



**REGULATORY
SERVICES
COMMITTEE**

REPORT

1 December 2011

Subject Heading:

**P1317.11 - King George's Playing Field,
Eastern Avenue West, Romford**

Report Author and contact details:

**New proposed all-weather football facility, including new artificial turf pitches, fencing, floodlights, clubhouse with terrace. Widening of site access and laying out of parking. Relocation of existing skateboard park and games area and modification of existing play park (Application received 2nd September 2011)
Helen Oakerbee 01708 432800
Helen.oakerbee@havering.gov.uk**

Policy context:

**Local Development Framework
London Plan, Planning Policy
Statements/Guidance Notes**

Financial summary:

None

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

Ensuring a clean, safe and green borough	<input checked="" type="checkbox"/>
Championing education and learning for all	<input type="checkbox"/>
Providing economic, social and cultural activity in thriving towns and villages	<input checked="" type="checkbox"/>
Value and enhance the life of our residents	<input checked="" type="checkbox"/>
Delivering high customer satisfaction and a stable council tax	<input type="checkbox"/>

SUMMARY

The application is for provision of an all-weather football facility within King George's Playing Fields. The application includes the laying out of a number of artificial turf pitches, with floodlighting, fencing and a clubhouse. Alterations will be made to the existing site access and additional parking created, as well as some relocation of existing play facilities within the park. The proposal is considered acceptable in all material respects, including the location of the development, its design and visual impact, the impact on residential amenity, parking and highway implications and environmental impact. Subject to resolving outstanding objections from Sport England the proposal is judged to be acceptable, subject to conditions and it is recommended that planning permission is granted.

RECOMMENDATIONS

It is recommended that planning permission is granted subject to the following conditions:

1. Time limit - 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.

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 the LDF Development Control Policies Development Plan Document Policy DC61.

3. Car parking - Before the building(s) and/or development hereby permitted is first occupied / brought into use, the areas set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority in accordance with the approved plans. The parking areas shall be retained permanently thereafter for the accommodation of vehicles visiting the site and shall not be used for any other purpose.

Reason: To ensure that car parking accommodation is made permanently available to the standards adopted by the Local Planning Authority in the interest of highway safety and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC33.

4. Disabled parking - Before the building(s) and/or development hereby permitted is first occupied / brought into use provision shall be made within the site for 5 no. disabled car parking spaces in accordance with the approved details. Thereafter this provision shall be made permanently available for use, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate on-site parking is available for the disabled and to comply with the aims of Policy 6.13 of the London Plan .

5. Materials - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the clubhouse building shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed with the approved materials.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

6. Security Measures: Clubhouse – Prior to the commencement of the construction of the clubhouse building, details of measures to be used to maintain the security of the building, including details of the proposed windows and doors and measures to prevent graffiti, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved measures, which shall be retained permanently thereafter.

Reason: In order to ensure the development has an acceptable appearance and to minimise the risk of crime and to accord with Policy DC63 of the LDF Core Strategy and Development Control Policies DPD and Policy 7.3 of the London Plan.

7. Installation of CCTV – Prior to the commencement of the development hereby approved, details of a CCTV system to be installed and operated within the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until the CCTV is operational in accordance with the approved details. The CCTV system shall remain in operation thereafter in accordance with the approved details.

Reason: In order to minimise the risk of crime and to accord with Policy DC63 of the LDF Core Strategy and Development Control Policies DPD and Policy 7.3 of the London Plan

8. Landscaping - No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion 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: In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

9. 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 details which shall previously have been agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity of occupiers of the development and also 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.

10. Cycle storage - Prior to completion of the works hereby permitted, cycle storage of a type and in a location previously submitted to and agreed in writing by the Local Planning Authority shall be provided and permanently retained thereafter.

Reason: In the interests of providing a wide range of facilities for non-motor car residents, in the interests of sustainability and in order that the development accords with the Policy DC36 of the LDF Development Control Policies Development Plan Document and Policy 6.9 of the London Plan.

11. Secure by Design - Prior to the commencement of the development hereby approved a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated. Once approved in writing by the Local Planning Authority in consultation with the Havering Crime Prevention Design Advisor the development shall be carried out in accordance with the agreed details.

Reason: In the interest of creating safer, sustainable communities and to reflect guidance in PPS1 and Policies CP17 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

12. External lighting - Prior to the commencement of the development a scheme for the lighting of the external areas of the development, including the car park, shall be submitted to and approved in writing by the local planning authority. The scheme of lighting shall include details of the extent of illumination together with precise details of the height, location and design of the lights. The approved scheme shall then be implemented in strict accordance with the agreed details prior to the first occupation of the development and retained thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety, amenity, community safety and to prevent any adverse ecological impact. Also in order that the development accords with Policies DC32, DC58, DC61 and DC63 of the LDF Development Control Policies Development Plan Document.

13. Biodiversity – Prior to the commencement of the development a method statement shall be submitted to and approved in writing by the Local Planning Authority detailing how the recommendations of the Ecological Survey Report dated June 2011 will be implemented. This shall include details of further survey work to be undertaken and a programme of mitigation, where the survey indicates this is necessary. The development shall thereafter be carried out in accordance with the agreed details.

Reason: In order to ensure that the proposed development has an acceptable impact on protected species and in order that the development accords with the LDF Development Control Policies Development Plan Document Policies DC58 and DC59.

14. Hours of construction - No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

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

15. Wheel washing - Before the development hereby permitted is first commenced, details of wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be permanently retained and used at relevant entrances to the site throughout the course of construction works.

Reason: In order to 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.

16. Construction methodology - 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 authority; siting and design of temporary buildings;
 - g) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
 - h) 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: To protect residential amenity and in order that the development accords with the LDF Development Control Policies Development Plan Document Policy DC61.

