

REGULATORY SERVICES COMMITTEE

3 October 2013

REPORT

Subject Heading:

**P847.13 – Westland Playing Fields,
London Road, Romford**

New football ground with related facilities including pavilion incorporating changing rooms, shower facilities and bar area. New terracing stand and toilet block, 8 No. floodlight masts, perimeter fencing and car parking area (Application received 31st July 2013)

Report Author and contact details:

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Policy context:

**Local Development Framework,
London Plan
National Planning Policy**

Financial summary:

None

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

Clean, safe and green borough	[x]
Excellence in education and learning	[x]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This report concerns an application by Romford Football Club for the development of a football ground and related facilities on land owned by the Council at Westlands Playing Fields.

This application was granted planning permission on 5th August 2010 subject to conditions. This proposal seeks consent for an extension of time to the original planning application P0845.09. Staff consider the application to be acceptable and recommend its approval subject to conditions.

RECOMMENDATIONS

This application seeks to vary condition 1 of planning permission P0845.09 under Section 73 of the Town and Country Planning Act 1990. It is recommended that planning permission be 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. Parking provision - The 23 parking spaces within the ground and the overspill parking areas, as shown on the revised location plan received on 25 September 2009, shall be permanently made available for use by the football club and supporters during home matches, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that adequate car parking provision is made off street in the interests of highway safety.

3. Materials - Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) 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.

4. 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, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. Further details of new landscaping to the existing as well as proposed car park areas shall be submitted and shall include details of improved landscaping to the existing north eastern most car park. 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 Development Control Policies Development Plan Document Policy DC61.

5. Ancillary use – The lounge/function space, kitchen and bar areas within the pavilion building hereby approved shall be used solely for purposes incidental and ancillary to the primary use of the building as a sports clubhouse (Class D2) and shall not become a separate use at any time.

Reason: To restrict the use of the premises to one compatible with the surrounding area and to enable the Local Planning Authority to exercise control over any future use not forming part of this application.

6. Ancillary use - The detached café/kiosk building hereby approved shall be used solely for purposes incidental and ancillary to the primary use of the site for sports and leisure (Class D2) and shall not become a separate use at any time.

Reason: To restrict the use of the premises to one compatible with the surrounding area and to enable the Local Planning Authority to exercise control over any future use not forming part of this application.

7. Ancillary W.C facility - The visitor w.c. facility hereby approved shall only be used ancillary to the main use of the building for sports purposes and not as a separate use for the general public.

Reason: In the interest of amenity.

8. Perimeter fencing - Prior to the commencement of the development, full details of the perimeter fencing and hedging screening shall be submitted to and approved in writing by the Local Planning Authority. The fencing and hedging as agreed shall be installed prior to the first use of the facilities and thereafter be permanently retained.

Reason: To enable the Local Planning Authority to retain control in the interests of amenity and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

9. Smoking shelter - Prior to the commencement of the development, full details of the smoking shelter shall be submitted to and approved in writing by the Local Planning Authority. The structure as agreed shall be installed prior to the first use of the facilities and thereafter be permanently retained.

Reason: To enable the Local Planning Authority to retain control in the interests of amenity and in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

10. Accordance with plans - The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans as detailed on page one of the decision notice.

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.

11. 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, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

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

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

13. Construction Method 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.

14. Amplified music - There shall be no amplified music or speech within the application site other than within the clubhouse building hereby permitted at any time.

Reason: In the interests of safeguarding public amenity.

15. Live music - Any functions at which live or amplified music is played shall take place only on Fridays and Saturdays and on those occasions the use of the clubhouse for such functions shall cease no later than 23.00.

Reason: To protect the amenity of nearby residents.

16. Hours of clubhouse - The clubhouse hereby permitted shall not be used other than between the following hours: Mondays - Thursdays 10.00 - 22.30; Fridays and Saturdays 11.00 - 23.00 and Sundays 11.00 - 18.00.

Reason: In the interest of residential amenity.

