

REGULATORY SERVICES COMMITTEE

22 August 2013

REPORT

Subject Heading:

P0689.13 – Land adjoining the Central Leisure Centre, Gooshays Drive, Romford

Development of land to the front of the existing leisure centre for car parking for the adjoining Myplace Youth Centre

(Application received 3 June 2013)

Report Author and contact details:

Helen Oakerbee, Planning Manager
01708 432800
helen.oakerbee @haverling.gov.uk

Policy context:

Local Development Framework

Financial summary:

None

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

Ensuring a clean, safe and green borough	[]
Championing education and learning for all	[]
Providing economic, social and cultural activity in thriving towns and villages	[X]
Value and enhance the life of our residents	[X]
Delivering high customer satisfaction and a stable council tax	[]

SUMMARY

This planning application relates to the development of the open land in front of the leisure centre building for a car park for up to 56 spaces, which will be used by the adjoining Myplace Youth Centre for additional car parking purposes when organised events take place. The provision of additional car parking space will help to reduce the need for on-street car parking close to the site. The planning issues include the principle of development, design and street scene, impact on amenity, parking and highway matters. These issues are set out in detail in the report below. Staff consider the proposal to be acceptable.

The application site comprises council owned land.

RECOMMENDATIONS

The application is recommended for approval subject to the conditions set out below:

1) Time limit for commencement – 3yrs:

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

Reason:-

To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2) Parking provision:

The area set aside for car parking shall be laid out and surfaced to the satisfaction of the Local Planning Authority and 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 that the development accords with the Development Control Policies Development Plan Document Policy DC33.

3) Materials:

Before any of the development hereby permitted is commenced, samples of all materials to be used for the surfacing of the car park hereby approved shall be submitted to and approved in writing by the Local Planning Authority and 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 comply with Policy DC61 of the Development Control Policies Development Plan Document Policy DC6

4) 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 Development Control Policies Development Plan Document Policy DC61.

5) Construction Methodology Statement: 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:

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

6) Secured by Design: Prior to the commencement of the development hereby permitted, details of the measures to be incorporated into the development demonstrating how 'Secured by Design' accreditation might be achieved shall be submitted to and approved in writing by the Local Planning Authority. The

development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA

Reason:

In the interest of creating safer, sustainable communities, reflecting guidance set out in PPS1, Policy 4B.6 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF

7) Ground Contamination: Before any part of the development is occupied, site derived soils and/or imported soils shall be tested for chemical contamination and the results of this testing together with an assessment of suitability for their intended use shall be submitted and approved in writing by the Local Planning Authority. Without prejudice to the generality of the foregoing, all topsoil used for landscaping purposes shall in addition satisfy the requirements of 85 3882.2007 "Specification of Topsoil".

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

Reason: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Development Control Policies Development Plan Document Policy DC53.

8) Boundary Treatment: Prior to the commencement of the development hereby approved, details of all proposed walls, fences and boundary treatment shall be submitted to the Local Planning Authority for its approval in writing. The boundary development shall then be carried out in accordance with the approved details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason:

To protect the visual amenities of the development and to prevent undue overlooking of adjoining properties.

- 9) 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 full air quality assessment for the proposed development to assess the existing air quality in the study area (existing baseline).
 - b) The air quality assessment shall include a prediction of future air quality without the development in place (future baseline).
 - c) The air quality assessment shall predict air quality with the development in place (with development).
 - d) The air quality assessment should also consider the following information:

- A description containing information relevant to the air quality assessment.
- The policy context for the assessment – national, regional and local policies should be taken into account.
- Description of the relevant air quality standards and objectives.
- The basis for determining the significance of impacts.
- Details of assessment methods.
Public Protection: Bringing together Environmental Health & Trading Standards
- Model verification.
- Identification of sensitive locations.
- Description of baseline conditions.
- Assessment of impacts.
- .Description of the construction and demolition phase, impacts/ mitigation.
- Mitigation measures.
- Assessment of energy centres, stack heights and emissions.
- Summary of the assessment of results.

For further guidance see leaflets titled “EPUK Guidance Development Control: Planning for Air Quality (2010 update), IAQM Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance.

Reason: To protect public health, those engaged in construction and occupation of the development from potential effects of poor air quality.

