest property. By contrast the proposed Youth Zone building would be located nearly 45m from the façade of the nearest residential properties. Notwithstanding the additional height of the Youth Zone building compared to the buildings that were previously on this site, it is considered that the standoff distances are sufficient to retain acceptable levels of light and privacy at the nearest properties. The proposed building is also significantly lower and is also set further back from the road line than the adjacent County Records building and is not in the line of sun that would result in any loss of light.

The eastern parts of the site are currently used for car parking associated with County Hall. The development would result in a loss of some of these parking spaces. However, it is proposed to remodel the existing car park and to provide additional spaces by demolishing the existing County Hall maintenance unit building

and by providing additional parking in a yard accessed from Red Cross Street. Whilst there may be a temporary reduction in parking facilities, particularly during the period of construction, there are proposals to replace that loss and therefore the development should not result in an increase in on street parking that would be detrimental to local residents.

The use of the Youth Zone for special events at weekends / evenings may result in additional demands on car parking. However, there are a number of parking facilities that are available in the local area including the County Hall car park and therefore it is considered that there are adequate parking facilities in the area to accommodate such special events.

It is therefore considered that the development would not lead to an unacceptable loss of amenity to the nearest local residents and would comply with Policy H5 of the Preston Local Plan.

Conclusions

The development would provide a new facility in the Preston area which would allow the delivery of a range of sporting, recreation and advice services to young people. The development would therefore meet the requirements of central government policy in terms of promoting active sport and recreation and promoting access to a range of services needed by young people. The development would allow a currently disused site to be replaced by a new building thereby promoting the regeneration of this area of Preston. The site is located on the periphery of the City centre accessible by a choice of transport modes. The development would not lead to an unacceptable loss of amenity to the nearest residential properties to the site. It is therefore considered that the development complies with the policies of the NPPF and the policies of the Development Plan and should be supported subject to the conditions set out in the recommendation.

In view of the nature, location, design and layout of the proposed development, it is considered that no Convention Rights set out in the Human Rights Act 1998 would be affected.

Recommendation

That planning permission be granted subject to the following conditions:

Time Limits

1. The development shall commence not later than 3 years from the date of this permission.

Reason: Imposed pursuant to Section 91 (1) (a) of the Town and Country Planning Act 1990.

Working Programme

2. The development shall be carried out, except where modified by the conditions to this permission, in accordance with the following documents:
 - a) The Planning Application and supporting statement received by the Director of Transport and Environment on 25th July 2013.
 - b) Submitted Plans and documents:
 - Drawing AO1 - Proposed Site Plan
 - Drawing AO2 - Ground floor
 - Drawing A03 - First Floor Plan
 - Drawing AO4 - Second Floor Plan
 - Drawing A05 - Proposed roof plan
 - Drawing AO7 - Sections
 - Drawing AO8 - Sections
 - Drawing P1 - Drainage layout
 - Drawing LA2 - Proposed Site Plan
 - Drawing AO11 Rev E - Proposed Elevations
 - c) All schemes and programmes approved in accordance with this permission.

Reason : To minimise the impact of the development on the amenities of the area and to conform with Policies 17 and 22 of the Central Lancashire Core Strategy and Policy H5 of the Preston City Local Plan.

3. No development shall commence until details of the building materials to be used for the external elevations of the building and for the external hard landscaping areas have been submitted to and approved in writing by the Director of Transport and Environment. The details shall include:
 - a) the building materials to be used for the external elevations including the brick types, the rainscreen panelling including the details of the coloured panels, window and door details.
 - b) Details of the materials to be used on the hard landscaping around the exterior of the building including paving and other surfacing of pedestrian areas.
 - c) The design and colour of the fencing around the multi use games areas.
 - d) Details of the lighting columns at the front of the building including design, orientation of lighting head and power of lighting to be used.

Thereafter only those materials contained in the approved details shall be used in the construction of the building and external areas.

Reason: In the interests of the visual amenities of the area and to conform with Policies 17 and 22 of the Central Lancashire Core Strategy and Policy H5 of the Preston City Local Plan.

4. No development shall commence until a revised scheme for the design of the frontage of the site facing Bow Lane / Ringway has been submitted to and approved in writing by the Director of Transport and Environment. The scheme shall provide for the following:
 - a) The removal of the proposed equipment and bin storage buildings and detail for their relocation to another part of the site.
 - b) Details of a revised layout for the frontage of the site including means of pedestrian access, boundary treatments and details of hard and soft landscaping.
 - c) The layout and demarcation of minibus and disabled parking spaces.

Thereafter the site frontage shall be development in accordance with the approved scheme.

Reason: In the interests of the visual amenity of the area and to ensure high standards of design to conform with Policy 17 of the Central Lancashire Core Strategy.

5. The use of the building and outdoor sport pitches authorised by this permission shall not take place outside the hours of:

08.00 to 22.00 hours Mondays to Sundays (excluding Public Holidays)

Reason: to safeguard the amenity of local residents and adjacent properties/landowners and land users and to conform with Policy H5 of the Preston City Local Plan.

6. All rooms used for the playing of music shall either be located within the interior of the building or shall be mechanically ventilated with sealed window and wall construction to minimise the escape of noise from such rooms.

Reason: In the interests of local amenity and to conform with policy H5 of the Preston Local Plan.

