



REGULATORY SERVICES COMMITTEE

5 April 2018

REPORT

Subject Heading:

P2048.17

Hornchurch Sports Centre Harrow Lodge
Park, Hornchurch Road, RM11 1JU;

Erection of a new Leisure Centre with
access, landscaping and ancillary work
together with the demolition of existing
Hornchurch Sports Centre and
construction of new permanent and
overspill car parks. Construction of
temporary car park for 36 month period;

(Application received 18.12.2017);

SLT Lead:

Steve Moore - Director of Neighbourhoods;

Report Author and contact details:

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Ward:

Hylands

Policy context:

National Planning Policy Framework 2012;
The London Plan 2016;
Development Plan Document 2008;

Financial summary:

None.

**The subject matter of this report deals with the following Council
Objectives**

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

[X]
[X]
[X]
[X]

SUMMARY

This report concerns a planning application for full planning permission for the Erection of a new Leisure Centre with access, landscaping and ancillary work together with the demolition of existing Hornchurch Sports Centre and construction of new permanent and overspill car parks. Construction of temporary car park for 36 month period.

Staff consider that the proposal would accord with the community facilities, environmental and highways policies contained in the Local Development Framework Core Strategy and Development Control Policies Development Plan Document. It is recommended that planning permission be granted subject to referral to the Mayor of London and subject to conditions and a section 106 planning obligation.

This application is submitted by Council, the planning merits of the application are considered separately to the Council's interests as applicant.

RECOMMENDATIONS

That the proposal is unacceptable as it stands but would be acceptable subject to applicant, by 4 October 2018, entering into a Section 106 Planning Obligation to secure the following:

- All contribution sums shall include interest to the due date of expenditure and all contribution sums to be subject to indexation from the date of completion of the Section 106 Planning Obligation to the date of receipt by the Council.
- The Developer/Owner to pay the Council's reasonable legal costs associated with the Planning Obligation prior to the completion of the agreement irrespective of whether the agreement is completed.
- Payment of the appropriate planning obligations monitoring fee prior to the completion of the agreement.
- Development Phasing.
- Provision of alternative venues for existing users of the site (if not resolved).
- Travel Plan.

- A financial contribution of £12,000 to be used for road infrastructure improvements.
- A financial contribution of £15,000 to be used for local cycling improvements study and works.

In the event that the Planning Obligation is not completed by 4 October 2018 the application shall be refused.

That the Assistant Director of Development be authorised to secure a Planning Obligation for the above and upon completion of that obligation, grant planning permission subject to the conditions set out below.

That planning permission be granted subject to the conditions set out below, on the understanding that the conditions may be updated as appropriate, in case the requirements are discharged satisfactorily before a decision is formally issued.

That planning permission be granted subject to referral to the Mayor of London.

1. Time limit for commencement:

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Accordance with Plans:

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications (as set out on page one of this decision notice) and any other plans, drawings, particulars and specifications pursuant to any further approval of details as are approved by the Local Planning Authority

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

3. Materials:

No above ground works to the following parts of the development hereby approved shall take place until details and samples of all materials to be used in the external construction, as well as a maintenance regime for the timber external surfaces as relevant to the discrete parts, are submitted to and approved in writing by the Local Planning Authority: the building and associated landscaped areas; the temporary

car park, and; the permanent car parking area and associated landscaped areas. Thereafter, the development shall be constructed and maintained with the approved materials and maintenance regime.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement of the relevant part of the approved development will ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

4. Surfacing Materials:

Before any above ground development is commenced on the approved access road and parking areas, details of surfacing materials for the access road and parking areas shall be submitted to and approved in writing by the Local Planning Authority and thereafter the access road and parking areas shall be constructed with the approved materials. Once constructed, the access road shall be kept permanently free of any obstruction (with the exception of the car parking spaces shown on the approved plans) to prevent uses of the access road for anything but access.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the surfacing materials. Submission of this detail prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

5. Landscaping Scheme Details:

No above ground works to the following parts of the development hereby approved shall take place until a fully detailed scheme of hard and soft landscaping, as relevant to the discrete parts, are submitted to and approved in writing by the Local Planning Authority: the building and associated landscaped areas; the temporary car park, and; the permanent car parking areas and associated landscaped areas. The scheme shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development, and street furniture, access control fixtures and lighting. Thereafter, the development shall be constructed and maintained with the approved materials and maintenance regime. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the relevant part of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of the hard and soft landscaping proposed. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61. It will

also ensure accordance with Section 197 of the Town and Country Planning Act 1990.

6. Boundary Treatment:

No development above ground level shall take place until details of all proposed walls, fences and boundary treatment are submitted to, and approved in writing by, the Local Planning Authority. The boundary development shall then be carried out in accordance with the approved details prior to the first occupation of the development for residential purposes and shall be permanently retained and maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to commencement will protect the visual amenities of the development, prevent undue overlooking of adjoining property and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7. Noise:

Before any works commence on the approved leisure centre building, a scheme for any new plant or machinery shall be submitted to the local planning authority to achieve the following standard. Noise levels expressed as the equivalent continuous sound levels L_{Aeq} (1 hour) when calculated at the boundary with the nearest noise sensitive premises shall not exceed $L_{A90} -10dB$ and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining/adjacent properties, in accordance with London Plan Policy 7.15 and Policy DC55 of the Development Plan Document.

8. Hours of Construction:

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

Reason: To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

9. Construction Method:

Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. The Construction Method statement shall include details of:

- a) parking of vehicles of site personnel and visitors;
- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and, if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;
- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities;
- g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason: Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

10. Refuse and recycling:

Prior to the first occupation of the development hereby permitted, provision shall be made for the storage of refuse and recycling awaiting collection according to the details hereby approved.

Reason: In the interests of the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

11. Cycle Storage:

Prior to the occupation of the development hereby permitted, cycle storage for a minimum of 68 bicycles, of a type and in a location previously submitted to and approved in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: Insufficient information has been supplied with the application to demonstrate what facilities will be available for cycle parking. Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use is in the interests of providing a wide range of facilities for non-motor car residents and sustainability.

12. Car Parking:

- 1) Before the removal of any existing car parking spaces within the application site and before the operation of the new leisure centre hereby approved commences, the approved temporary car park shall be laid out and surfaced to the satisfaction of the Local Planning Authority and provide 97.No. spaces.
- 2) Before any of the existing car parking spaces and the approved temporary car park are removed, the permanent areas set aside for car parking spaces shall be laid out and surfaced to the satisfaction of the Local Planning Authority and provide 300.No. spaces (240 No. spaces in the main car park, and 60 No. spaces in the overflow car park), those areas shall be retained permanently thereafter for the accommodation of vehicles associated with the site.

Reason: To ensure that adequate car parking facilities will be permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety, and that the development accords with the Development Control Policies Development Plan Document Policy DC32.

13. Car parking continued:

The temporary car park shall revert to landscaped parkland in accordance with the approved landscaping strategy, once the permanent car park and overspill car park have been constructed. The reinstatement works shall be completed at the earliest opportunity, and no later than 36 months after the commencement of the approved development.

Reason: To ensure that the character of the surrounding area is safeguarded, to comply with Policy DC61 of the Development Control Policies Development Plan Document.

14. Electric Vehicle Charging Points:

Electric charging points shall be installed in 20% of the allocated parking spaces at the approved development. 10 electronic vehicle charging points shall be installed before the permanent car parks become operational, and the further quantum shall be installed in accordance with phasing to be agreed as part of the Travel Plan. The charging points shall be supplied with an independent 32amp radial circuit and must comply with BS7671. Standard 3 pin, 13 amp external sockets will be required. The sockets shall comply with BS1363, and must be provided with a locking weatherproof cover if located externally to the building.

Reason: To ensure that developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles, in accordance with Paragraph 35 of the National Planning Policy Framework, and to ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles, in accordance with London Plan Policy 6.13 (Parking).

15. Construction Logistics Plan:

No works shall take place in relation to any of the development hereby approved until a Construction Logistics Plan has been submitted to and agreed in writing by the Local Planning Authority.

Reason: Insufficient information has been supplied with the application to demonstrate how construction traffic would navigate the application site and its surrounding area to safeguard the area's amenity and highways safety. Submission of details prior to commencement will ensure that the measures to be employed will be in accordance with the Development Control Policies Development Plan Document Policies DC32 and DC61.

16. Vehicle Cleansing:

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed. The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.
- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;
- c) A description of how vehicles will be checked before leaving the site - this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

Reason: Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

17. Delivery and Servicing Plan:

Before the new leisure centre building(s) hereby permitted is first occupied, a properly hardened area shall be provided within the curtilage of the site for the loading, unloading and turning of vehicle, in accordance with the relevant details hereby approved. Thereafter such provision shall be made permanently available for use to the satisfaction of the Local Planning Authority unless otherwise agreed in writing with the Local Planning Authority. No loading or unloading of goods from vehicles arriving at or departing from the premises shall be carried out otherwise than within such area. There shall be no storage of goods or other obstructions within the approved area without prior consent in writing of the Local Planning Authority.

Reason: To avoid obstruction of the surrounding streets and to safeguard the amenities of occupiers of neighbouring property, and in order that the development accords with Development Control Policies Development Plan Document Policy DC33.