17. Access Widening – Prior to the commencement of the development hereby approved detailed design drawings showing the works to widen the existing access from Eastern Avenue West shall be submitted to and approved in writing by the Local Planning Authority. The submitted drawings shall also demonstrate that it is possible for all vehicles to both enter and leave the site in forward gear. The development shall then be carried out in accordance with the approved details prior to the development being brought into use and retained thereafter.

Reason: In the interests of highway safety and to accord with Policies DC32 and DC36 of the LDF Development Control Policies Development Plan Document.

18. Travel Plan/Delivery and Servicing Plan – Prior to the commencement of the development hereby approved a Travel Plan (TP) and a Delivery and Servicing Plan (DSP) shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. They shall include measures to encourage modal shift, reduction in car use and means to stagger arrivals and departures from the site, so as to reduce the impact of the development on the A12, and measures for monitoring and

review. The development shall be carried out in accordance with the approved details.

Reason: In order to encourage more sustainable modes of transport and to reduce the impact of the development on the road network and to comply with Policies DC32 and DC36 of the LDF Development Control Policies Development Plan Document and Policies 6.1 and 6.3 of the London Plan.

19. Construction Logistics Plan - Prior to the commencement of development a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of booking systems, consolidated or re-timed trips and provision for secure off street loading and drop off facilities. The development shall then be carried out in accordance with the agreed details.

Reason: In order to ensure the construction of the development does not have an adverse impact on the environment or road network and to accord with Policy 6.14 of the London Plan and Policy DC32 of the LDF Development Control Policies Development Plan Document

20. 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 I (Desktop Study) Report documenting the history of this site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.
- b) 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 site ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.
- c) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise two parts:

Part A - Remediation Scheme which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B - Following completion of the remediation works a 'Validation Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

- d) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals, then revised contamination proposals shall be submitted to the LPA; and
- e) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, 'Land Contamination and the Planning Process'.

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

21. Hours of Use – Pitches - The football pitches hereby approved shall not be used for the purposes hereby permitted other than between the hours of 08.00 and 22.30 hours on any day without the prior consent in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control in the interests of amenity.

22. Hours of Use – Clubhouse - The clubhouse shall not be used for the purposes hereby permitted other than between the hours of 08.00 and 23.00 hours on Monday to Thursday, 08.00 and midnight on Friday and Saturday and 08.00 to 23.00 hours on Sundays, Bank or Public holidays without the prior consent in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control in the interests of amenity.

23. Hours of Use – Floodlights - The floodlights hereby approved shall not be used for the purposes hereby permitted other than between the hours of 08.00 and 22.30 hours on any day without the prior consent in writing of the Local Planning Authority.

Reason: To enable the Local Planning Authority to retain control in the interests of amenity.

24. Floodlighting Design – The floodlighting hereby approved shall not be erected at the site until details of measures to control glare and light spill from the proposed floodlighting have been submitted to and approved in

writing by the Local Planning Authority, in consultation with Transport for London. This shall include provision for monitoring and review of the impact of the lighting on the A12. The development shall then be carried out in accordance with the agreed measures, as well as conforming to the approved plans and floodlighting report forming part of this application.

Reason: In the interests of amenity, ecology and highway safety and to accord with Policies DC61, DC56, DC58 and DC32 of the LDF Core Strategy and Development Control Policies Development Plan Document and Policy 6.1 of the London Plan.

25. Amplified Music – There shall be no amplified music or external speaker system used on the site, including the clubhouse, at any time, without the prior approval in writing of the Local Planning Authority.

Reason: In the interests of local residential amenity and to accord with Policies DC55 and DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

26. Fencing and Netting – Prior to the commencement of the development, details of the netting to be provided across the top of the large pitch to the south side of the development shall be submitted to and agreed in writing by the Local Planning Authority. All fencing and netting installed on the site including the fencing around the football pitches, as shown on the approved plans, shall be installed before the site is brought into use and shall be retained permanently thereafter in accordance with the approved plans and to the satisfaction of the Local Planning Authority.

Reason: In order to maintain security and protect neighbouring residential amenity and to prevent any adverse impact on the road network, to comply with Policies DC61, DC63 and DC32 of the LDF Core Strategy and Development Control Policies Development Plan Document and Policy 6.1 of the London Plan.

27. Acoustic Fencing – Prior to commencement of the development hereby approved, details of the proposed acoustic fencing, to include the design of the fencing, details of materials, the extent of a defensive planting zone in front of the fencing and specification of the landscaping proposals shall be submitted to and approved in writing by the Local Planning Authority. The acoustic fencing shall be of a 'living wall' design unless otherwise specifically agreed with the Local Planning Authority. The acoustic fencing shall be provided on site in accordance with the approved details before the development is commenced with the approved defensive planting scheme implemented within one month of the erection of the fencing. The fencing and planting shall be retained thereafter in accordance with the approved details.

Reason: To ensure the development provides adequate noise protection to maintain the amenity of local residents and to ensure the fencing has an acceptable appearance and to accord with Policies DC61 and DC63 of the

LDF Core Strategy and Development Control Policies Development Plan Document.

28. Boundary Treatment – Prior to the commencement of development details of the proposed boundary enclosure between the western end of the proposed pitches and the western boundary of the site shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Parks Manager. The boundary enclosures shall be erected before the development is first brought into use and retained thereafter in accordance with the approved plans.

Reason: To ensure the continued security of the park and the proposed facility and in the interests of neighbouring amenity and to comply with Policies DC61 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document.

27. Contamination - Prior to the commencement of development approved by this planning permission the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- 1) A site investigation scheme (a Preliminary Risk Assessment having already been carried out and submitted), based on the previously submitted PRA to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 2) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: The site is located on a Secondary A Aquifer which is likely to provide flow to the adjacent River Rom. The whole of the site is classified as being a former landfill and there is potential for contamination to be present. Part 1 of this condition has been completed. We would now expect an intrusive site investigation to be carried out.