17. Use of floodlights - The floodlights hereby approved shall not be illuminated other than between the hours of 19.00 - 22.30 on Tuesdays and 14.30 - 17.30 on Saturdays during winter cup competition games and not at all on

any other days 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.

18. Noise levels - Before any works commence a scheme for any new plant or machinery shall be submitted to the local planning authority to achieve the following standard. Noise levels expressed as the equivalent continuous sound level LAeq (1 hour) when calculated at the boundary with the nearest noise sensitive premises shall not exceed LA90 -10dB and shall be maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To prevent noise nuisance to adjoining properties in accordance with the recommendations of Planning Policy Guidance Note 24 "Planning & Noise" 1994.

19. Odours - Before the use commences suitable equipment to remove and/or disperse odours and odorous material should be fitted to the extract ventilation system in accordance with a scheme to be approved in writing by the Local Planning Authority. Thereafter, the equipment shall be properly maintained and only operated during normal working hours as approved under condition 16.

Reason: To protect the amenity of occupiers of nearby premises.

20. Noise - Before the uses commences a scheme to control the transmission of noise and vibration from any mechanical ventilation system installed shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the permitted use commencing. Thereafter, the equipment shall be properly maintained and operated during normal working hours as approved under condition 16.

Reason: To protect the amenity of occupiers of nearby premises.

21. Noise - Before the development commences details of a scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the provisions to be made for the control of noise emanating from the clubhouse building. The applicant shall include in any such assessment details of any loudspeaker or emergency public address system proposed at the premises. Such a scheme as may be approved shall be implemented prior to first occupation and thereafter retained in accordance with such details.

Reason: To prevent noise nuisance to adjoining/adjacent properties.

22. 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 gardens and/or landscaping purposes shall in addition satisfy the requirements of BS 3882:2007 "Specification of Topsoil".

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.

23. Waste and recycling - The provision of satisfactory facilities for the storage of waste and recycling awaiting collection and adequate arrangements for waste collection and disposal shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the building/development.

Reason: To protect the amenity of occupiers of nearby premises.

24. Grease trap - Before the kitchen becomes operational a grease trap to the foul drainage system shall be fitted. Thereafter the equipment shall be properly maintained.

Reason: To protect the amenity of occupiers of nearby premises.

25. Secured by Design - Prior to the commencement of the development hereby permitted, a full and detailed application for the Secured by Design scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the aforementioned 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 residential amenity and creating safer, sustainable communities, reflecting guidance set out in Policy CP17 and DC63 of the LDF Core Strategy and Development Control Policies DPD.

26. CCTV - Prior to the commencement of the development hereby permitted, a scheme showing the details of a CCTV system to be installed for the safety of users and the prevention of crime throughout, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with the Havering Police Crime Prevention Design Advisor and the approved scheme shall be installed prior to the application site first coming into its authorised use.

Reason: In the interests of creating safer, sustainable communities and residential amenity, reflecting guidance set out in CP17 of the LDF Core Strategy and DC63 of the of the Development Control Policies DPD.

27. Anti-graffiti treatment - Before any of the development hereby permitted is commenced, details of an anti-graffiti treatment to be applied to the external surfaces of the buildings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority, and thereafter the

approved treatment shall be applied in accordance with the approved details.

Reason: To help ensure that the buildings are not spoiled by graffiti which could result in an adverse visual amenities on the area, and that the development accords with guidance set out in CP17 of the LDF Core Strategy and DC63 of the of the Development Control Policies DPD.

28. Public highway - Prior to the commencement of the development, details of the proposed works affecting the public highway shall be submitted to and approved in writing by the Local Planning Authority, and all necessary agreements, notices or licenses to enable the proposed alterations to the Public Highway shall be entered into and secured. The works shall be carried out in full and in strict accordance with the approved details prior to the first occupation of the development and thereafter permanently retained.

Reason: In the interests of highway safety.