18. Car Park Management Plan:

Before the new permanent car parks hereby permitted are first in use, a Car Park Management Plan shall first be submitted to and approved in writing by the Local Planning Authority and the permanent car parks shall be implemented accordingly, unless prior consent is obtained in writing from the Local Planning Authority. The Car Park Management Plan shall include (but not necessarily exclusively): a management regime concerning access to, and the use and monitoring of the car park, and maintenance.

Reason: To ensure that adequate car parking facilities will be permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and sustainable travel, and that the development accords with the Development Control Policies Development Plan Document Policy DC32.

19. Archaeology:

No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

Reason: To ensure that the development hereby approved would adhere to safeguarding guidance under London Plan Policy 7.8 (Heritage and Assets and Archaeology); and DPD Policy CP18 (Heritage) and DPD Policy DC70 (Archaeology and Ancient Monuments); and Para 128 of the NPPF.

20. Ecology/Biodiversity:

No development shall take place until a scheme for the ecological enhancement within the development have been submitted to and approved by the Local Planning Authority. The ecological enhancement scheme so approved shall be completed and available for use before the approved new leisure centre building is occupied.

Reason: To ensure that any protected species remain safeguarded.

21. Tree Protection during Construction:

No works shall take place in relation to any of the development hereby approved until a scheme for the protection of retained trees on the site has been submitted to and agreed in writing by the Local Planning Authority. Such scheme shall contain details of the erection and maintenance of fences or walls around the trees, details of underground measures to protect roots, the control of areas around the trees and any other measures necessary for the protection of the trees. Such agreed measures shall be implemented before development commences and kept in place until the approved development is completed.

Reason: Insufficient information has been supplied with the application to demonstrate how the preserved trees on site will be adequately protected during construction. Submission of details prior to commencement will ensure that the measures to be employed are robust.

22. Land Contamination:

Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

- a) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive

site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.

- b) A Phase III (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- c) Following completion of measures identified in the approved remediation scheme mentioned in 1(c) above, a "Verification Report" that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason: To protect those engaged in construction and occupation of the development from potential contamination and in order that the development accords with Development Control Policies Development Plan Document Policy DC53.

23. Land Contamination continued:

- a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.
- b) Following completion of the remediation works as mentioned in (a) above, a 'Verification Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason: To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination, in order that the development accords with Development Control Policies Development Plan Document Policy DC53.

24. Drainage:

- a) The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted Flood Risk Assessment and Drainage Strategy, and its associated plans, drawings, particulars and specifications (as set out on page one of this decision notice) and any other related plans, drawings, particulars and specifications pursuant to any further approval of details as are approved by the Local Planning Authority.
- b) No development shall take place until micro drainage calculations have been submitted to and approved by the Local Planning Authority. The ecological enhancement scheme so approved shall be completed and available for use before the approved new leisure centre building is occupied.

Reason: The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted. Also, in order that the development accords with London Plan Policies 5.12 and 5.13 and Policies CP15, DC48 and DC51 of the Development Control Policies Development Plan.

25. Construction Waste Management Plan:

No works shall take place in relation to any of the development hereby approved until a Construction Waste Management Plan has been submitted to and agreed in writing by the Local Planning Authority.

Reason: Insufficient information has been supplied with the application to demonstrate how construction waste would be processed as part of the approved development, to safeguard the visual amenity of the development and the locality generally, and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

26. Water Efficiency:

The development hereby approved shall be constructed to comply with AECB water standards.

Reason: In order to comply with best practice standards for water appliances and plumbing, in accordance with Policy 5.15 of the London Plan and the Sustainable Design and Construction SPG.

27. Access:

The development hereby approved shall be constructed to comply with Part M Vol.2 (Buildings Other Than Dwellings) of the Building Regulations.

Reason: In order to comply with Policy DC7 of the Local Development Framework and Policy 3.8 of the London Plan.

28. Community Safety:

Prior to carrying out above grade works of the main parts of the development hereby approved (these being the new building and associated landscaping works, the temporary car park, and the permanent car park), details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full 'Secured by Design' accreditation. The development shall only be carried out in accordance with the approved details.

Reason: In the interest of community safety and in accordance with the Development Control Policies Development Plan Document Policy DC63 and London Borough of Havering's Supplementary Planning Documents on '*Designing Safer Places*' (2010) and '*Sustainable Design Construction*' (2009).

29. Community Safety continued:

Prior to the first occupation of the main parts of the development hereby approved (these being the new building and associated landscaping works, the temporary car park, and the permanent car park), a 'Secured by Design' accreditation shall be obtained for the relevant part of the development.

Reason: In the interest of community safety and in accordance with the Development Control Policies Development Plan Document Policy DC63 and London Borough of Havering's Supplementary Planning Documents on '*Designing Safer Places*' (2010) and '*Sustainable Design Construction*' (2009).

INFORMATIVES

1. Approval (no revisions required)

Statement pursuant to Article 31 of the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework In accordance with para 186-187 of the National Planning Policy Framework 2012.

2. Fee:

A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

3. Changes to the Public Highway:

Planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted considered and agreed. If new or amended access as required (whether temporary or permanent) there may be a requirement for the diversion or protection of third party utility plant and it is recommended that early involvement with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. Please note that unauthorised work on the highway is an offence.

4. Highway Legislation:

The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works of any nature) required during the construction of the development. Please note that unauthorised works on the highway is an offence.

5. Temporary use of the public highway;

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a license is required and Streetcare should be contacted on 01708 434343 to make the necessary arrangements. Please note that unauthorised works on the highway is an offence.

6. Surface water management:

The developer is advised that surface water from the development in both its temporary and permanent states should not be discharged onto the highway. Failure to prevent such is an offence.

7. Community Safety:

In aiming to satisfy the condition the applicant should seek the advice of the Metropolitan Police Service Designing out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 02082173813.

8. Street name/numbering:

Before occupation of the residential/ commercial unit(s) hereby approved, it is a requirement to have the property officially Street Named and Numbered by the Council's Street Naming and Numbering Team. Official Street Naming and Numbering will ensure that the Council has a record of the property/properties so that future occupants can access our services. Registration will also ensure that

emergency services, Land Registry and the Royal Mail have accurate address details. Proof of having officially gone through the Street Naming and Numbering process may also be required for the connection of utilities. For further details on how to apply for registration see:

<https://www.haverling.gov.uk/Pages/Services/Street-names-and-numbering.aspx>

9. Protected species:

The presence of European protected species, such as bats, is a material consideration in the planning process and the potential impacts that a proposed development may have on them should be considered at all stages of the process. Occasionally European protected species, such as bats, can be found during the course of development even when the site appears unlikely to support them. In the event that this occurs, it is advised that the developer stops work immediately and seeks the advice of the local authority ecologist and/or the relevant statutory nature conservation organisation (e.g. Natural England). Developers should note that it is a criminal offence to deliberately kill, injure or capture bats, or to deliberately disturb them or to damage or destroy their breeding sites and resting places (roosts). Further works may require a licence to proceed and failure to stop may result in prosecution.

10. Protected species continued:

The applicant's attention is drawn to the provisions of both the Wildlife and Countryside Act 1981, and the Countryside & Rights of Way Act 2000. Under the 2000 Act, it is an offence both to intentionally or recklessly destroy a bat roost, regardless of whether the bat is in the roost at the time of inspection. All trees should therefore be thoroughly checked for the existence of bat roosts prior to any works taking place. If in doubt, the applicant is advised to contact the Bat Conservation Trust at Quadrant House, 250 Kennington Lane, London, SE11 5RD. Their telephone number is 0845 1300 228.

11. Protected species continued:

Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.

12. Crime and disorder:

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to approve, staff considers that the proposal will not undermine crime prevention or the promotion of community safety.

REPORT DETAIL

1. Site Description:

- 1.1 The 3.19 Ha irregular shaped application site lies at the north of Harrow Lodge Park and is generally bound to the north by Hornchurch Road and a Council Depot, to the east by the River Ravensbourne and the west by low rise residential dwellings. The site generally slopes down with plateau stages from west to east towards the Ravensbourne River. Harrow Lodge Park extends south of the application site and connects with Chase Nature Reserve at its very south. The area of the application site comprises of the access road from Hornchurch Road that leads to the existing Hornchurch Leisure Centre, the car park and part of the open area to the west of the access road, the Hornchurch Leisure Centre itself, and its immediate curtilage, which provides parking and vehicular circulation, and; an area of landscaped parkland to the east of the Leisure Centre. The open area west of the car park is a flat green open space, which is in part time use as training grounds for the Abbey Bowmen and Tigers Football Club, however, the area does not qualify as formal playing fields or pitches, under Sports England definitions.
- 1.2 Within the park, a mix of land uses surround the application site: the Havering Indoor Bowls Club lies to the south west; the charity Mind occupies a building immediately to the west; there is an existing play area to the south and a Cricket Club to the north. All of these uses are accessed from Hornchurch Road, via an internal road and via a network of footpaths, within the park.
- 1.3 The site is designated on Havering's Local Development Framework Proposals Map as 'parks, open space, playfields and allotments'; the site is not within the Green Belt or Metropolitan Open Land. Harrow Lodge Park as an entirety has the same designation. The park connects to land designated as Metropolitan Open Land in its very south, forming part of a green link that runs through the borough. The application site itself has no other local planning policy designations. The St Leonards Conservation Area covers some of the residential dwellings further to the west of the site, up until the west side of Wallis Close.
- 1.4 The closest part of the Strategic Road Network (SRN) is Rush Green Road, 1.5 kilometres west of the site, and the closest part of the Transport for London Road Network (TLRN) is the A12, approximately 4 kilometres north of the site. Elm Park and Hornchurch Underground stations are both approximately 2 kilometres to the south and the closest National Rail station is Emerson Park, 1.3 kilometres north east of the site. The nearest bus stops are on Hornchurch Road, within 400 metres of the site, and are served by three bus services. The site records a public transport accessibility level (PTAL) of 2 on a scale of 1-6, where 6 is the highest.
- 1.5 The existing leisure centre provides 6,500 sqm GIA. It was constructed in 1956 and was extended to include a sports hall in 1987. It has now reached the end of its usable life; the facilities are outdated and do not fully meet the current local demand for indoor sports facilities: they are also either costly to repair or no longer serviceable. The facilities at the existing leisure centre comprise:

- 30 x 12 metre swimming pool,
- with diving boards at 1 metre, 3 metres and 5 metres
- metres and 5 metres
- 11 x 6 metre learning pool
- 200 x spectator seats for main pool
- 8 x sports courts
- 2 squash courts
- 100-unit gymnasium
- 1 x fitness studio for classes
- Dry and wet changing

1.6 The existing car parking is located to the north west of the existing leisure centre and around the immediate curtilage of the leisure centre, and parking space is provided for 202 cars, including 5 disabled spaces.

1.7 Site constraints that are of material relevance with the works proposed include: potentially contaminated land, public open space, non-designated site of Nature Conservation, Air Quality Management Area, Flood Zone 1 and Archaeological Priority Area.

2. Description of Proposal:

2.1 The application is for full planning permission, for the replacement of the existing Hornchurch Leisure Centre within the north part of Harrow Lodge Park. The full description is as follows.

“Erection of a new Leisure Centre with access, landscaping and ancillary work together with the demolition of existing Hornchurch Sports Centre and construction of new permanent and overspill car parks. Construction of temporary car park for 36 month period.”

2.2 It is proposed to construct a new leisure centre in the western part of the application site, with the existing leisure centre remaining operational until the proposed centre opens. Once the new centre opens, the existing building will be levelled and a permanent and an overspill car park will be constructed on its footprint (240 and 60 car parking spaces respectively). During the construction period, an additional temporary car park for 97 No. vehicles is proposed to the east of the existing leisure centre.

2.3 The proposed new building would be two double storeys in height, with varying roof heights that are dictated by the facilities' required internal height requirements. The new building would have an L-shaped footprint that continues to the south of existing development along the access road's western side. The new building would be erected from brick, curtain walling, supplemented by timber vertical rainscreen cladding with timber fins, and polycarbonate translucent cladding. Doors and window materials would be PPC aluminium / steel and PPC aluminium and glass doors with curtain walls. The building would be covered by felt roofing with ballast over the plant area, and an area of PV panels.

2.4 The building's main orientation would be towards the east, where the proposed new building would have its main entrance clustered around a landscaped front court, flanked by active frontage from the main lobby, a café and a crèche. The front court would lead off from the existing access road and surrounding paths in the park, and the proposed main car parking areas. 7 No. disabled car parking spaces would be provided along the front elevation facing the access road, to be within close proximity of the leisure centre entrance.

2.5 The facilities at the 6,150 sqm GIA leisure centre comprise:

- 25 x 17 metre swimming pool, with
- diving boards at 1 metre, 3 metres and 5 metres
- 20 x 10 metre learning pool
- 250 x spectator seats for main pool
- 60 x spectator seats in tiers for diving boards
- 4 x sports courts
- 150-unit gymnasium
- 3 x fitness studios for classes
- Crèche
- Café
- Dry and wet changing

2.6 The proposal also includes 240.No. standard vehicular parking spaces for Leisure Centre staff, patrons and visitors to the park. This is supplemented by an overspill park to the east of the application site, for a further 60.No. standard vehicular parking spaces, which are only to be used during times of peak demand. The main car park would be hard surfaced with soft landscaping treatment, while the overspill car park would have reinforced grass surfacing. A 32 capacity cycle storage area is to be provided at the front entrance area and the existing shelter for 10 bicycles southwest of the Cricket Pitch is to be retained.

2.7 A complementary Landscaping Strategy has been submitted, which would increase pedestrian connectivity at the site of the leisure centre and visual permeability where the existing leisure centre creates a severance effect.

The application is accompanied by a suite of supporting documents comprising the following:

- Location Plan, Detailed Plans
- CIL forms
- Planning Statement
- Design and Access Statement
- Acoustic Strategy
- Historic Desk Based Assessment
- Ecology Report
- Arboricultural Report
- Flood Risk Assessment (FRA)
- Drainage Statement
- Ground Investigation Report

- Transport Assessment
- Draft Travel Plan
- Energy Statement

3. Planning History:

- 3.1 A planning search revealed no recent history of planning cases in respect of the application site.

4. Consultations/Representations:

- 4.1 The application was advertised by way of site and press notices as well as notification to 84 properties nearby. 18 letters of representation have been received, including one letter from Cllr Ganty, and two letters each from three addresses. The matters of concern raised in objections can be summarised as follows.

- Impact on residential amenity:
 - Noise and Air Pollution (visitors, plant, traffic)
 - Daylight/Sunlight and Light Spillage (from construction floodlights, car headlights, and the building in operation)
 - Visual impact
 - Privacy
 - During Construction and Operation
- Traffic:
 - Traffic Flows
 - Road Safety (in particular the access road during the construction phase)
 - Car parking stress
 - During Construction and Operation
- Loss of open space
- Negative impact on the local area's character
- No need for a new leisure centre (either the current leisure centre is adequate, or there are many other sports facilities that serve the area)
- Don't agree with the site that was selected
- Don't agree with the facilities within the proposed leisure centre building
- Concern about the continuity for the clubs and social groups that use the site
- Concerns about anti-social behaviour and crime, particularly at the area west of the application site
- Increase in flood risk
- Public consultation was insufficient
- The local news information has reported that work on the new leisure centre will commence later on this year, while the planning application has not yet been decided.

- 4.2 Comment on representations: The issues raised by objections where they relate to planning considerations have been assessed within the relevant sections of the

Staff comments in this report. Objections which relate to non-planning matters are not covered further. Those which are not explicitly or implicitly covered are addressed below.

4.3 Any community consultation before the submission of a planning application is the responsibility of the applicant. The Planning Department has fulfilled its duty for Statutory Consultation by appropriately publishing/advertising the application, and including consultation responses to be included in the considerations for the planning decision, as required by the Town and Country Planning (Development Management Procedure) (England) Order 2015. Any reports from third parties informing that the live planning application scheme is to be constructed at any particular time would not prejudice a planning decision by the Local Planning Authority.

4.4 The following consultee responses have been received.

4.5 Transport for London: No objection in principle

- Condition to require temporary car park to revert back to open space post construction (condition 13)
- Further information required to justify the proposed level of car parking, which could potentially attract new trips.
- Reinforced grass of the overflow car park is supported.
- Recommend monitoring of car parking as part of the Travel Plan, which is to be secured via section 106 (see Heads of Terms in par. 10.66 of this report).
- Cycle parking provision to be secured by condition (condition 11).
- Construction Logistics Plan and Delivery and Servicing Plan to be secured by condition (conditions 15 and 17).
- Support the principle of the submitted Travel Plan.

4.6 Thames Water: No response received.

4.7 Greater London Authority: The GLA raised a number of questions for clarification, mainly regarding the principle of the development, design and visual impact, and Energy efficiency. These were recently responded to by the applicant and GLA is considering a revised response. Please note that the application would be referable to the Mayor of London, in case Havering Regulatory Services Committee resolves to grant planning permission.

4.8 Essex and Suffolk Water: No objection.

4.9 Metropolitan Police: No objection subject to Secured by Design principles being applied.

- 4.10 London Fire Brigade: No objection.
- 4.11 Sport England: Sport England have submitted a “Holding objection” due a lack of justification for the loss of formal playing pitches on open space. However, Staff have requested an updated response to confirm retraction of the holding objection, because the open space concerned does not constitute a formal playing pitch. Sport England requested further information, which was provided.
- 4.12 Historic England: No objection, subject to condition (see condition 19)
- 4.13 Havering Council Street Management Waste and Recycling: No objection.
- 4.14 Havering Council Highways Authority: No objection subject to conditions and planning obligations in relation to road improvements, and creating improvements to cycling access. (conditions 11, 12, 15, 16, 17 and 18, and see Heads of Terms in par. 10.66 of this report)
- 4.15 Havering Council Environment Protection: No objection in relation to land contamination, air quality matters or noise pollution subject to the imposition of conditions (conditions 7, 8, 9, 22 and 23).
- 4.16 Havering Council Lead Local Flood Authority: No objection.
- 4.17 Havering Council Emergency Plans Officer: No objection.
- 4.18 Havering Council Council Parks: No response received.
- 4.19 Havering Council Highway Tree Team: No response received.
- 4.20 Havering Council Road Safety: No response received.
- 4.21 Havering Council Adults and Health: No response received.
- 4.22 Havering Council Economic Development: No response received.
- 4.23 Havering Council Energy Strategy Projects: No response received.