28. Remediation Works - Prior to commencement of proposed building works, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried

out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To ensure that the site no longer poses a risk to controlled waters.

29. Remediation for Further Contamination - 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 the developer has submitted, and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason To ensure that the site no longer poses a risk to controlled waters.

30. Surface Water - No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: The site is located on a Secondary A Aquifer which is likely to provide flow to the adjacent River Rom. The whole of the site is classified as being a former landfill and there is potential for contamination to be present. Infiltration of surface water would provide a potential pathway to enable to migration of contamination in the soil to migrate into the underlying aquifer.

31. Surface Water Drainage - Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the surface water discharge rate will be restricted to the calculated greenfield runoff rate of 15.2 litres per second (section 8.1, page 19).

Reason: To prevent the increased risk of flooding, to improve and protect water quality and improve habitat and amenity.

32. Site Waste Management Plan – No development shall be commenced until a Site Waste Management Plan (SWMP) has been submitted to and approved in writing by the Local Planning Authority. The SWMP shall include details relating to the amount of spoil predicted to be removed from

the site, measured in cubic metres, and measures for the removal and disposal of spoil. Any increase in the amount of spoil to be removed by more than 10% over the predicted amounts shall require the further agreement of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development does not adversely affect local character or amenity.

33. Imported Material & Storage - The development shall not be commence until:

- i) details of the location and total heights of temporary mounds have been submitted to and approved in writing by the Local Planning Authority.
- ii) certification of the origin of any material brought onto the site and verification of the amount of soil to be brought onto the site has been submitted to and approved in writing by the Local Planning Authority.

The development shall then be carried out in accordance with the approved details.

Reason: To ensure the development does not adversely affect local character or amenity.

Informatives:

1. The applicant is advised that one additional fire hydrant will be required within the development. Additionally an existing hydrant (29183) may be affected by the development and require locating.
2. Thames Water advise there are public sewers crossing or close to the development. Works within 3m of a public sewer are not normally permitted but the applicant should contact Thames Water on 0845 850 2777 to discuss. The developer is also responsible for ensuring adequate provision for surface water drainage.
3. Essex & Suffolk Water advise that there are mains in the vicinity of the development and new development, landscaping or changes in levels will not be accepted within 3m of the easement. They can be contacted on 01268 664921 for copies of record drawings.
4. In aiming to satisfy conditions 6, 7, 11 & 12 above, the applicant should seek the advice of the Borough Crime Prevention Design Advisor. He can be contacted through either via the London Borough of Havering Planning Control Service or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ.
5. In aiming to satisfy condition 27 above (acoustic fencing) the applicant is advised that a simple close boarded fence is unlikely to be acceptable and that the use of a 'living wall' type of acoustic fence should be proposed.

6. Advice from Environment Agency relating to condition 31:

According to the London Borough of Havering Strategic Flood Risk Assessment (SFRA) this site is shown to lie within the functional floodplain of the River Rom. However, since the SFRA was compiled we have carried out additional detailed fluvial modelling in this area which indicates that this site is located in Flood Zone 1. This is why we have not objected to this application and have recommended this condition.

In order to discharge this condition the following information should be provided:

A clearly labelled drainage layout plan showing pipe networks, any attenuation features, filter drains, swales and other storage features. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.

Confirmation of the critical storm duration.

Where infiltration forms part of the proposed storm water system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.

Where on site attenuation is achieved through attenuation features, calculations showing the volume of these are also required.

Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.

Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event. If overland flooding occurs in this event, a plan should be proposed should provide a sustainable drainage strategy to include SUDS elements with attenuation, storage and treatment capacities

incorporated as detailed in the CIRIA SUDS Manual (C697). Further information on SUDS can be found in: PPS25 Annex F, PPS25 Practice Guide, CIRIA C522 document Sustainable Drainage Systems-design manual for England and Wales, CIRIA C697 document SUDS manual, and the Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SUDS.

Advice to applicant The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution treated materials can be transferred between sites as part of a hub and cluster project some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standards BS EN 14899:2005 'Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan', and that the permitting status of any proposed on site operations are clear. If in doubt, we should be contacted for advice at an early stage to avoid any delays. We recommend that developers refer to:

Our position statement on the Definition of Waste: Development Industry Code of Practice

Duty of Care Regulations 1991

Hazardous Waste (England and Wales) Regulations 2005

Environmental Permitting (England and Wales) Regulations 2010

The Waste (England and Wales) Regulations 2011

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to our website at www.environment-agency.gov.uk for more information.

7. Reason for Approval

The proposal is considered to accord with Policies CP5, CP7, CP9, CP10, CP15, CP16, CP17, DC18, DC20, DC32, DC33, DC34, DC35, DC36, DC40, DC48, DC49, DC50, DC51, DC53, DC55, DC56, DC58, DC59, DC60, DC61, DC62 and DC63 of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document. In addition it is considered to comply with the Designing Safer Places SPD, Protecting and Enhancing the Borough's Biodiversity SPD, Protection of Trees During Development SPD and the Landscaping SPD.

It is also considered to comply with Policies 2.18, 3.6, 3.16, 3.19, 4.1, 4.6, 5.2, 5.3, 5.7, 5.12, 5.13, 5.16, 5.21, 6.1, 6.3, 6.9, 6.10, 6.13, 6.14, 7.3, 7.4, 7.6, 7.15, and 7.19 of the London Plan as well as PPS1, PPS4, PPS9, PPS10, PPG13, PPG17, PPS22, PPS23, PPG24 and PPS25.