29. Parking Management Scheme - No development under this permission shall commence until a Parking Management Scheme for the control of car parking on the eastern school car park and school tennis courts overspill car park has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall provide for the use of this area as overspill car parking on match days only. Information shall be provided regarding the management of the gates at the access of the new car park. The scheme shall be implemented in accordance with the approved details.

Reason: In the interests of residential amenity.

30. Flood and external lighting - Prior to the commencement of the development hereby approved, details of the floodlighting and any other means of external lighting to the site, including the car park adjacent to the club house, shall be submitted to and agreed in writing by the Local Planning Authority. The external lighting shall then be installed in accordance with the agreed details and retained permanently thereafter to the satisfaction of the Local Planning Authority.

Reason: In the interests of amenity and site security.

31. Renewable energy - The renewable energy generation system and rainwater harvesting system shall be installed in strict accordance with the agreed details and be operational to the satisfaction of the Local Planning Authority prior to the occupation of any part of the new floorspace. The development shall thereafter be carried out in full accordance with the agreed details and the measures identified therein.

Reason: In the interests of energy efficiency and sustainability in accordance with Policy DC50 in the LDF Development Control Policies Development Plan Document and Policies 5.2, 5.3 and 5.7 of the London Plan.

32. Drainage –Development shall not begin until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) produced by GTA Civils Ltd for Westlands Playing Field, Romford, Ref 3328/2.3 Rev A dated 24/08/09 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include a restriction in run-off and surface water storage on site as outlined in the FRA.

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

33. Travel Plan - Before the use hereby approved first commences, a Travel Plan shall be submitted to the Local Planning Authority for approval providing for an integrated package of transportation measures to accord with the principles set out in current guidance to reduce car travel to the site and the details thereby approved shall be implemented prior to the commencement of the use to which this permission refers. The scheme so submitted shall be prepared in joint consultation with the Local Highway Authority and shall include measures for sustainable means of travel to and from the site and that the Local Highway Authority deem appropriate together with full details of the management arrangements by which such measures are to be procured. Once implemented the Travel Plan should be monitored at yearly intervals with the results submitted to the Local Planning Authority in writing.

Reason: In the interests of sustainability and encouraging reduced car travel to the site.

34. Cycle storage - Prior to the commencement of the use hereby approved, secure cycle parking space shall be made available within the site for the parking of 1 space per 20 staff and 1 space per 20 peak period visitors, in accordance with a scheme previously submitted to and agreed in writing by the Local Planning Authority. Thereafter, the cycle parking facilities shall be permanently retained.

Reason: In the interests of promoting alternative, sustainable means of travel to and from the site.

35. Community Use Scheme - Prior to the commencement of the development hereby approved, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of access policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord

with LDF Policy.

36. Traffic Impact Assessment - The application site shall not be used for its permitted purposes following acceptance of any promotion from their current division (The Ryman Football League, North Division) or any subsequent promotion before the applicants have submitted a Traffic Impact Assessment (TIA) to the Council. The TIA shall be agreed in writing by the Council to determine the appropriate levels of parking provision on site or in other convenient site or sites for off street parking of both cars and coaches likely to be generated by the football club so promoted. Further that such measures agreed in the TIA be implemented, subject to all necessary consents first being secured, prior to the application site being used for football in a superior division to their current division.

Reason: To enable the Local Planning Authority to minimise the impact of any increase of parking that may be generated by promotion.

37. Off street parking - The application site shall not be used for any FA Cup home fixtures prior to the applicant making provision for off street parking on a temporary basis to serve any likely increase in the demand for parking of cars and coaches generated by the said fixture and that arrangement for such provision be submitted to and agreed in writing by the Local Planning Authority prior to the fixture taking place.

Reason: To enable the Local Planning Authority to minimise the impact of any increase of parking that may be generated by such fixtures.

38. Fire hydrant - Before the use hereby approved first commences, one private fire hydrant shall be installed in the position shown on drawing No. MON-0508-801 Rev 0 and shall be numbered P111437. The hydrant shall conform to BS 750:1984 and be indicated with a hydrant indicator plate conforming to BS 3251:1976.