5. Planning Policy:

- 5.1 The ‘National Planning Policy framework’ (“NPPF”) 2012;
The National Planning Policy is set out in the “NPPF” which was published in March 2012. The “NPPF” and Guidance (“NPPG”) states clearly that its content is to be a material consideration in the determination of applications. The “NPPF” states that due weight should be given to the adopted policies of the Local Development Framework (LDF) according to their degree of consistency with the “NPPF” (the closer the policies in the plan to the policies in the “NPPF”, the greater the weight that may be given).

The relevant paragraphs from the NPPF include paras '7-10, 11-17, 23, 34, 35-37, 38-39, 56-58, 60-61, 63-66, 69, 70, 73-74, 93, 96-104, 109, 111, 113-114, 118-125, 128-141, 186-187, 196-198, 203-206.

5.2 The London Plan 2016:

The relevant policies from the London Plan include: Policy 1.1 (Delivering the Strategic Vision and Objectives for London), Policy 3.1 (Ensuring Life Chances for All), Policy 3.2 Improving Health and addressing Health Inequalities, Policy 3.9 (Mixed and Balanced Communities), Policy 3.16 (Protection and Enhancement of Social Infrastructure), Policy 3.19 (Sports Facilities), Policy 4.6 (Support for and Enhancement of Arts, Culture, Sport and Entertainment), Policy 4.7 (Retail and Town Centre Development), Policy 4.8 (Supporting a Successful and Diverse Retail Sector and Related Facilities and Services), Policy 4.12 (Improving Opportunities for All), Policy 5.1 (Climate change mitigation), Policy 5.2 (Minimising carbon dioxide emissions), Policy 5.3 (Sustainable design and construction), Policy 5.6 (Decentralised energy in development proposals), Policy 5.7 (Renewable energy), Policy 5.9 (Overheating and cooling), Policy 5.10 (Urban greening), Policy 5.11 (Green roofs and development site environs), Policy 5.12 (Flood risk management), Policy 5.13 (Sustainable drainage), Policy 5.14 (Water quality and wastewater infrastructure), Policy 5.15 (Water use and supplies), Policy 5.16 (Waste self-sufficiency), Policy 5.18 (Construction, excavation and demolition Waste), Policy 5.19 (Hazardous Waste), Policy 5.21 (Contaminated Land), Policy 6.1 (Strategic Approach), Policy 6.3 (Assessing effects of development on transport capacity), Policy 6.7 (Better Streets and Surface Transport), Policy 6.9 (Cycling), Policy 6.10 (Walking), Policy 6.11 (Smoothing Traffic Flow and Tackling Congestion), Policy 6.12 (Road Network Capacity), Policy 6.13 (Parking), Policy 7.1 (Lifetime neighbourhoods), Policy 7.2 (An inclusive environment), Policy 7.3 (Designing out crime), Policy 7.4 (Local character), Policy 7.5 (Public realm), Policy 7.6 (Architecture), Policy 7.8 (Heritage Assets and Archaeology), Policy 7.14 (Improving air quality), Policy 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes), Policy 7.18 (Protecting Open Space and Addressing Deficiency), Policy 7.19 (Biodiversity and access to nature), Policy 7.21 (Trees and Woodlands), Policy 8.2 (Planning obligations), Policy 8.3 (Community Infrastructure Levy).

- Sustainable Design and Construction SPG (2014)
- Accessible London: Achieving an Inclusive Environment SPG (2014)
- Social Infrastructure SPG (2015)

5.3 London Borough of Havering's Development Plan Document ("DPD") 2008:

Section 38(6) of The Planning and Compulsory Purchase Act 2004 requires local planning authorities to have regard to the provisions of the development plan and any other material considerations when dealing with an application for planning permission. Havering's development plan comprises the London Plan (2016), London Borough of Havering's 'DPD' (2008), together with London Borough of Havering's ("LBH") Supplementary Planning Documents 'Designing Safer Places' (2010), 'Landscaping' (2011), 'Planning Obligations' (2013), 'Sustainable Design Construction' (2009), 'Protection of Trees' (2009).

The relevant policies from Havering's "DPD" include; CP7 (Recreation and Leisure), CP8 (Community Facilities), CP9 (Reducing the Need to Travel), CP10 (Sustainable Transport), CP15 (Environmental Management), CP16 (Biodiversity and Geodiversity), CP17 (Design), CP18 (Heritage), DC18 (Protection of Public Open Space, Recreation, Sports and Leisure Facilities), DC20 (Access to Recreation and Leisure including Open Space), DC26 (Location of Community Facilities), DC27 (Provision of Community Facilities), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC40 (Waste Recycling), DC48 (Flood Risk), DC49 (Sustainable Design and Construction), DC50 (Renewable Energy), DC51 (Water Supply, Drainage and Quality), DC52 (Air Quality), DC53 (Contaminated land), DC55 (Noise), DC56 (Light), DC58 (Biodiversity and Geodiversity), DC59 (Biodiversity in New Developments), DC60 (Trees and Woodlands), DC61 (Urban Design), DC62 (Access), DC63 (Delivering Safer Places), DC67 (Buildings of Heritage Interest), DC68 (Conservation Areas), DC70 (Archaeology and Ancient Monuments), DC72 (Planning Obligations).

Material considerations:

- London Borough of Havering Local Plan (Regulation 19 Draft)
- Havering's Green Spaces, Sport and Recreation Study (2005)
- Havering Parks and Open Spaces Strategy (2013 – 2015)

6. Mayoral CIL implications:

- 6.1 It is noted that the development proposed is not liable for the Mayor's Community Infrastructure Levy (CIL) in accordance with London Plan Policy 8.3, because there is no net increase in internal floor space.

7. Principle of Development:

- 7.1 The application site is currently in use partially as a D2 Community Use (Leisure Centre) with curtilage car parking and access infrastructure, and partially as parkland open space.

- 7.2 In terms of national planning policies, Para 17 from the 'NPPF' 2012 sets out the overarching roles that the planning system ought to play, a set of core land-use planning principles that should underpin decision-taking, one of those principles are that planning should:

"encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value"

- 7.3 Additionally, other materially relevant policies appear from the 'London Plan' 2016 which include: Policy 1.1 on 'Delivering the Strategic Vision and Objectives for London' and Policy 3.16 (Protection and Enhancement of Social Infrastructure), Policy 3.19 (Sports Facilities), Policy 4.6 (Support for and Enhancement of Arts,

Culture, Sport and Entertainment), Policy 7.18 (Protecting Open Space and Addressing Deficiency), all fall integral to the decision making in this case.

7.4 In particular, NPPF par. 74. States that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

7.5 London Plan Policy 3.16 will seek additional and enhanced social infrastructure to meet growing population, and London Plan Policy 3.19 supports proposals, which increase or enhance sports and recreation facilities, encouraging multi-use public facilities where possible. These policies seek to resist the net loss of any leisure floorspace. Core Strategy Policy DC18 also seeks to resist the net loss of any leisure floorspace, but also that of open space. London Plan Policy 7.18 seeks to protect open space unless equivalent or better open spaces are created within the local area and, more specifically, London Plan Policy 3.19 states that, where sports facilities are proposed on existing open space, careful consideration of the impact on the green space and the borough's need for facilities is required. The main principle of replacing community facilities such as leisure centres in order that their continued offer is safeguarded and the ability to adapt to the changing needs of the population that it serves are in accordance with London Plan Policy 3.16 and Core Strategy Policy DC18.

7.6 The proposed development would create a building that provides a smaller overall internal floor area, however, the applicant has provided justification for the relative reduction. It has been explained that this is due to the inefficient internal layout of the current building and a change in the demand for sports facilities, compared to when the existing centre was created, which was informed by survey research by the site operator, which in turn directly informed the design brief for the proposed development. It should also be noted that the applicant has explained that the ageing condition of the existing building means that it would be technically and financially unviable to retain it beyond the short term. The potential eventual complete loss of the leisure centre would be the worst case scenario in relation to the strategic planning policies of the Development Plan. Thus, Staff consider that it can be accepted that the change in provision as a result from the proposed development would not lead to a loss of a significant local community facility or any important part of it, which places the proposed development in accordance with NPPF par. 74 and Policies 3.19 and DC18.

7.7 Apart from retention of the leisure centre use, the proposed leisure centre would partly be built on existing open space. In terms of its formal designation status, the existence of marked out grassed space for archery training purposes, and the fact that the previous use as sports pitches / playing fields ended over five years ago, mean that the open space part of application site would not meet the criteria for formal playing pitches which enjoy special protected status from Sport England.

To explain, the field is marked out for archery, which is not on the list of qualifying sports, and the football use is informal use for training on a field not marked up for this purpose. However, the impact on this valuable land as a publicly accessible and frequently used community resource requires further consideration, not least in terms of the conditions of NPPF par. 74.