REPORT DETAIL

1. Site Description

- 1.1 The application site is the King George's Playing Fields, which are located to the northern side of Eastern Avenue, just east of the junction with Mawney Road. The application specifically relates to the south-eastern end of the playing fields. The site is generally level.
- 1.2 The area included within the application site boundaries includes the existing single lane vehicular access from Eastern Avenue, the existing parking area, park café and bowling green. The site also currently incorporates a skate park/multi use games area (MUGA) and children's play facility, as well as part of the grassed surface which is currently marked out as football pitches. All of these facilities are currently set back from the boundary of the site with the Eastern Avenue, behind a footpath and trees and other soft landscaping.
- 1.3 The western boundary of the playing fields is adjoined by the rear gardens of residential properties in Mawney Road and residential cul-de-sacs leading off Mawney Road, of which Blenheim Close is the nearest. To the east of the site lies the River Rom, beyond which there are commercial buildings forming part of the King George Industrial Estate. To the south of the site, on the opposite side of Eastern Avenue, is the Eastern Avenue retail park.

2. Description of Development

- 2.1 The application is for the development of part of the southern end of King George's Playing Fields to create an all-weather football facility. The facility will include the provision of 7 no. 5-a-side and 2 no. 7-a-side artificial turf pitches. These will be located to the western side of the existing bowling green. The pitches are proposed to be floodlit by 27 no. 8m high lighting columns, to enable year-round use, and would be enclosed by fencing of differing types ranging from 1.8m to 5m in height.
- 2.2 The proposal would include the construction of a clubhouse facility to the immediate west of the bowling green. This measures 22m wide by 12.3m deep and has a mono-pitch roof 3.7m high to the front rising to 5.1m high at the rear. Externally the building will be finished in buff facing brick and cladding panels, principally in black, with a dark grey profiled metal clad roof. The clubhouse would provide a bar area and changing room facilities. An outdoor terrace is proposed to the northern side of the clubhouse.
- 2.3 The existing vehicular access from Eastern Avenue would be retained but widened to 5m to enable two-way traffic in and out of the site. This would entail the loss of a tree by the entrance. The existing car parking areas would be retained with marginal alterations. The parking areas are currently informally arranged and the proposal would introduce marked bays within the parking area to provide a total of 115 parking spaces. The proposal

would entail the relocation of the existing skateboard park and MUGA further to the eastern side of the playing fields and there would be some modification to the layout of the existing play area. The application proposes the creation of a picnic area within the park. Additional landscaping is proposed as part of the development.

- 2.4 The facility is proposed to operate between 08.00 and 22.30 seven days a week, with the clubhouse open from 08.00 until 23.00 hours Monday to Friday, midnight on Saturdays and 23.00 on Sundays. Whilst the principal use of the facility will be for public football leagues, there will be opportunity for local schools and community groups to make use of the facilities.

3. Relevant History

- 3.1 Z0005.11 Screening opinion for Play Football development - EIA not required.

4. Consultations/Representations

- 4.1 Prior to submission of the application, the applicants undertook a community consultation event at a local church and at the café in the park, which was attended by approximately 85 people. Following receipt of the application, the proposal has been advertised on site and in the local press as a major development and neighbour notification letters have been sent to 69 local addresses. 9 letters of objection have been received, and 3 letters of support, including one from the Friends of King George's Playing Field. In addition, 141 pro-forma letters of support for the development have been received.

- 4.2 Objection to the proposal is on the following grounds:

- should site this on the other side of the park
- noise and disturbance
- impact of floodlights
- can it be ensured the floodlights are turned off at 10pm
- increase in traffic on congested roads
- traffic will start to park in side roads
- should keep the park as green fields
- will force neighbours to maintain a high hedgerow, causing loss of light to property
- will affect great crested newts in adjacent rear garden
- similar facilities in East London are not near to residential properties
- do not want to hear foul language in gardens
- cars will do illegal u-turns on A12
- if crossing is removed will be a waste of tax payers money

- 4.3 Support for the proposal, including the pro-forma letters, is on the following grounds:

- proposal will transform and improve the park

- creates employment opportunities
 - asset to the community, including local schools
 - promotes healthy lifestyle
 - upgrades car park and park entrance
 - will assist the Romford Flyers football club, which is based in the park
- 4.4 Transport for London advise that they provided pre-application advice to the developer. In respect of the issues raised at that time they are satisfied with information provided in respect of vehicular activity and parking provision. TfL would accept a condition requiring provision for all vehicles to enter and leave the site in forward gear. Confirmation is requested, through appropriate planning conditions, that there will be no lighting glare or overspill on to the A12. A travel plan and a delivery and servicing plan, as well as a construction logistics plan, is required but can be secured through condition. There is a standard for cycle parking and the provision of electric charging points would be welcomed.
- 4.5 The Environment Agency has concerns regarding the proximity of the development to the watercourse. However, a scheme of betterment has been provisionally agreed between the Environment Agency and the applicants. Subject to conditions the Environment Agency does not now object to the development.
- 4.6 At the time of writing this report Sport England has raised objection to the development on the grounds that the proposal may result in the loss of grass pitches and the displacement of existing football teams. Staff are continuing to liaise with Sport England in respect of their objections and Members will be updated at the meeting in respect of these issues.
- 4.7 English Heritage (archaeology) advises that the site is a former landfill site and no archaeological works will be required.
- 4.8 The Fire Brigade (water) advise one additional fire hydrant will be required.
- 4.9 The Fire Brigade (access) require further information to assess the fire fighting access arrangements.
- 4.10 Thames Water advise there are public sewers crossing or close to the development. The applicant should contact Thames Water to discuss. Provision will need to be made for surface water drainage.
- 4.11 Essex and Suffolk Water advise they have mains within the vicinity of the development. Development within 3m of an easement will not be accepted.
- 4.12 The Borough Crime Prevention Design Advisor has met with the applicants to discuss potential concerns relating to lighting of the car park and footways, relocation of the pedestrian footway, protection of acoustic fencing from damage, especially arson, clubhouse protection, safe cycle storage, relocation of the picnic area and installation of CCTV. There has been agreement in principle by the developers to resolving a number of these

issues. The CPDA does not object to the proposal subject to community safety related conditions.