INFORMATIVES

1. Reasons for Approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of policies CP7, CP8, CP17, DC20, DC27, DC33, DC53, DC62 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document, Policies 3.19, 4.6 and 6.13 of the London Plan and Section 6 and 7 of the National Planning Policy Framework (NPPF).

Note: Following a change in government legislation a fee is now required when submitting details pursuant to the discharge of conditions, in order to comply with the Town and Country Planning (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations, which came into force from 06.04.2008. A fee of £85 per request (or £25 where the related permission was for extending or altering a dwellinghouse) is needed.

2. The applicant is advised that 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. Any

proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic and Engineering on 01708 433750 to commence the Submission / Licence Approval process.

3. The developer, their representatives and contractors are advised that planning permission does not discharge the requirements under 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) required during the construction of the development.
4. The applicant 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.
5. With regards to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
6. In aiming to satisfy Condition **6** the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA is available free of charge through Havering Development and Building Control or Romford Police Station, 19 Main Road, Romford, Essex, RM1 3BJ." It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).
7. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Order 2010: No significant problems were identified during the consideration of the application and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.
8. Pursuant to the provisions of the National Planning Policy Framework responsibility for securing a safe development rests with the developer and/or landowner. It is recommended that a watching brief is implemented for the presence of any land contamination throughout the life of the development. In the event that contamination is found at any time when carrying out the development it should be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must then be undertaken and where remediation is necessary a remediation scheme must be prepared, implemented and verified in accordance with current best practice and submitted to the Local Planning Authority

Reason:

To ensure that risks from any unexpected land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Development Control Policies Development Plan Document Policy DC53.

REPORT DETAIL

1. Background

The application has been submitted to obtain planning permission for the development of the land in front of the Central Leisure Centre for car parking purposes for up to 56 spaces. The car park is for the adjoining Myplace Youth Centre to provide additional car parking space for the youth centre when organised events are organised. This is to help reduce the need for on-street car parking when additional parking space is required by people attending organised events at the youth centre.

2. Site Description

- 2.1 The site consists of an area of landscaped open land in front of the Central Leisure Centre, off Gooshays Drive, Harold Hill, Romford. The site adjoins the vehicular access to the leisure centre from Gooshays Drive. There are a number of semi-mature trees on the highway frontage of the site. The site at present consists of a lawned area, which has a gentle slope from the north to the southern end of the site. The site is situated within a primarily residential area.

3. Description of Proposal

- 3.1 It is proposed to clear the site and produce a level surface, which will be treated with hardstanding and marked out for 56 car parking spaces. The boundary trees on the highway frontage to the site are to be retained and additional boundary tree planting where appropriate. Vehicular access is to be taken from the existing driveway which gives vehicular access to the leisure centre from Gooshays Drive. A new vehicular access directly onto Gooshays Drive will not be necessary.

4. Relevant History

- 4.1 None relating to this part of the leisure centre site,

5 Consultations/Representations

- 5.1 Notification letters were sent to 58 neighbouring properties and no letters of representations has been received from any local residents.
- 5.2 Highway Authority - No objections and supports the inclusion of vehicular parking for the existing units, which is aimed at preventing overspill onto the public highway.
- 5.3 Environmental Health - No objections providing suitable conditions are imposed to deal with air quality arising from the development and measures to deal with any contaminated material on the site. .
- 5.4 Police Crime Prevention Design Adviser - No objections providing crime prevention measures are incorporated in the design of the car parking area. .
- 5.5 Thames Water - No comments have been received.
- 5.6 Essex and Suffolk Water - No comments have been received.

6. Relevant Policies

- 6.1 Policies CP17 (design), CP8 (Community facilities) DC20 (Access to recreation and leisure) DC27 (Provision of Community facilities) DC33 (car parking), DC53 (Land contamination) DC62 (Access) DC61 (urban design), of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents and the Draft Planning Obligations SPD and the Residential Design.
- 6.2 Policies 3.19 (Sports facilities), 4.6 (Support for sports, arts, culture and entertainment), 6.13 (Parking) and 7.3 (Designing out Crime) of the London Plan.
- 6.3 National Planning Policy Framework (NPPF) Section 7 “Requiring Good Design”.