- 7.8 Firstly, as the proposed leisure centre's location is not on the same footprint of the existing building, it needs to be considered whether the proposed location is suitable. The applicant has submitted the site selection considerations, which conclude that there are no other viable sites outside Harrow Lodge Park to provide a large scale leisure development within the local catchment area, on account of site size requirements and Council ownership or potential private purchase. Two location options within the current application site have also been considered by the applicant, comparing the option of the replacement of the existing centre at the approximately same location, which would result in a temporary discontinuation of the local sports centre, against the option of the current proposed location that would ensure continuous availability.
- 7.9 The level of protection for the open space part of the application site is not applicable in all circumstances, and in respect of the current proposals it is observed that both the existing and the proposed uses for the current open space part of the application site are afforded the same protection by Policy DC18, and the policy also clarifies that they can be interchangeable uses if certain conditions are met. According to Policy DC18, the proposed change from open space to a leisure centre would be acceptable if the open space is or has become surplus to requirements due to the existence of other facilities. The current use accommodates two community sports groups and it is understood that alternative spaces are in the process of being secured for them. If required, the provision of alternative spaces can be secured via condition of planning obligation and the applicant has confirmed that this is in line with their intentions in any case and so they are not against such a restriction / obligation.
- 7.10 Although the proposed loss of open space is in favour of a leisure use, the application scheme will be assessed as to an otherwise required improvement to the quality of open space in the vicinity. However, as this matter does not relate to the principle of the development, it will therefore be considered as part of the assessment of the proposed development's design and visual impact (at par. 8).
- 7.11 Staff acknowledge that the principle of the proposed development was initially assessed by consultees including the GLA and Sport England as if the open space area enjoyed greater protection by being Metropolitan Open Land and/or formal Playing Pitches. Although Staff have established that these designations do not apply in this case, the applicant has provided further justification over and above that required under the circumstances, to address the need for justification as if the greater protection was relevant. This has comprised the proposed location as the outcome of a robust appraisal of alternative development sites, and an assessment on openness.
- 7.12 The application scheme has been screened for potential impact on Built Heritage, in light of the statutory duty to preserve conservation areas in Planning (Listed Building and Conservation Areas) Act 1990 s77, but due to the intervening

distance and development with the St Leonards Conservation Area and its Listed Buildings, there is not considered to be any likelihood that the setting of the Heritage Assets would be affected to any significant extent.

- 7.13 Staff, in view of the above raise no in principle objection to a replacement leisure development coming forward on this site, in accordance with Policies 1.1, 3.16, 3.19, 4.6 and 7.18 of the London Plan 2016 and Paragraphs 70 and 74 from the NPPF, which seek to protect and/or enhance leisure facilities and open space.

8. Design and Landscape Design / Visual Impact / Impact on Local Character:

The NPPF provides that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people (par 56), and that it aims for high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes (par 57). Good design is also central to all objectives of the London Plan. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. The design policies within chapter 7 and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, views and public realm. Policy 7.4 also requires that new development has regard to its context and makes a positive contribution to local character. LBH DPD Policy CP17 (Design) places great importance to the character of the local area, inclusive access and safety and security. DC61 (Urban Design) provides further guidance regarding the maintenance and enhancement of the character and appearance of the local area.

- 8.1 The application would involve the demolition of the current leisure centre, which is a large structure that sits as a visually dominant element at an elevated location from the banks of the River Ravensbourne and within the central part of the park, where it can be seen in long views from Hornchurch Road and Abbs Cross Lane, as well as from within the park. The replacement leisure centre would be constructed to the west of the existing leisure centre, where it would occupy a less prominent location that is more towards and part of an already developed area within the park's peripheral area, leaving the site of the existing leisure centre to be used as a more low profile car park with enhanced pedestrian connections and landscaped edge conditions. This would result in a development that is less visible from long views by virtue of sitting at the peripheral part of the park, creating greater openness from longer and fuller views as a result from the more continuous and consistent verdant landscaping treatment, as well as increased unobstructed access across the park. The new leisure centre would however also impact on medium proximity views from within the remaining part of the existing green open space and from Wallis Close across the rear gardens and communal landscaped parking areas on its eastern side, as well as from the rears of private houses along Torrance Close, which overlook the green space.
- 8.2 Long views from public realm would receive the greatest benefit: a moderate positive impact, while the medium distance views from the north and west of the site, which comprise indirect views from public realm or medium distance views from private properties, would result in minor negative visual impact. However, this negative impact may become negligible from execution in high quality materials

and from effective landscaping, and therefore, Staff recommend related conditions (conditions 3 and 5).

8.3 The current leisure centre's design is a continuous regular shaped structure with large scale elevations of red brick with green corrugated cladding and bright red doors and with flat roofs, and a central, taller part in rusty red with a curved roof. The building can be approached from all sides although there is a single entrance for patrons and staff at the north eastern side, while the other sides present blank frontages or utilitarian servicing functions. The current leisure centre's architecture was common for its time, and can be described as purposeful and utilitarian, but also as monolithic as well as mostly unsympathetic to its local setting and not particularly inviting to its users.

8.4 The location is immediately adjacent to a Council vehicle depot, and it sits at a minimal buffer distance of 40m from the nearest residential developments at Bridgefield Close / Torrance Close and Wallis Close.

8.5 Compared to the building's existing exposed location with Harrow Lodge Park, the proposed location for the new building is relatively integrated with the surrounding built up area because it sits adjacent to it as an infill development. The proposed leisure centre building's design and appearance draw from a concept that responds to its setting, including:

- Park setting: natural materials
- Masonry: as current leisure centre and surrounding local residential development
- Seasonal Variation: choice of colours
- Transparency and Privacy: to see activity in the building as well as privacy needs results in a variety of transparent, translucent and opaque materials

8.6 The resulting palette of materials includes predominant timber cladding with vertically mounted timber fins. Around this sits either masonry, which will tonally match the timber curtain walling. The public facing east elevations have feature elements clad in translucent cladding. These elements can be lit to provide glowing elements to enhance the centre's visibility. The proposed new building would be large scale, but apart from capitalising on its more integrated position within the park, and contextual design references, the design is also mindful of the human user experience in terms of the clearly defined entrance that forms the central focal point for visitors approaching the building and its central plaza area in front of the entrance. The entrance plaza features a double height glazed wall to the café and fitness suite providing an active frontage to the public space. Horizontal fin brise soleil provides solar shading to these spaces to reduce overheating. In terms of the building's massing, its façade has been stepped down towards residential properties to reduce the height of the building and massing of these parts of the building. Height is maintained where it is needed such as over the diving area and to the sports hall. This allows for the otherwise large scale

elevations and perceived bulk to be broken up, reducing the perceived scale of the building, as well as giving reference to the activities within the building.

- 8.7 The application submission includes a Landscaping Strategy that details areas of hard and soft landscaping and the main associated elements. The landscaping treatment of the proposed development ensures that mature trees around the centre of the application site (i.e. in between the old and the new leisure centres) are retained, and are supplemented by new trees. New trees are proposed to frame and supplement the entrance plaza and main car park, and to act as screening around the permanent main and overflow car parks, as well as around the eastern part of the new leisure centre. In relation to compensating for the loss of open space, it is considered that the expectation that the park's public realm areas would be improved is fulfilled by the high quality landscaping strategy. Particularly, the grasscrete surface of the overflow car park would contribute significantly, as the grasscrete area would be 3,498sqm and the open space loss would be 4,921sqm. In order that the open space is safeguarded, a condition (condition 13) is recommended to ensure that the temporary car park would be reinstated to parkland at the end of the proposed 36 months.
- 8.8 The building design and public realm proposals have also been assessed by the Metropolitan Police, who have confirmed that the proposed development is capable of meeting Secure by Design standards.
- 8.9 The new building would be created to modern standards including compliance with Building Regulations Part M, which relates to disabled access. This would be an important improvement in terms of equality of access.
- 8.10 Considering the above, Staff are of the opinion that, subject to recommended conditions, the proposed development will provide a high quality of design. In particular the proposed building would enhance the local character, would improve the quality of the park including visual and pedestrian connectivity and public realm safety, and equality of access. This conclusion places the proposed development in accordance with NPPF pars 56-58, 60-61, 63-66, London Plan Policies 7.1 and 7.4, and DPD Policies CP17 and DC61.

9. Impact on Residential Amenity:

- 9.1 Staff have assessed the proposed development's potential effect on the amenity of occupiers of nearby dwellings, in terms of privacy, outlook and overbearance. Apart from the matter of outlook, which is considered as part of the visual impact in the previous section of this report, Staff consider that there is no cause to assess the effect on privacy and the overbearing effects from the proposed development, due to the existing garden screening in situ and the intervening distances (minimum distance of 39m from the proposed leisure centre building to the nearest dwellings, which are along Wallis Close).
- 9.2 In terms of national planning policy, paragraph 109 from the NPPF emphasise that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by

unacceptable levels of soil, air, water or noise pollution or land instability. Paragraph 123 from the document then goes on to state that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