Reason: To provide an adequate supply of water for fire fighting.

39. Traffic Impact Assessment - The application site shall not be used for its permitted purposes following acceptance of any promotion from their current division (The Ryman Football League, North Division) or any subsequent promotion before the applicants have submitted a Traffic Impact Assessment (TIA) to the Council. The TIA shall be agreed in writing by the Council to determine the appropriate levels of parking provision on site or in other convenient site or sites for off street parking of both cars and coaches likely to be generated by the football club so promoted. Further that such measures agreed in the TIA be implemented, subject to all necessary consents first being secured, prior to the application site being used for football in a superior division to their current division.

Reason: To enable the Local Planning Authority to minimise the impact of any increase of parking that may be generated by promotion.

40. Off street parking - The application site shall not be used for any FA Cup home fixtures prior to the applicant making provision for off street parking on a temporary basis to serve any likely increase in the demand for parking of cars and coaches generated by the said fixture and that arrangement for such provision be submitted to and agreed in writing by the Local Planning Authority prior to the fixture taking place.
Reason: To enable the Local Planning Authority to minimise the impact of any increase of parking that may be generated by promotion.
41. Archaeological works – A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.
B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).
C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

INFORMATIVES:

1. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) 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.
2. The applicant is advised that the following information is required to discharge condition 32. In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:
 - A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. 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 stormwater 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 ponds or tanks, 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 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy

Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

3. The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines.
4. 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.
5. The applicant is advised that this planning permission does not constitute Highways approval, which will need to be sought separately prior to the commencement of the development. 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 Traffic & Engineering, Technical Services on 01708 432501 to commence the Submission/Licence Approval process.
6. In aiming to satisfy conditions 25 and 26, the applicant should seek the advice of the Police Crime Prevention Design Advisor. In promoting the delivery of safer, stronger, sustainable places the Local Planning Authority fully supports the adoption of the principles and practices of the Secured by Design Award Scheme and Designing against Crime. Your attention is drawn to the free professional service provided by the Metropolitan Police Designing Out Crime Officers for North East London, whose can be contacted via DOCOMailbox.NE@met.police.uk or 0208 217 3813 . They are able to provide qualified advice on incorporating crime prevention measures into new developments.
7. The applicant is advised that a separate application for any advertisements is required showing full details of the proposed position, materials and colouring to be used in the construction of the adverts and the development may only be carried out in accordance with detailed plans and particulars which shall have been submitted to and approved by the Local Planning Authority.
8. A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per

request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

REPORT DETAIL

1. Background:

- 1.1 Planning permission was granted under planning application, P0845.09 for a new football ground including a pavilion clubhouse with a covered seating area, covered terracing stand, toilet block, floodlight masts, a car parking area and an access road on 6th August 2010. This permission was not implemented as the necessary funding had not been put in place, and the Romford FC did not have the required expertise to complete funding requests correctly. Romford FC now has two people working part time on this, who have secured a large part of the funding and have past experience of obtaining grants.

2. Site Description

- 2.1 The application site is the Westlands Playing Fields, which are situated on the south side of London Road, immediately west of St. Edwards School. The site is relatively flat and consists of predominantly open green playing fields. In the north eastern corner of the site is an existing parking area accessed from London Road. To the north is a double height sports pavilion building together with a single storey WC block and a store building.
- 2.2 The general surroundings are predominantly open playing fields used for various summer and winter sports, with a car parking and tennis court area to the east. This adjoins the St Edwards School site to the east which comprises single to four storey buildings. Further to the west are two storey residential properties, with the West Ham training fields to the south west. To the north east are two storey residential properties opposite London Road. To the south approximately 190m from the site are railway lines and three storey flatted development and two storey residential properties.
- 2.3 The site forms part of the Metropolitan Green Belt and the Thames Chase Community Forest policy areas as identified within the Local Development Framework Proposals Map.