5. Relevant Policies

5.1 National Planning Policy

PPS1 (Delivery Sustainable Development), Planning and climate Change (Supplement to PPS1), PPS4 (Planning for Sustainable Economic Growth), PPS9 (Biodiversity and Geological Conservation), PPS10 (Planning for Sustainable Waste Management), PPG13 (Transport), PPG17 (Planning for Open Space, Sport and Recreation), PPS22 (Renewable Energy), PPS23 (Planning and Pollution Control), PPG24 (Planning and Noise), PPS25 (Development and Flood Risk) are material planning considerations.

5.2 Regional Planning Policy

The London Plan (July 2011) is the strategic plan for London and the following policies are considered to be relevant: Policy 2.18 (green infrastructure: the network of open and green spaces), Policy 3.6 (children and young people's play and informal recreation facilities), Policy 3.16 (protection and enhancement of social infrastructure), Policy 3.19 (sports facilities), Policy 4.1 (developing London's economy), Policy 4.6 (support for and enhancement of arts, culture, sport and entertainment provision), 5.2 (minimising carbon dioxide emissions), 5.3 (sustainable design and construction), 5.7 (renewable energy), 5.12 (flood risk management), 5.13 (sustainable drainage), 5.16 (waste self sufficiency), 5.21 (contaminated land), 6.1 (strategic transport approach), 6.3 (assessing effect on transport capacity), 6.9 (cycling), 6.10 (walking), 6.13 (parking), 6.14 (freight), 7.3 (designing out crime), 7.4 (local character), 7.6 (architecture), 7.15 (reducing noise and enhancing soundscapes) and 7.19 (biodiversity and access to nature).

There is also a range of Supplementary Planning Guidance to the London Plan.

5.3 Local Planning Policy

Policies CP5, CP7, CP9, CP10, CP15, CP16, CP17, DC18, DC20, DC32, DC33, DC34, DC35, DC36, DC40, DC48, DC49, DC50, DC51, DC53, DC55, DC56, DC58, DC59, DC60, DC61, DC62 and DC63 of the Local Development Framework (LDF) Core Strategy and Development Control Policies Development Plan Document (DPD) are material considerations.

In addition, Designing Safer Places SPD, Protecting and Enhancing the Borough's Biodiversity SPD, Protection of Trees During Development SPD, Sustainable Design and Construction SPD and the Landscaping SPD are material considerations.

6. Staff Comments

- 6.1 The issues arising from this application are the principle of the development, including community benefit, design and visual impact, the impact on amenity, community safety, parking and highway issues and environmental impact.
- 6.2 Principle of Development
- 6.2.1 In July 2009 a report was presented to Cabinet by Cultural and Leisure Services in respect of the objective of bringing a purpose built 5-a-side football centre to the Borough. The report referred to data indicating a lower level of participation in physical activity across the Borough than in other parts of the country. The report considered that the provision of a 5-a-side centre in the Borough, which would be accessible to the whole community, would provide sporting opportunities for Havering residents, as well as jobs, education and social cohesion and leisure facilities, particularly for young people. The application site is that identified by Cultural and Leisure Services as most appropriate for the proposed facility and it is intended by that Service to enter into a lease agreement to secure the provision of the facilities, subject to all necessary approvals, including planning consent.
- 6.2.2 These wider Council objectives also form part of the Core Strategy Development Plan Document, which identifies Culture (which includes indoor and outdoor sports and leisure facilities) as one of its key issues and points to an identified need within the Borough for additional sports pitches. A key issue for the Core Strategy is to ensure that residents have convenient access to open spaces in line with the open space hierarchy and adequate access to sports facilities.
- 6.2.3 Policy CP5 relates to the general principle of encouraging cultural uses within the Borough. Policy CP7 states that the Council will, in partnership with other bodies, seek to retain and increase access to leisure opportunities by, amongst other things, addressing deficiencies in open space and recreation facilities and improving opportunities for creative play and physical activity in parks and open spaces. It is considered that the Council has specifically identified the need for such a facility within the Borough to meet objectives relating to health and wellbeing, access to leisure facilities and meeting the needs of the community. Staff therefore consider the proposal would be consistent with the objectives of the Core Strategy and Policies CP5 and CP7.
- 6.2.4 Policy DC18 of the LDF refers to the Council's aim of retaining and enhancing all public open space and recreation, sports and leisure facilities, whether in public or private ownership. Where alternative uses are demonstrated to be justified, in accordance with Policy DC20, priority will be given to other recreation/leisure uses, such as sports pitches, where there is an identified need for such a use. Staff consider that this part of the Borough has acceptable access to open space and note that there is an identified shortage of sports pitches within the Borough. In line with Policy

DC18 the proposal, which will provide new football pitches for both private and community use and meet an identified deficiency within the Borough, would be an appropriate use of the land.