- 9.3 Policy 7.15 on 'Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes' from the 'London Plan' 2016 seeks to steer development to reduce and manage noise to improve health and quality of life and support the objectives of the Mayor's Ambient Noise Strategy.
- 9.4 Policy DC55 on 'Noise' of the LBH's 'Development Plan Document' 2008 highlights that where the proposal would lead to a noise sensitive development being located near to a noise generating activity, a formal assessment will be required to ensure compliance with the noise exposure categories in Planning Policy Guidance Note 24. Policy CP15 on 'Environmental Management' of the LBH's 'Development Plan Document' 2008 also emphasises that construction and use of new development should avoid a noise sensitive use being exposed to excessive noise.
- 9.5 The applicant has submitted a Noise Impact Assessment whereby baseline noise surveys had been undertaken at measurement locations at the nearest residential properties, with noise modelling being prepared. The report had taken into consideration road traffic noise levels but not noise from proposed fixed plant noise sources, as details for such plant are not yet available at this stage. The noise assessment concluded that mitigation measures in the form of an appropriate building envelope need to be incorporated into the scheme in order to protect nearby residents' amenity from the proposed development.
- 9.6 The Council's Environmental Protection Officer has reviewed the submitted Noise Impact Assessment and raised no objection subject to the imposition of condition 7 covering details of the plant or machinery. It is also recommended that a restrictive condition for construction hours should be imposed (condition 8), as well as a condition related to the construction method (condition 9). With this respect, the proposal subject to adhering with the recommended conditions imposed will fall compliant with Para's 109 and 123 from the 'NPPF'; and Policy 7.15 from the 'London Plan' 2016; and Policies DC55 and CP15 of the LBH's 'Development Plan Document' 2008.
- 9.7 Officers have reviewed the proposed waste strategy for the proposed development, the collection of bins and storage facilities which are to be provided in stores and located to the north of the site, designed based on a weekly commercial collection.
- 9.8 The Council's Street Management and Waste and Recycling team has raised no objection. As it stands, there are no overriding concerns with the proposed waste arrangement as the scheme demonstrates convenient, safe and accessible solutions to waste collection in keeping to guidance from within London Plan Policy 3.2 (Improving Health and Addressing Health Inequalities); and DPD Policy DC40 (Waste Recycling).

10. Highways/Parking:

- 10.1 In terms of national planning policies, guidance under NPPF paragraph 36 expresses that all developments which generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and required to provide a Travel Plan. Guidance from the document emphasises that decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.
- 10.2 The integration between transport and development is discussed under London Plan Policies 6.1 (Strategic Approach) and 6.3 (Assessing Effects of Development on Transport). The aforementioned policies encourages patterns and nodes of development that reduce the need to travel, especially by car, and refers to supporting measures that encourage shifts to more sustainable modes whilst ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Similarly, and in terms of local planning policies this is supplemented under DPD Policy CP9 on 'Reducing the Need to Travel' and Policy CP10' on Sustainable Transport' and Policy DC32 on 'The road network'.
- 10.3 The applicant has submitted a Transport Assessment and a Travel Plan as part of this application, which predicts that the traffic generated from the proposed residential development would have a negligible increase over existing and projected traffic conditions.
- 10.4 The Council's Highways Engineer as well as the Transport for London Engineer have reviewed the aforementioned documents and consider that subject to a number of planning conditions 15 and 17 (covering Construction Logistics and Site Servicing Arrangements), and planning obligations (a road improvement contribution), the proposed development would be acceptable from a highway perspective and unlikely to give rise to undue highway safety or efficiency implications which may fall contrary to Policy DC32 on 'The Road Network' of LBH's *'Development Plan Document'* 2008.
- 10.5 The Council's Highways Engineer and TfL Engineer have further reviewed all other highways related matters such as access and parking and raises no objections subject to the imposition of conditions 11, 16 and 18 (covering the Provision of Bicycle Parking, Vehicle Cleansing during Construction and Car Parking Management arrangements), and planning obligations (Travel Plan, Local Cycle Improvements, Phasing of the proposed development). The TfL Engineer has requested further information regarding the expected users of the car park in order to justify the proposed quantum of car parking. This was partially satisfied by a response from the applicant, but the TfL Engineer confirmed that the relative shortcoming could be mitigated by securing an ongoing monitoring regime for the use of the car park, and measures within the Travel Plan.

10.6 Therefore, in this respect, the proposal is considered to be compliant with London Plan Policies 6.1, 6.3 and 6.13, and DPD Policies CP9, CP10, DC32 and DC33.

10.7 The London Fire Brigade has raised no objection in principle. In respect of emergency access, the proposal is compliant with DPD Policy DC36 (Servicing).

Archaeology:

10.8 In terms of national planning policy, paragraph 128 from the 'NPPF' expresses that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage and assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality and the desirability of new development making a positive contribution to local character and distinctiveness.

10.9 In recognising the importance of archaeology so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping, Policy 7.8 on 'Heritage and Assets and Archaeology' of the 'London Plan' 2016 accentuates that the conservation of archaeological interest is a material consideration in the planning process.

10.10 In terms of local plan policy, Policy DC18 on 'Heritage' of the LBH's 'Development Plan Document' 2008 emphasise the importance of preservation and enhancement of historic assets. The policy is unambiguous in highlighting that all new development affecting sites of archaeological importance must preserve their setting. Furthermore, Policy DC70 on 'Archaeology and Ancient Monuments' of the LBH's 'Development Plan Document' 2008 emphasises the need for the Council to ensure that the archaeological significance of sites is taken into account when making planning decisions and will take appropriate measures to safeguard that interest.

10.11 The western part of the application site lies in an Archaeological Priority Zone and the application therefore included an Archaeological Report. Associated with its status, the area is deemed to have potential for prehistoric deposits, and the report that the archaeological potential in terms of the prehistoric period is considered to be moderate, while the potential for the Roman and Saxon period is considered to be low-moderate and low respectively. The archaeological potential for the medieval period, specifically agricultural activity, is considered to be moderate. In terms of the archaeological potential for the post-medieval era is considered to be moderate- high, due to the proximity to the 18th C Harrow Lodge and its precursor. This would justify further archaeological work. The Historic England Archaeology Advisor has confirmed there is no objection, subject to a condition, and an associated condition for archaeological field evaluation and then any appropriate mitigation works is therefore recommended (condition 19).

10.12 The development proposal, subject to satisfying mitigation requirements imposed under condition 19 would be considered to adhere to safeguarding guidance under London Plan Policy 7.8 (Heritage and Assets and Archaeology);

and DPD Policy CP18 (Heritage) and DPD Policy DC70 (Archaeology and Ancient Monuments); and Para 128 of the NPPF.

Ecology and Arboriculture:

- 10.13 In terms of national planning policies, guidance under paragraph 118 from the "NPPF" 2012 emphasises that when determining planning applications, local planning authorities should seek to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations. This conserve and enhance approach to biodiversity is further supplemented under Policy 7.19 on 'Biodiversity and access to nature' from the 'London Plan' 2016 and by Policy CP15 on 'Environmental Management' and Policy CP16 on 'Biodiversity and Geodiversity' from LBH's 'Development Plan Document' 2008.
- 10.14 The application submission includes an Extended Phase 1 Habitat Assessment, and Bat Scoping Survey and Great Crested Newt Survey.
- 10.15 The application site itself is not subject to, nor located adjacent to, any area identified by a statutory nature conservation designation, but Harrow Lodge Park is designated as a Non-Statutory Site of Importance for Nature Conservation, which includes the River Ravensbourne, which could potentially be an important wildlife corridor. The application site is located at sufficient distance so as not to have any negative effect on this biodiversity resource.
- 10.16 According to the submission, the application site and its context contain a variety of habitats, of which broadleaved woodland (within the application site), and a pond (located outside the application site), which are both listed as Priority Habitats on both the UK and Havering Biodiversity Action Plan (BHAP). The report recommends their retention or enhancement.
- 10.17 Notable species that should be accommodated according to the report, include reptiles, and it is recommended that semi-improved grassland and tall ruderal vegetation habitats towards the edges of the existing sports centre should be retained or enhanced.
- 10.18 The report also recommends that a variety of nesting birds should be protected by ensuring that vegetation clearance occurs outside the nesting season.
- 10.19 Suitable bat roosting habitat is provided within some of the trees within the site and mitigation measures have been provided, including a further inspection survey.
- 10.20 The report finally recommends opportunities for biodiversity enhancement, including bug, bat and bird boxes, inclusion of another pond and enhancement of the current pond, construction of log piles and hibernacula for reptiles and amphibians, and the expansion and enhancement of the area of semi-improved grassland into a wildflower meadow.

- 10.21 Staff recommend conditions to cover the above mentioned mitigation and the submission of a Biodiversity Enhancement scheme.
- 10.22 The development proposal, subject to condition 20 and informatives 9, 10 and 11 would adhere to guidance from para 118 from the "NPPF" 2012 and Policy 7.19 from the 'London Plan' 2016 and Policies CP15 and Policy CP16 from LBH's 'Development Plan Document' 2008.
- 10.23 From an arboricultural perspective, Para 118 from the "NPPF" 2012 seeks to conserve and enhance biodiversity. Policy 7.21 on 'Trees and Woodland' from the 'London Plan' 2016 emphasises that existing trees of value should be retained and any loss as the result of development should be replaced. In terms of local plan policies, Policy DC60 on 'Trees and Woodlands' of the LBH's 'Development Plan Document' 2008 stresses the amenity and biodiversity value afforded by trees and woodland which should be protected and improved where appropriate.
- 10.24 The applicant has submitted a Tree Survey Report, Tree Survey Plan, Tree Constraints Plan and an Arboricultural Impact Assessment. The application site comprises areas of grassed open space, buildings and roads/parking areas, surrounded by trees which include oak and weeping willow. The majority of the trees surveyed were assessed as being of low or poor quality, and some were assessed as being of moderate quality. Officers can confirm that none of the trees from within the site are protected by any Tree Preservation Orders.
- 10.25 Officers consider that, apart from some exceptions, the removal of the trees on site hold little to no amenity value if not for the ecological aspects, which shall be mitigated from the proposed landscaping plan and ecological strategy. The proposal is, subject to recommended conditions 5 and 21, unlikely to have any adverse impact upon the character and amenities of the local area, and the removal of the trees in accordance with guidance from within Policy 7.21 from the 'London Plan' 2016; and Policy DC60 of the LBH's 'Development Plan Document' 2008 and LBH's SPD on 'Protection of Trees' 2009 and 'Landscaping' 2011.