3. Description of Proposal

- 3.1 The application seeks planning permission to extend the time limit for implementation of permission reference P0845.09 to redevelop part of the Westlands Playing Fields site with a football ground comprising a pitch, a pavilion clubhouse with a covered seating area, covered terracing stand, kiosk, new car parking area and floodlights, which expired on 6th August 2013.

- 3.2 The grass football pitch would be located approximately 3m west of the proposed pavilion building and would measure 102m long by 65m wide. The proposed pavilion would measure 33m wide, 20.7m deep and 6.2m high to the pitched roof and incorporate a covered 180 person seating area, 4 changing rooms, lounge/function area, bar, kitchen, committee room, lobby, office, store, showers and WC's, medical room, equipment store room and plant room.
- 3.3 All of the proposed floor space will be for sport and recreational purposes (Use Class D2) and the facilities would be used mainly by the Romford FC and associated senior leagues. The facilities would however also be used for community based activities during school holidays and both the football pitch and social club will be made available to hire for other youth and sports groups, including college academy teams, local schools and football leagues. The clubhouse will also be used for meetings, child protection workshops, emergency first aid courses, and child orientated groups including scouts, mother and toddlers and after school clubs.
- 3.4 The 5 tier covered terracing block would be 43m wide, 5m deep and 5m high to sloping roof and incorporate concrete steps for standing purposes and a male/female toilet block. 2.4m high outer perimeter fencing is proposed around the site along with hedging and a 1m high fence/barrier is proposed around the football pitch with infill advertisement hoarding. Two coaches dugouts are proposed to the western side of the pitch and 8no 15m high floodlight columns are proposed around the pitch.
- 3.5 A new vehicular access road and 22 car parking spaces is proposed to connect to the existing car parking area to the north east which is currently accessed from London Road. The new car parking area would be located adjacent north of the proposed pavilion building.
- 3.6 There would be no net loss of the existing sports pitches however a new arrangement of the existing summer pitches is proposed which involves repositioning the 8 lane running track to have a north/south position rather than the existing east/west orientation. The existing 6 no. rounders' pitches and 2 no. training grids would also be moved from their current positions and located due north and south of the proposed football pitch, however they would remain in a similar arrangement to the northern part of the site. The grassed cricket pitch and all weather cricket pitch would remain in position towards the southern half of the site with the 12 no. 5-a-side pitches spread out in equal distances towards the southern most part of the site.
- 3.7 The winter sports pitches would be re-arranged and the new larger football pitch would replace one of the under 17-18 football pitches. The remainder of pitches includes the existing 3 no. under 9-10 pitches, 2 no. under 11-13 pitches, 3 no. under 14-16 pitches, 2 rugby fields and 2 no. 17-18 pitches, which would be re-arranged throughout the site.
- 3.8 The times of use for spectators watching matches during the football season would include Saturday afternoons between 14.00 and 17.30, Tuesday

evenings between 18.30 and 22.00 and Sundays in the season between 10.00 and 14.00.

4. Planning History

- 4.1 P0845.09 – New football ground including pavilion clubhouse with covered seating area, covered terracing stand, toilet block, floodlight masts, car parking area and access road – Approved.

P1915.05 Demolish existing sports pavilion, public WCs and maintenance store and replace with new pavilion incorporating public WCs & maintenance store - Approved.

P1513.04 Demolition of existing sports pavilion and replacement with new pavilion incorporating public WC's and maintenance store - Approved.

5. Consultations/Representations

- 5.1 The application has been advertised on site and in the local press and neighbour notification letters have been sent to 454 neighbouring and nearby properties. 7 letters of objection were received (two were from the same address) with detailed comments that have been summarised as follows:

- Anti-social behaviour.
- Noise and disturbance.
- Light pollution.
- Queried why the proposal cannot be built closer to the railway line, where the under 14 and 18 pitches are away from residential properties.
- Congestion, traffic, parking and access.
- Hours of use of the function rooms.
- Devaluation in property value.
- Impact on visual amenity.
- Noise and disruption from the extensions to the school, the golf course and the proposed development.
- Overdevelopment of the site.
- Scale of the development.
- Highway safety.