7. Staff Comments

- 7.1 This proposal is put before the Committee owing to the application site being owned and administered by the Council. The main issues to be considered by the Committee are the design of the car park, its impact in the street scene and adjoining properties and the highway/parking implications of the development. Members should consider the principle of development, the site layout, design/street scene issues, amenity implications, and parking and highways issues.

8. Principle of Development

- 8.1 The principle of developing the land within the leisure centre site for additional car parking space for an adjoining youth centre is considered acceptable in

land use terms. The provision of additional car parking space to reduce the need for on-street car parking in the area during organised events is consistent with the National Planning Policy Framework.

- 8.2 Policies 3.19 and 4.6 of the London Plan states that support should be given for the provision sports and entertainment facilities, including improvements to existing facilities. Policies CP17, CP5 Dc20 and DC27 all support the provision of community facilities such as sport and recreation, according to the Local Development Framework Core Strategy. The improved car parking facilities will benefit the community activities at the adjoining youth centre and are acceptable in principle.
- 8.3 The site is presently used as a landscaped strip of open land in front of the Central Leisure Centre building. The site is located within a predominantly residential area and the additional car parking space on site to reduce the impact of on-street car parking upon the adjoining residents is supported from a planning point of view.

9. Design and Visual Impact

- 9.1 The submitted plans show a rectangular plot of land which has been marked out for a linear car park with two rows of parking spaces, giving a total of 56 spaces. The trees on the highway frontage of the site are to be retained and additional tree planting around the boundaries of the proposed car park is to be carried out. The vehicular access to the site is to be taken from anew driveway off the existing access drive to the leisure centre from Gooshays Drive. The landscaping and boundary treatment of the site can be dealt with by the imposition of appropriate planning conditions attached to any approval for the development. The design of the new car parking area is in keeping with the adjoining leisure centre building and the associated car parking areas on the remainder of the leisure centre site. The size, siting and layout of the proposed additional car park would not be out of character with the adjoining development within the vicinity of the site. The retention of boundary trees and additional boundary planting will complement the overall setting of the development

10 Impact on Amenity

- 10.1 The development of the site for a new car park for 56 parking spaces will not have an adverse impact upon the residential amenities of the occupants of the adjoining properties. The new car park will be sited sufficiently far enough away from the adjoining residential properties so as not to cause any significant impact for the adjoining residents. The layout of the proposed car park on the site ensures that a reasonable amount of open space and tree planting areas can be provided for the benefit of the occupants of the adjoining residential properties flats. In terms of visual impact and noise and disturbance from car users of the car park, the proposed car park is considered to sufficiently far enough from the adjoining dwellings so as not to result in significant harm to amenity for the adjoining neighbours. It is

considered that the new car park will have an acceptable relationship with the adjoining properties, with no loss of residential amenities.

11 Highways / Parking Issues

- 11.1 The proposed access arrangements for the site are acceptable and will provide satisfactory access for the users of the new car park to be provided on the site. The layout of the car park is considered to be acceptable and provides adequate space for the utilization of the proposed 56 parking spaces. The additional car parking space will help to reduce the need for on-street car parking when additional space is needed for organized events at the youth centre. There are no highway objections to these proposals which utilise the existing vehicular access to the leisure centre site from Gooshays Drive.

12 Other Issues

- 12.1 Policy DC63 requires new development to address safety and security in the design of new development. The proposal is considered acceptable in principle in this respect, subject to the imposition of conditions requested by the Borough Crime Prevention Design Advisor.

13 Conclusion

- 13.1 The design of the car park layout, its impact in the street scene and upon the amenities of the occupants of the adjoining properties is acceptable. The car parking space to be provided on the site and the amount of space to be made available for the retention of existing trees and the planting of additional trees on site is satisfactory for this type of development. As a result there are no planning objections to these proposals and accordingly a recommendation of approval has been made.

IMPLICATIONS AND RISKS

Financial implications and risks:

Financial contributions are required through a legal agreement

Legal implications and risks:

None.

Human Resources implications and risks:

None.

Equalities implications and risks:

The proposed car park would be constructed to meet the normal Council standards for this type of development.

BACKGROUND PAPERS

Application forms and plans received on 3rd June 2013.