Geology, Hydrology and Flood Risk

- 10.26 Planning Policy seeks to prevent danger to human users of the site and surrounding areas that could result from land contamination. NPPF paragraph 109 advises that The planning system should contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Policy 5.21 (Contaminated Land) of the London Plan requires that appropriate measures should be taken to ensure that development on previously contaminated land does not activate or spread contamination. Policy DC53 of the DPD states that: Planning permission for development will only be granted where both of the following criteria are met:
- where the development is on or near a site where contamination is known, or expected to exist, a full technical assessment of the site's physical stability, contamination and/or production of landfill gas must be undertaken. Where the

assessment identifies an unacceptable risk to human health, flora or fauna or the water environment, the applicant will be required to agree acceptable long term remediation measures before any planning permission is granted to ensure there is no future harm with regard to the future use of the site. Where feasible, on-site remediation, especially bio-remediation, is encouraged

- the development does not lead to future contamination of the land in and around the site.

10.27 An assessment of ground conditions has been submitted with the planning application. This considers the potential impact from contamination both for workers during construction and on future users of the development, from the site's current condition, as established through a desk based assessment and supplementary intrusive investigation. The submitted report explains that as part of the development it is proposed that a hotspot of hydrocarbon contamination will be removed and the potential from asbestos, would reduce the potential effect on human health from contamination to a point where it is of no residual concern.

10.28 The Council's Environmental Health and Protection Team has raised no objection, subject to conditions, which have been recommended as conditions 22 and 23.

10.29 Staff are satisfied that all potential risks from contamination, ground gas and the creation of pathways for the downward migration of contamination as a result of piling, can be adequately safeguarded by appropriate conditions, as recommended by the Council's Environmental Health and Protection Team. The proposals are therefore considered to comply with Policy DC53 of the LDF and Policy 5.21 of the London Plan.

10.30 In terms of national planning policies, guidance under paragraph 103 from the NPPF seeks to safely manage residual risk including by emergency planning and give priority to the use of sustainable drainage systems.

10.31 In order to address current and future flood issues and minimise risks in a sustainable and cost effective way Policy 5.12 on 'Flood risk management' of the 'London Plan' 2016 emphasises that new developments must comply with the flood risk assessment and management requirements and will be required to pass the Exceptions Test addressing flood resilient design and emergency planning as set out within the NPPF and the associated technical Guidance on flood risk over the lifetime of the development. Furthermore, Policy 5.13 on 'Sustainable drainage' of the 'London Plan' 2016 stresses that development should utilise sustainable urban drainage systems (SUDS) and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

10.32 The Flood and Water Management Act 2010 gives London boroughs clearer responsibilities related to surface water flood risk. Subsequently, the Mayor of London's SPG on 'Sustainable Design and Construction' 2014 expounds on the use of efficient design which should be resilience to flooding. Additionally, the Mayor of London's SPG on 'Housing' 2016 standard 38 requires development sited within an area at risk of flooding to incorporate flood resilient design whilst standard 39 from the document requires new development to incorporate SUDS and green

roofs where practical with the aim of achieving a Greenfield run-off rate, increasing bio-diversity and improving water quality.

10.33 In terms of local planning policies, Policy DC48 on 'Flood Risk' of LBH's 'Development Plan Document' 2008 emphasises that development must be located, designed and laid out to ensure that the risk of death or injury to the public and damage from flooding is minimised whilst not increasing the risk of flooding elsewhere and ensuring that residual risks are safely managed. The policy highlights that the use of SUDS must be considered. Further guidance of how to meet the requirements as presented in the Core Strategy is supplemented under LBH's SPD on 'Sustainable Design Construction' 2009 which encourages developers to consider measures beyond the policy minimum and centred on Flood risk.

10.34 Policy DC51 on 'Water Supply, Drainage and Quality' from the LBH's 'Development Plan Document' 2008 seeks to promote development which has no adverse impact on water quality, water courses, groundwater, surface water or drainage systems. Whilst Policy CP15 on 'Environmental Management' Quality' from the LBH's 'Development Plan Document' 2008 seeks to reduce environmental impact and to address causes of and to mitigate the effects of climate change, construction and new development to reduce and manage fluvial, tidal and surface water and all other forms of flood risk through spatial planning, implementation of emergency and other strategic plans and development control policies; whilst having a sustainable water supply and drainage infrastructure.

10.35 It has been reported in the planning submission that the local geology comprises a nominal to moderate thickness of made ground with Head Deposits underneath, which are underlain by London Clay. Groundwater is present in the Head Deposits. Elevated levels of total petroleum hydrocarbons have been found in two samples of made ground. One of these instances is not thought to be in a soluble state and does not, therefore, pose a risk to adjacent sites, groundwater or buried services.

10.36 The remaining hydrocarbon contamination location may pose a risk and it is recommended that made ground is removed and replaced in this location, in order to protect end users. It is recommended that this matter should be covered by planning conditions (see conditions 22 and 23).

10.37 The Council's Environmental Health and Protection Team has raised no objection in principle to the development coming forward, and has agreed that conditions should be imposed requiring the above mentioned mitigation, and a further condition to keep land contamination under review during construction (see condition 23).

10.38 Turning to flood risk and drainage, the application is accompanied by a Flood Risk Assessment (FRA). This identifies that the site is located within Flood Zone 1 at less than low probability to flooding from rivers (and sea) and the FRA concludes that the site is at low risk from flooding from all sources.

10.39 A Drainage Statement also accompanies the planning application, which provides details of the proposed strategy for the surface water management and

foul water drainage for the site. It is proposed that surface water will be collected in the proposed drainage system, including in the bio-retention system located in front of the proposed new leisure centre building. In terms of discharge, it is proposed to use the two existing outfalls to the Ravensbourne watercourse. Attenuation will be provided by below ground cellular storage, with no flooding for events up to the 1 in 30 year storm. Lesser flooding events will be managed on site. The proposed main car park is designed for flooding to a maximum depth of 200mm in the 1 to 100 year event plus 40% for climate change. The foul water drainage strategy is to discharge to the Thames Water sewer via gravity and the existing sewer connection. The FRA assesses the post-development flood risk as low across all five relevant categories.

10.40 Both the Lead Local Flood Authority and the Council's Emergency Plans Officer have confirmed that they have no objection to the proposed development as detailed in the application submission.

10.41 It is considered that the proposed development's measures to manage flood risk would be sufficient as it has been demonstrated that suitable mitigation measures could be implemented and accordingly it is considered that the development complies with London Plan Policies 5.12 and 5.13 and Policies CP15, DC48 and DC51 of the DPD.

Infrastructure and Utilities:

10.42 London Plan Policy 5.18 on 'Construction, excavation and demolition Waste' requires developers to produce site waste management plans (SWMPs) to arrange for the efficient handling of construction, excavation and demolition waste and materials. DPD Policy CP11 (Sustainable Waste Management) outlines the council's commitment to minimising the production of waste, increasing recycling and composting and achieving substantial reductions in the use of landfill.

10.43 In this respect, proposed waste management facilities have been noted on the submitted drawings. However, the development's approach to applying the waste hierarchy regarding both construction/demolition phases as well as the operational phases of the proposal has not been fully detailed. However, it is understood that a principal contractor will be appointed and shall be responsible for preparing and implementing a Site Waste Management Plan in line with the Joint Waste Development Plan for the East London Waste Authority Boroughs 2012. The Council's Waste Management team have confirmed they have no objection and that the proposed development will require a suitable waste contract to meet the relevant requirements for waste management.

10.44 Staff consider that, subject to satisfying conditions 10 and 25, the proposed development would be in accordance with Policy 5.18 of the London Plan and Policy CP11 of the DPD.

10.45 No comments have been received by UKPN and Thames Water, but comments received by Essex & Suffolk Water raise no objections to the proposal and there is no suggestion to highlight that the existing surrounds are insufficiently served by their utilities and service. The site appears capable of accommodating

the proposal with no added pressure to existing infrastructure and aligned with guidance from within Paras 162 of the NPPF; and London Plan Policies 4.11, 5.4, and 5.17; and DPD Policy DC51.