- 5.2 The Crime Prevention Design Advisor raises no objection to the application subject to 'Secure by Design' conditions including a CCTV requirement and a lighting condition be added to cover the car park adjacent to the club house.

- 5.3 The London Fire Brigade requires 1 private fire hydrant to be provided.

- 5.4 The London Fire and Emergency Planning Authority (LFEPA) is satisfied with the proposals.

5.5 The Environment Agency is satisfied that the surface water will be discharged into the nearby ditch. This is a sustainable surface water drainage strategy and is compliant with Policy 5.13 of the London Plan and DC48 of the LDF. The Environment Agency has no objection to the proposal subject to a condition regarding a detailed surface water drainage scheme for the site.

6. Relevant policies

6.1 Policies CP8 (Community Needs), CP9 (Reducing the need to travel), CP10 (Sustainable transport), CP14 (Green Belt), CP17 (Design), DC18 (Protection of public open space, recreation, sports and leisure facilities), DC20 (Access to recreation and leisure including open space), DC26 (Location of community facilities), DC29 (Educational premises), DC32 (The road network), DC33 (Car parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC45 (Appropriate development in the Green Belt), DC48 (Flood risk), DC49 (Sustainable design and construction), DC50 (Renewable energy), DC51 (Water supply, drainage and quality), DC53 (Contaminated land), DC55 (Noise), DC56 (Light), DC61 (Urban design), DC62 (Access) and DC63 (Delivering safer places) of the LDF Development Control Policies Development Plan Document are considered to be material in the consideration of this application.

6.2 Policies 2.4 (The 2012 Games and their legacy), 3.6 (Children and young people's play and informal recreation facilities), 3.19 (Sports facilities), 4.6 (Support for and enhancement of arts, culture, sport and entertainment provision), 5.1 (Climate change mitigation), 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), 5.21 (Contaminated land), 6.9 (Cycling), 6.10 (Walking), 6.11 (Smoothing traffic flow and tackling congestion), 6.13 (Parking), 7.1 (Building London's neighbourhoods and communities), 7.3 (Designing out crime), 7.4 (Local character), 7.13 (Safety, security and resilience to emergency), 7.15 (Reducing noise and enhancing soundscapes), 7.16 (Green belt), 7.18 (Protecting open space and addressing local deficiency) and 8.3 (Community infrastructure levy) of the London Plan.

6.3 Chapters 1 (Building a strong, competitive economy), 4 (Promoting sustainable transport), 7 (Requiring good design), 8 (Promoting healthy communities), 9 (Protecting green belt land), 10 (Meeting the challenge of climate change, flooding and coastal change), 11 (Conserving and enhancing the natural environment) of National Planning Policy Framework are relevant.

7. Staff Comments

7.1 The main considerations in this case are the principle of the development, the impact of the development in the street scene and on the Green Belt, the impact on the amenities of adjoining occupiers and highway and parking issues.