- 6.2.5 In terms of national planning objectives, Policy 2.18 of the London Plan seeks to protect, promote and expand London's network of green infrastructure. There is no conflict with this policy. Policy 3.6 seeks to improve access for children and young people to play and informal recreation facilities. The proposal is considered to meet this objective, in particular as the facility will be made available to community groups, e.g. local schoolchildren, disadvantaged groups etc. through the terms of the lease agreement between the Council and the developers. This would however be secured outside of the planning application process.
- 6.2.6 Policy 3.16 of the London Plan seeks protection and enhancement of social infrastructure, which can include cultural, play, recreation and sport facilities and the proposal is considered to comply with this in principle. Policy 3.19 of the London Plan supports proposals which increase or enhance the provision of sports and recreation facilities, and encourages the provision of multi-use sports facilities and floodlighting in areas where this is an identified need for sports facilities unless there is demonstrable harm to local community or bio-diversity. The Policy does indicate that proposals on existing open space must be carefully considered, as set out in chapter 7 of the London Plan. However, Staff are satisfied that there is an identified need for the facility proposed, which would meet the objectives of the London Plan without unacceptably compromising the overall quality or the open space benefits offered by King George's playing fields.
- 6.2.7 Policy 4.6 of the London Plan indicates support for culture and sport provision. Staff have considered whether a sequential test is required for this type of development and note that in accordance with PPS4 the need for sequential testing applies to main town centre uses, which are leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls). It is considered that the proposal does not constitute a main town centre use and that accordingly the sequential test is not necessary.
- 6.2.8 PPG17 is relevant to proposals relating to open space, sport and recreation. PPG17 seeks to provide protection for such facilities and enhancement where appropriate. It acknowledges however that development of open space, sports and recreation facilities can be accepted where it provides the opportunity for Local Authorities to remedy deficiencies in provision. This is considered to be relevant to the proposals. The application will involve development on some land which is currently marked out as a football pitch, so could be considered as resulting in the loss of a playing field. Loss of playing fields will only be acceptable under the provisions of PPG17 where it meets one of the specified criteria. One of these is where the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the loss of playing fields.

6.2.9 At the time of writing this report Sport England has raised objection to the proposals in respect of the loss of grassed pitches and displacement of existing football teams. The Council has since confirmed to Sport England that the playing fields currently provide 4 no. mini-pitches, 1 no. 7-a-side and 2 no. 9-a-side grass pitches. The size and number of pitches is directly in response to local demand and none of these pitches will be lost as a result of the development and no local teams will be displaced. Staff therefore consider that the development results in no material adverse impact on the provision of grass football pitches within the Borough. However, Members will be updated on the outcome of continuing discussions with Sport England.

6.2.10 Additionally, the proposal is considered to give rise to a range of local environmental and community benefits. The facilities will be made available to wide-ranging sectors of the community and to local schools, through the terms of the Council's leasing agreement with the applicants. Furthermore, in terms of the quality of environment and facilities within King George's playing fields, the proposal includes the relocation of the existing skateboard park and MUGA, which will potentially reduce anti-social behaviour by positioning it in a more exposed location within the park and improve residential amenity by relocating it much further from the boundary with neighbouring residential properties. The proposal also includes a new picnic area, to be located within the vicinity of the existing play park and a new footpath link, running in an east-west direction from the car park to link up with the existing footpath on the western side of the site.

6.2.11 Having regard to the overall benefits to sport and recreation within the Borough resulting from the proposals, it is considered that the principle of development is acceptable and would comply with all relevant local and national planning policies.

6.3 Impact on Amenity

6.3.1 In terms of the impact on amenity, the closest residential properties to the proposed development are those to the west of the playing fields in Mawney Road and the residential side roads leading off from Mawney Road, in particular Blenheim Close. There is the Eastern Avenue retail park directly opposite the site, on the other side of the dual carriageway and an industrial estate to the east of the site. Neither of these are considered to be materially affected by the development given their commercial nature.

6.3.2 The nearest pitch within the proposed development will be located in excess of 40m from the boundary of rear gardens of dwellings in Mawney Road. The distance from the rear boundary of the nearest house in Blenheim Gardens is some 43m.

6.3.3 Staff acknowledge that the nature of the proposed facility is such that it does create a particular type of noise, primarily from footballs hitting against kickboards and shouting from users of the pitch. However, a noise

assessment submitted with the application indicates that the proposals would not be anticipated to give rise to unacceptable noise levels at the nearby residential properties. Notwithstanding this, the report suggests noise mitigation measures, such as the use of acoustic fencing and use of a netting rather than chain link material above the rebound boards. Such measures are included in the application and Environmental Health raise no issues on noise grounds subject to the inclusion of the proposed acoustic fencing.

- 6.3.4 The proposed facility would be open for use seven days a week, with pitches available from 8am until 10pm. The pitches would have floodlighting. However, the floodlighting is designed to have a restricted degree of tilt. Staff, in consultation with colleagues in Streetcare, are satisfied that the floodlighting would not adversely affect neighbouring residential amenity subject to conditions controlling the design of the lights and the time they are turned off. It is considered that care would nonetheless need to be taken with the design of the lighting, including exploring the possible use of factory fitted glare shields, both to ensure the protection of neighbouring amenity and also at the request of TfL to ensure that driving conditions on the adjacent A12 are not affected by glare. A condition is therefore suggested in respect of this issue.
- 6.3.5 Although the proposal includes a clubhouse facility, with external terrace, which would be open until 11pm and midnight on Sundays, Staff do not consider this would give rise to material harm to neighbouring residential amenity. This is due to the distance of the clubhouse some 130m from the boundaries of the park, as well as the noise reducing properties of the proposed fencing within the development. Similarly, the use of the access road and car park is not considered materially harmful to neighbouring amenity owing to its location on the far eastern side of the site. It is considered that the majority of users of the facility, particularly during the evening, would be likely to park within the site, and a significant increase in levels of parking in residential side roads in the evening and late at night would be unlikely to occur.
- 6.3.6 Whether the proposed development would have an acceptable impact on residential amenity is a matter of judgement for Members. However, Staff have weighed the potential for noise impact and disturbance against factors including the conclusions of the acoustic report, the distance of the pitches from the neighbouring houses and the proposed noise mitigation measures e.g. acoustic fencing. Staff also consider that the proposal has the potential to reduce anti-social behaviour by creating a degree of activity within the park area during the evening and enabling the relocation of the existing skate park/MUGA further away from residents boundaries. Combined with the community benefits arising from the proposals, Members may agree that, subject to conditions to ensure noise mitigation measures are put in place and to control hours of opening, that the proposal is acceptable in this respect.