Highway Matters

7. No development shall commence until a scheme and programme for the construction of the site access and access road has been submitted to and approved in writing by the Director of Transport and Environment. The scheme and programme shall contain details of the following:-
 - a) The layout of the site access onto Bow Lane including the dimension of the access, turning radii and visibility splays to be provided.
 - b) Details for the dimensions of the internal access roads and turning heads and for the design of the landscaping areas and access ramps on either side of the access road to ensure that forward visibility is retained.

- c) Details for the construction of the access including surfacing of the new areas of highway to be provided.

The access from Bow Lane and the internal access road and turning heads shall be constructed in accordance with the approved scheme prior to the building being brought into use.

Reason: In the interests of highway safety and to conform with Policy 17 of the Central Lancashire Core Strategy.

- 8. The minibus and disabled car parking areas as contained in the scheme and programme approved under the requires of condition 4 to this permission shall be surfaced and marked out in the positions shown in the approved scheme prior to the building being opened for use.

Reason: To secure adequate parking facilities and to conform with policy 17 of the Central Lancashire Core Strategy.

- 9. The building shall not be brought into use until cycle and motorcycle parking facilities have been provided in accordance with a scheme to be first submitted to and approved in writing by the Director of Transport and Environment.

The scheme shall include details of the number of spaces to be provided and the location and design of parking facilities.

Reason: In order to ensure the provision of adequate cycle and motorcycle parking facilities and to conform with policy 17 of the Central Lancashire Core Strategy.

- 11. Within six months of the opening of the Youth Zone, a Travel Plan, as defined by this permission, shall be submitted to the Director of Transport and Environment for approval in writing.

The Travel Plan shall include:

- a) A brief description of the development, its location and a summary of the particular transport and road safety issues at the site.
- b) Evidence and results of consultation with staff and other interested parties.
- c) Targets and measures to minimise the impact of/reduce private car use for the journey to and from the site by staff.
- d) The measures to be implemented to encourage users of the facility to access the site by sustainable means including the use of discounted bus tickets.
- d) A summary of the site's current road safety policies and practices, details of any new or proposed initiatives including a planned timetable of introduction.

- e) Proposals for monitoring progress of the Travel Plan including a timetable for its implementation and review.

Reason: In the interests of highway safety and to conform with Policy 17 of the Central Lancashire Core Strategy.

- 12. No development shall commence until a scheme and programme for the design of any retaining structures forming part of Ringway has been submitted to and approved in writing by the Director of Environment and Transport.

Reason: To protect the integrity of Ringway in the interests of highway safety and to conform with policy 17 of the Central Lancashire Core Strategy.

- 13. The outdoor multi use games areas shall not be brought into use unless they have first been enclosed with netting to prevent balls from the leaving the site and straying onto the adjacent carriageway. Such netting shall be retained at all times when the pitches are in use.

Reason: In the interests of highway safety and to conform with Policy 17 of the Central Lancashire Core Strategy.

Safeguarding of Watercourses and Drainage

- 14. All foul drainage shall be discharged to a public sewer or else to a sealed watertight tank fitted with a level warning device to indicate when the tank needs emptying. Upon emptying the contents of the tank shall be removed from the site completely.

Reason: To safeguard local watercourses and drainages and avoid the pollution of any watercourse or groundwater resource or adjacent land and to conform with Policy 17 of the Central Lancashire Core Strategy.

- 15. No development shall commence until a scheme and programme of measures to address land contamination issues have been submitted to and approved in writing by the Director of Transport and Environment. The scheme and programme shall contain the following:

- a) A preliminary risk assessment which identifies previous uses of the site, potential contaminants associated with those uses and a model demonstrating sources, pathways and receptors and risks arising from any potential contamination.
- b) Details of site investigation works based on the information in a) to provide detailed information on the risks to receptors that may be affected including those off site.
- c) The results of the site investigation and based on the results, a remediation strategy giving full details of the remediation works that are required.
- d) a verification plan providing full details of the data that will be collected in order to demonstrate that the works included in the remediation strategy are complete and identifying any

requirements for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The site investigation and remediation works shall be undertaken in accordance with the approved scheme and programme.

Reason: In the interests of preventing pollution and to conform with Policy 17 of the Central Lancashire Core Strategy.

Landscaping, Ecology and Archaeology

17. No vegetation shall be cleared between the 1st March and the 31st July in any one year until it has first been checked and confirmed as clear from nesting birds. If any nests are detected, no operations shall commence until exclusion zones have first been established in accordance with Natural England guidance and such exclusion zones shall be maintained until such time as it is confirmed that all birds including attendant young have left the nest.

Reason: In the interests of ecology and to conform with policy 22 of the Central Lancashire Core Strategy.

18. No development shall take place until a scheme and programme for archaeological work in accordance with a written scheme of investigation has been submitted to and approved in writing by the Director of Transport and Environment.

The archaeological work contained in the approved scheme shall be undertaken during building works.

Reason: In the interests of archaeological investigation and to conform with policy 17 of the Central Lancashire Core Strategy.

Notes

This consent requires the stopping up or diversion of a number of roads including Nutter Road, Kay Street and Markland Street. The appropriate orders should be confirmed before any development commences involving the obstruction of these highways.

Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Directorate/Ext
6/13/0517	25/07/13	Jonathan Haine/ Env/534130

Reason for Inclusion in Part II, if appropriate

N/A