7.2 Principle of Development

- 7.2.1 Within the Green Belt national and local planning policy seeks to prevent urban sprawl by keeping land permanently open. Government guidance in respect of Green Belts contained within the National Planning Policy Framework (NPPF) advises that the essential characteristics of Green Belts are their openness and their permanence. Chapter 9 (protecting green belt land) of the NPPF states that the construction of new buildings are inappropriate in the Green Belt, with the exception of the provision of appropriate facilities for outdoor sport and outdoor recreation, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it.
- 7.2.2 From a strategic perspective, the London Plan states that development proposals that increase or enhance the provision of sports and recreation facilities will be supported. Wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. The provision of floodlighting should be supported in areas where there is an identified need for sports facilities, unless the floodlighting gives rise to demonstrable harm to local community or biodiversity. Where sports facility developments are proposed on existing open space, they will need to be considered carefully in light of policies on Green Belt and protecting open space as well as the borough's own assessment of needs and opportunities for both sports facilities and for green multifunctional open space.
- 7.2.3 The Council's Living Ambition involves a 20 year vision for the borough including opportunities to work with partners and the local community to shape a future for Havering. The aspirations include achieving a borough that will have benefited from the 2012 Olympic and Paralympic Games and their enduring legacy.
- 7.2.4 Policy DC18 encourages the retention and enhancement of all public open space and recreation, sports and leisure facilities that are in private and public ownership. Priority will be given to other recreation/leisure uses such as allotments or sports pitches where there is an identified need for such uses.
- 7.2.5 Policy DC20 encourages a varied range of accessible leisure and recreation facilities throughout the borough. The policy also promotes the dual use of education sports and recreation facilities by the public to make the best use of additional sports facilities and the proposal complies with this policy.
- 7.2.6 Policy DC45 of the LDF further acknowledges the appropriateness of outdoor recreational facilities within the Green Belt. The Policy also requires that care be taken to ensure the use would not have a greater impact on the openness of the Green Belt. The proposal would introduce a new pavilion building, terracing stand and kiosk. Care should therefore be taken within Green Belt land to avoid inappropriate development and as such development should not be approved except in very special circumstances.

The applicant has put forward special circumstances in this case to justify the scale of the development including the related facilities like the pavilion and terrace buildings as well as the car parking area.

- 7.2.7 The applicant states that the proposed facilities are required in connection with the use of the existing sports pitches, as a means of providing a permanent home for Romford FC and its community projects. The facilities would cater for a wide range of membership which includes an emphasis on family involvement in the sport and involves community based activities, which requires facilities for girls, special needs, disabled and youth teams.
- 7.2.8 The applicant further states that the football Club has been actively looking for a permanent home since 1992 and that sites previously suggested by the Council have not been deemed suitable. The Council's Culture & Leisure Services and Romford Football Club found that this site would offer the club the opportunity to bring senior football back to the Borough, and to allow the club to expand its community work. Without this development the applicant advises that the club and related projects may cease to exist. The pavilion will provide the facilities necessary to fulfil the requirements of the FA and allow the club to attract new support and revenue through activities within the pavilion.
- 7.2.9 The club currently work with Homes and Housing, Brooklands Resident Association and other community groups and therefore seek planning permission for an extension of time in order to move some of these projects to Westlands Playing Fields. The club could also offer after school clubs to schools with no playing fields and the intention would be to run soccer schools in the school holidays for various groups. The club has been granted deaf friendly football status and would run courses at the site, some offered to obese children and parents on low incomes.
- 7.2.10 The provision of additional and improved sports and recreational facilities within the Borough is in accordance with the general principles of national and local policy. The existing playing field layout for both summer and winter sports will be redesigned and there will be no loss of pitches for any of the sports playing on the site at present.
- 7.2.11 In overarching policy terms therefore, the proposal to redevelop this part of Westlands Playing Fields is supported in principle as it would improve an existing recreational facility, not result in a net loss of a sport playing field, and therefore help to deliver the Mayor's London and the Council's Borough-wide vision of sports, recreational and community opportunities for all. Furthermore the principle of the use would not conflict with purposes of including land within the Green Belt as identified within Chapter 9 of the NPPF and Policy DC45.
- 7.2.12 As the proposal includes large buildings and a hard surfaced car parking area, their impact on the openness of the Green Belt should further be given due consideration. Their appropriateness should be explained and justified

in full. The scale and impact of the facilities are appraised below in relation to their impact on the Green Belt.