6.4 Design and Visual Impact

- 6.4.1 The proposed development is situated entirely within the playing fields and, to a large extent, this would serve to restrict public views of the development from outside the site. The development does however include fencing and mesh enclosures of a substantial height around the proposed pitches, as well as floodlighting and a new single storey clubhouse building, and these elements of the development will create a visual impact from the site frontage as well as affecting wider views within the park.
- 6.4.2 The proposed fencing and netting around the pitches varies in height. The pitches will have a 5m high enclosure (including to the Eastern Avenue frontage) comprising a rebound board with green mesh fencing and netting above; enclosures between the pitches will be 5m high comprising a rebound board and green mesh. There will also be acoustic fencing at the western end of the pitches and along part of the northern boundary of the site. The development proposes a number of floodlights on 8m high columns.
- 6.4.3 Whilst this aspect of the development will alter the current physical appearance of the playing fields, staff are of the opinion that the floodlighting and type of fencing proposed is not uncommon within park environments. The proposed acoustic fencing does potentially have a detrimental visual impact when viewed from across the park. However, Staff are satisfied from discussions with Environmental Health, that acoustic fencing is necessary. Following discussions with the applicants, the extent of the fencing has been significantly reduced to the minimum necessary to achieve the necessary noise attenuation. Staff consider that the detailed design of the fencing could be improved to that currently proposed, possibly by use of a 'living fence', which would have a softer, landscaped visual appearance. Staff suggest that this issue be controlled through condition so that alternative forms of acoustic fencing can be explored.
- 6.4.4 With regard to the other fencing proposed, this has been specifically designed to blend in as well as possible with the park environment in terms of colour and the use of mesh and netting to improve the transparency of the fencing, and is not dissimilar to that already used to the perimeter of the bowls club. There is a genuine need for the development to be secured against vandalism and break ins and Staff are satisfied that the design of the fencing, combined with the screening impact of existing and proposed landscaping, will have an acceptable visual impact.
- 6.4.5 The proposed clubhouse is located within the centre of the site towards its southern boundary. The clubhouse would have restricted visibility from outside the site owing to its single storey nature and existing tree screening within the site. Staff consider the scale, design and external appearance of the proposed clubhouse to be appropriate to its setting and that no material harm to visual amenity or local character will result. The monopitch roof design is intended to reduce vandalism of the building and the proposed metal sheet cladding, brickwork and grey aluminium doors and windows are considered to be appropriate. The building will require protection from

vandalism and break ins but details of such measures can be required by condition.

6.4.6 The remainder of the works proposed within the site are to the existing car park. This will include formally marking out parking bays within the existing parking areas and the provision of lighting and fencing. These elements of the proposal are not considered to result in material harm to the character and appearance of the locality.

6.5 Community Safety

6.5.1 The proposed development is situated within existing playing fields and community safety and designing out crime issues are a material consideration. The layout of the development and boundary treatment has been designed so that the park can still be locked whilst the football facility is in use.

6.5.2 Detailed consideration has been given to the layout of the development and measures to deter crime and the proposals have been discussed with the Borough's Crime Prevention Design Advisor (CPDA).

6.5.3 The application proposes secure fencing to all boundaries of the site. The detailed design of these has been amended following concerns raised by the CPDA. This has included revising the location of closeboarded acoustic fencing and the inclusion of defensive landscaping measures to prevent vandalism of the fence, details of which will be required by condition. The proposal includes measures for maintaining the security of the proposed clubhouse building, and will also include the installation of CCTV cameras and lighting to the car parking areas. The proposal is considered to undertake all reasonable measures to ensure the development remains as secure as possible and to deter anti-social behaviour. Subject to conditions in respect of security measures, including CCTV and lighting, the proposal is considered acceptable and to comply with Policy DC63 of the LDF, Policy 7.3 of the London Plan and the Designing Safer Places SPD.

6.6 Environmental Impact

6.6.1 The proposed development lies to the west of the River Rom. The Environment Agency has advised that, in principle, there is no objection to the development. However, as the development encroaches towards the watercourse a scheme of betterment would be required to justify the development. At the time of writing this report negotiations with the Environment Agency were still continuing and Members will be advised of further progress in this respect. If this issue is resolved, the Environment Agency would also require further conditions relating to contamination and remediation and to surface water drainage.

6.6.2 An ecological report has been submitted with the application. This indicates that the development would not have a significant ecological impact, although there is potential for impacts on nesting birds depending on when

the works are undertaken. Staff do not consider there is any in principle ecological harm arising from the development but it is recommended that a condition be imposed to ensure the recommendations of the submitted ecological survey are carried out.

6.6.3 The proposal will have some impact on landscaping within the site, principally the removal of a tree near the site entrance to enable the widened access to be constructed. The proposal does however make acceptable provision for replacement and additional soft landscaping within the site, which the Parks Manager has agreed to in principle. It is recommended that further details of proposed landscaping be required by condition.

6.6.4 It is acknowledged that the proposal may potentially require the removal of substantial amounts of spoil from the site. There may also be a need to stockpile any spoil that is to be re-used or possible to import material into the site. Details in this respect are not currently available with the application and Staff therefore recommend that this be dealt with by condition to ensure that there is no material harm to local character and amenity and that any spoil, particularly as it may be contaminated, is removed from the site safely.

6.7 Parking and Highways

6.7.1 The application site has access directly to and from the A12 Eastern Avenue West, for which Transport for London (TfL) is the responsible Highway Authority.

6.7.2 The application proposes using the existing vehicular access and egress on to the A12 for the development. It is however intended to widen the existing access to enable two way traffic ingress/egress rather than the single lane entry which exists at present. The existing deceleration/acceleration lanes on the A12 will be unchanged and so all works to alter the access will take place within the site.

6.7.3 The proposed changes to the access arrangements and the location of the site access is acceptable in principle. The proposal will create much safer access arrangements compared to the existing situation by removing conflict between incoming and outgoing vehicles. The widened access will involve the loss of one tree but this is acceptable in principle given replacement landscaping proposals.