Sustainability:

- 10.46 In terms of national planning policy, paragraph 94 from the NPPF falls aligned with the objectives of the Climate Change Act 2008. Guidance from the document encourages local planning authorities when determining planning applications for new development to comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 10.47 In recognising the importance of climate change and meeting energy and sustainability targets and the statutory duty to contribute towards the mitigation under the Greater London Authority Act 2007, London Plan Policy 5.2 (Minimising Carbon Dioxide Emissions) seeks all major developments to meet targets for carbon dioxide emissions reduction in buildings, leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019. The policy requires all major development proposals to include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.
- 10.48 The Mayor of London's Sustainable Design and Construction SPG provides guidance on topics such as energy efficient design; meeting carbon dioxide reduction targets; decentralised energy; how to off-set carbon dioxide where the targets set out in the London Plan are not met.
- 10.49 In terms of local plan policy, DPD Policy DC50 (Renewable Energy) stipulates the need for major developments to include a formal energy assessment showing how the development has sought to ensure that energy consumption and carbon dioxide emissions are minimized applying the principles of the energy hierarchy set out in the London Plan.
- 10.50 The applicant has submitted an Energy Statement, which includes an Energy Strategy, the Energy Assessment outlines that the combination of Energy Efficiency measures and the use of a Combined Heat and Power Plant (CHP) and rooftop Solar Photovoltaic will result in a 35% reduction over the Part L (2013) baseline, not achieving the target 26% of regulated carbon dioxide reduction over the Part L 2013 baseline under the GLA methodology. Reasons provided by the Applicant relate to the hot water demand, which accounts for over 85% of overall demand, which would limit the additional benefit of other building features.
- 10.51 The GLA's consultation response has highlighted that, although this does not comply with London Plan Policy 5.9 and that therefore further information is required, including information to ensure that renewables have been maximised. At the time of writing this report, the applicant had just provided further information but there was not sufficient time for consultees to update their responses.

Therefore, Members will receive a further update on this matter before or at the Committee meeting on 5 April 2018.

- 10.52 The development proposal, subject to the further information referred to above, would present a scheme that adheres with London Plan Policy 5.2E and DPD Policy DC50 and Policy DC72.
- 10.53 London Plan Policy 5.3 (Sustainable Design and Construction) seeks that developers utilise the highest standards of sustainable design and construction to be achieved to improve the environmental performance of new developments. This is supplemented under DPD Policy DC49 (Sustainable Design and Construction) which requires for all major new development to a high standard of sustainable construction.
- 10.54 Guidance of how to meet the requirements as presented from the above policy is further discussed within Havering Council's Sustainable Design Construction SPD, which encourages developers to consider measures beyond the policy minimum and centred around development ratings, material choice, energy and water consumption.
- 10.55 Officers have reviewed the design measures aimed at maximising the energy efficiency incorporated to the proposed development through enhanced insulation in the building envelope (glazing in particular). The scheme is to incorporate Gas fired CHP, refrigerant air source heat pump systems, improved system efficiency and lighting efficacy, and solar photovoltaics. The applicants energy strategy is to reduce energy demand through effective use of locally sourced materials and low embodied energy materials, and that which achieves average U-Values of 25% better than those required by Part L (2013), in addition to brise soleil shading and thus is considered to be in accordance with Policy 5.3 from London Plan Policy 5.3 and the Mayor of London's Sustainable Design and Construction SPG, and DPD Policy DC49 and the Sustainable Design and Construction SPD.
- 10.56 London Plan Policy 5.9 (Overheating and Cooling) emphasises that major development proposals should reduce potential overheating and reliance on air conditioning systems. The applicant has submitted an Overheating Analysis as part of the overheating mitigation strategy, undertaking a series of dynamic thermal modelling studies. It has been stated that provision for active cooling within the development will be required in addition to a passive cooling strategy to mitigate the risk which falls in keeping with the above policy.
- 10.57 In recognising the need to protect and conserve water supplies and resources a series of measure and guidance has been provided under London Plan Policy 5.15 (Water Use and Supplies) and within the Sustainable Design and Construction SPG, where it is stressed that planning decisions should seek development to minimise the use of mains water by incorporating water saving measures and equipment and designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day.
- 10.58 DPD Policy DC51 (Water Supply, Drainage and Quality) highlights that applicants are required, as a minimum, to incorporate a high standard of water

efficiency which can include greywater and rainwater recycling to help reduce water consumption.

- 10.59 The applicant has not submitted details of sustainable design and construction measures aimed at reducing the site's water consumption. However, the internal water consumption can be controlled by a recommended condition (26). These aspects from the development adhere with guidance from London Plan Policy 5.15 (Water Use and Supplies); and DPD Policy DC51 and the Sustainable Design Construction SPD.

Crime and Disorder:

- 10.60 Section 17 of the Crime and Disorder Act 1998 as amended by the Police and Justice Act 2006 requires that Local Authorities take community safety into consideration in all of its decision-making, compliance with Section 17 can be used as a means to demonstrate the department's response to crime and disorder. Secured by Design ("SCD") is a police initiative to guide and encourage those engaged within the specification, design and build of development to adopt crime prevention measures, although non-prescriptive. .

- 10.61 In terms of national planning policy, paragraphs 58 from the NPPF emphasise that planning policies and decisions should aim to ensure that developments create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. Paragraphs 69 from the document then accentuates that planning policies and decisions should aim to ensure that developments create safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

- 10.62 The above strategic approach is further supplemented under London Plan Policy 7.3 (Designing out Crime) which indoctrinates measures to designing out crime so to ensure that developments reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. In local plan policies terms, DPD Policy CP17 (Design) and DPD Policy DC63 (Delivering Safer Places) falls in line with national and regional planning guidance which places design at the centre of the planning process. The above mentioned policy piece together reasoned criteria's for applicants to adopt the principles and practices of SBD. More detail on the implementation of the above policy is provided from Havering Council's Designing Safer Places SPD. This document, which forms part of Havering's Local Development Framework was produced to ensure the adequate safety of users and occupiers by setting out clear advice and guidance on how these objectives may be achieved and is therefore material to decisions on planning applications.

- 10.63 The submitted Design and Access Statement provides a Safer Places Statement, which includes descriptions of design features and a management and security strategy for the site in the existing situation and in the proposed situation. The benefits of the approach of the proposed development provide a sense of security to its residents and the local community and discourage antisocial behaviour. The statement does not confirm whether the design has been

developed with SBD principles in mind. However, the Council consulted the Metropolitan Police Designing Out Crime Officer ("DOCO"). In gauging the outcome of their crime risk analysis and an understanding of local crime occurrence in line with Havering's Crime and Disorder Strategy 2005-2008, the DOCO raised no objection, but provided comments in relation to detailed design considerations, and recommended that there should be no reason why the proposed development would not be capable of being accredited by a Secured by Design (SBD) commercial award. The DOCO advised an Informative (informative 7). Staff recommend that a specific condition be attached to the grant of any planning approval requiring the developer to achieve a SBD accreditation (conditions 28 and 29).

10.64 Staff have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application in line with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to approve, Staff consider that the development proposal subject to satisfying SBD requirements imposed under the recommended conditions would not undermine crime prevention or the promotion of community safety in accordance with guidance from NPPF Para's 58 and 69; and London Plan Policy 7.3; and Policies CP17 and DPD Policy DC63; and with the Designing Safer Places SPD.

Planning Obligations/Financial contributions:

10.65 DPD Policy DC72 (Planning Obligations), which in part emphasises that in order to comply with the principles as set out in several of the Policies in the Plan, contributions may be sought and secured through a Planning Obligation. London Plan Policy 8.2 states that development proposals should address strategic as well as local priorities in planning obligations.

10.66 As outlined earlier in this report, the section 106 Planning Obligation would also need to include the following provisions:

- Development Phasing
- Provision of alternative venues for existing users of the site (if not resolved)
- Travel Plan
- A financial contribution of £12,000 to be used for road infrastructure improvements
- A financial contribution of £15,000 to be used for local cycling improvements study and works

11. Other Material Planning Considerations:

11.1 No other material planning consideration would be required to be assessed.

12. Conclusion:

12.1 Having had regard to the LDF Core Strategy and Development Control Policies Development Plan Document, all other relevant local and national policy, consultation responses and all other material planning considerations, it is considered that the proposal would ensure the continued provision and modern update of a much needed community leisure facility, and would result in overall improved views and connectivity throughout the park, while safeguarding the amenity of the local area and its residents, ensuring the safe and efficient operation of the local highway network, safeguarding any significant existing archaeological, ecological and arboricultural resource, mitigating any perils associated with land contamination or flood risk, sustaining the operation of local infrastructure and utilities, delivering sustainable development, and contributing positively to community safety.

This application is referable to the Mayor under Category 3F of the Mayor's Order 2008, as the proposed development is for a use, other than residential use, which includes the provision of more than 200 car parking spaces in connection with that use.

12.2 It is therefore recommended that planning permission be granted subject to conditions and planning obligations, and subject to referral to the Mayor of London.

IMPLICATIONS AND RISKS

Financial implications and risks: None.

Legal implications and risks: This application is made by Council, the planning merits of the application are considered separately to the Council's interests as applicants.

Regulation 122 of the Community Infrastructure Levy Regulations 2010 (CIL Regs) states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related in scale and kind to the development.

Human Resources implications and risks: None

Equalities implications and risks: The Council's planning policies are implemented with regard to equality and diversity. The development comprises the replacement of a publicly accessible leisure centre, which is provided by the Council (or its chosen agent). In particular, the proposed development has been reviewed and found to be compliant in light of: London Plan Policy 7.2, which requires that all new development is accessible and inclusive paragraph 3.114 of the London Plan, which accompanies Policy 3.19, which states that sports facilities should be designed to be fully inclusive to maximise disabled peoples access to sports facilities and their participation in sports. Therefore, the proposed

development would comply with all the Council's PSED obligations, thus contributing to the provision of mixed and balanced communities.