6.7.4 The proposal does not make provision for coach parking or larger vehicles per se. However, it is considered that these would tend to visit the site during off-peak times when parking for larger vehicles would be easier to achieve. TfL have sought confirmation that there is sufficient turning spaces within the site and requests a condition that all vehicles shall enter and leave the site in forward gear.

- 6.7.5 In terms of trip generation, TfL has confirmed that it is satisfied with the information provided in this respect and raises no objection to the proposals in terms of road safety or congestion. TfL is also satisfied with the information provided in respect of likely demand for car parking and the layout of the parking area.
- 6.7.6 In respect of car parking, the site currently includes an unmarked parking area, which holds in the region of 80 cars. The application proposes minor modifications to the area of the car park and to formally mark out the parking bays, creating a total of 115 parking spaces.
- 6.7.7 Staff have considered whether the development makes adequate provision for car parking within the site. There are no specific parking standards for this type of development within the LDF or the London Plan and therefore the proposal must be judged on its individual merits. A transport assessment has been submitted with the application, which contains predicted levels of parking demand. The applicant is an experienced operator of such facilities and much of the data is based on surveys of other facilities run by the applicant. The transport survey indicates that at times of peak usage there would be an accumulation of around 70 vehicles (18.00 to 19.00 and 19.00 to 20.00 hours weekdays).
- 6.7.8 Whilst Staff acknowledge that there is presently a high level of use of the existing car park, based on the experience of Council parks staff, this is generally during the working day, when the car park is heavily used by employees in the adjacent industrial estate and on Saturday and Sunday mornings when club football takes place in the park. Staff do not dispute the traffic data submitted with the application, which indicates that peak times of use of the proposed football facility is mid-week during the evening. This is outside the times when the car park is currently most heavily used, suggesting that the car park would provide sufficient capacity. Having regard to all the information provided Staff are satisfied that the provision of 115 parking spaces would be sufficient to meet the demands of the proposed development, even when taken cumulatively with parking demand from other users of the park.
- 6.7.9 Staff have noted concerns from local residents that parking would be more likely to take place in side roads off Mawney Road. Staff consider that there will be sufficient parking within the site and that the lack of direct access to the park from any of these side roads would be likely to deter users of the football centre from parking here. Some representations state that parking occurs in side roads during some weekend football matches. It is considered that this could potentially be alleviated as the proposal will provide more parking within the site than currently exists and, as weekend mornings are not peak times for the football centre, the increased parking capacity would provide a benefit for local football teams and reduce demand for on street parking locally.
- 6.7.10 Staff acknowledge that the location of the site and the nature of the proposed use makes it more likely that visitors will come to the site by car.

However, to comply with the LDF and the London Plan provision should be made within the site for cycle storage. Furthermore measures to encourage mode shift, car sharing and to stagger arrivals and departures should be sought. Therefore to accord with the London Plan and Policy DC33 of the LDF a Travel Plan and Delivery and Servicing Plan should be submitted. This can be required by condition.

6.7.11 The proposed construction of the development will potentially have implications for the operation of the local road network. In addition to a construction methodology plan, which will be required by condition, a Construction Logistics Plan is required by TfL. This will also be required by condition.

6.7.12 TfL have raised concerns about the impact of the proposed floodlights on the A12 and have sought assurance that there will be no glare or overspill lighting impact. It has been agreed with TfL however that this matter can be dealt with by condition.

6.7.13 In conclusion however Staff are satisfied that the proposed access road will be acceptable. The increased number of parking spaces within the site is considered to meet the likely demand for car parking arising from the development as well as other users of the site and no material harm to the highway or local road network is considered to occur. Subject to conditions, including the requirement for a Travel Plan, Delivery and Servicing Plan and a Construction Logistics Plan, Staff consider the proposal to be acceptable in terms of highway and parking implications.

7. Conclusion

7.1 The proposed football facility will meet an identified deficiency in sports provision within the Borough and opportunity for enhancement for cultural facilities. This complies with Policies CP5 and CP7 of the LDF, as well as the provisions of Policy 3.6 of the London Plan. The location of the proposed new facility is considered to be acceptable in principle and compliant with LDF Policies DC18 and DC20, as well as Policies 3.16, 3.19 and 4.6 of the London Plan. The proposal is considered to improve the sports facilities within the Borough to a degree that satisfies the provisions of PPG17.

7.2 The proposal is considered to be of acceptable design and external appearance. The detailed design of the proposal is considered to satisfactorily address issues of noise and disturbance and community safety, thereby complying with Policies DC61 and DC63 of the LDF. The detailed design of the floodlights, subject to conditions, will ensure that an acceptable degree of amenity for nearby residents is maintained. The proposal is considered to have an acceptable ecological impact. Staff are still negotiating with the Environment Agency regarding the acceptability of the development but note that the development may be acceptable in principle subject to betterment proposals. Transport for London has confirmed that there are no objections in principle to the proposal subject to

conditions. These conditions can be imposed on any permission given and Staff are satisfied that, subject to this, the development would not have an unacceptable impact on the highway. It is considered that the construction impacts of development can be adequately controlled through planning conditions.

- 7.3 The proposal is therefore considered acceptable in all material respects and it is therefore recommended that planning permission be granted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The Council will be entering into a contract with the operators of the football centre in respect of the leasing of the land.

Legal implications and risks:

None arising from this development.

Human Resources implications and risks:

None arising from this development.

Equalities implications and risks:

The Council's planning policies are implemented with regard to equalities and diversity. The application seeks to remedy in a deficiency in sport facility provision within the Borough. The proposal, through a separate leasing agreement with the Council, will enable wider community use of the facilities and encourage inclusive use, by promoting use by community groups, local schools and disadvantaged groups.

BACKGROUND PAPERS

Application forms, plans and supporting statements received on 2nd September 2011.