7.3 Impact on the character and appearance of the Green Belt

- 7.3.1 The existing playing fields are located within a mixed use area with sports, educational and residential uses surrounding the site. However, the area is predominantly open and serves an important Green Belt function. The residential properties in the wider area comprise of two and three storey buildings, the school has single to four storey buildings and the playing fields itself has a double height pavilion building with related detached toilet block and store buildings.
- 7.3.2 The applicant states that the proposed facilities are essential and required in connection with the use of the proposed football pitch by Romford Football Club. Although this would replace in part existing sports pitches on Westlands Playing Fields, the proposed use for D2 outdoor sports purposes seek to improve on the existing facilities and would be in keeping with the existing outdoor uses including football, rugby, cricket, rounders and athletics. The majority of the proposed site would be taken up by the proposed football pitch which is comparable in size with the minimum required league pitches of 100m by 64m.
- 7.3.3 The proposed buildings would be sited deeper within the site towards the centre of the open fields away from nearby buildings and would not be screened by any existing boundary landscaping. It is however proposed to create new perimeter fencing with hedging around the pitch and buildings. The proposed screening would consist of steel fencing and hedging, in order to reduce the impact of the development on the openness of the Green Belt and to provide some natural screening of the use. This in itself however constitutes development and could be judged as further encroachment into the Green Belt.
- 7.3.4 In respect of impact on the Green Belt, the proposed pavilion building measures 6.2m in height and covers 683sq.m in footprint. The terracing stand would measure 5m in height with a footprint of 215sq.m. The applicant states that these structures are required by the Football Association ground grading criteria and the facilities have been based around the minimum ground grading requirements. Any club that seeks promotion to a league or division in a higher level must have a ground that fulfils certain criteria. The criteria are based on various standards laid out within specific sections that are required to be met. Some of these that are relevant in terms of planning considerations include capacity, boundary of ground, car parking, pitch perimeter barrier, playing area, technical area, floodlighting, entrances, lighting, spectator accommodation, press seating, terracing, toilets, ground refreshment facilities, dressing room facilities - players and match officials.
- 7.3.5 With regards to using the existing replacement pavilion building, the applicant states that the facilities offered by this building could not be used

given that the changing rooms would not meet the required standards for the club. The circumstances are unique in that the club are providing a community facility for senior football and junior community facilities. The agent states that it is important that the plans keep to the strict requirements of the FA, The Ryman Football League, North Division and the Essex FA. These require that the changing rooms must be of a minimum size of 18 square metres, there must be no access to the senior changing rooms from other changing rooms and there must be a covered walkway from the players' entrance to the pitch. As well as changing room facilities a bar, board room and clubhouse need to be provided. There has to be a secure entrance and exit to and from the changing rooms, through which only players and the referee can pass (no other teams). Furthermore the toilet facilities and the shower facilities must be contained within the changing room area, (not included within the 18sqm).

7.3.6 Given the strict ground grading rules Staff are of the opinion that the facilities are essential to the use as proposed. In addition, it is not considered that the existing pavilion building could be used for the purposes as required by the club.

7.3.7 In respect of impact on the Green Belt therefore, although the proposed pavilion building would be equivalent to one and a half storeys in height and that it would be set in large open grounds, it would not, as a matter of judgement look out of character or scale within such a sports facility. Similarly the terracing stand, although set further within the open site, is an essential facility to such an use and could be appropriately screened by landscaping on the perimeter. The proposed development, although adding additional floor space, is not considered to result in an over-intense use leading to overdevelopment of the site above that normally associated with football clubs of this size and status.

7.3.8 Turning to the issue of the impact of the additional car parking adjacent to the pavilion on the Green Belt, this part of the proposals may be considered to have an adverse impact on the open nature of the Green Belt. However, as identified this development is required in relation to the clubhouse and facilities which are considered essential to the function of the proposed use. Staff consider that as a matter of judgement there would not be a significant impact on either the open nature or visual amenities of the Green Belt. Any adverse impact would not in Staff's judgement be sufficient to warrant refusing planning permission.

7.3.9 The scale of the buildings and the impact on the openness of the Green Belt were deemed to be acceptable for planning application P0845.09. Although the buildings are considered to be essential in light of the club's intentions to meet FA ground grading criteria, the scale of building within currently undeveloped Green Belt would impact materially upon its openness. This would be further compounded by the retention of the rebuilt pavilion adjoining the site. Subject to comprehensive landscaping however, Staff consider, on balance that the visual impact of the new development upon

the Green Belt would not be prejudicial to such extent as to warrant grounds for refusal.

7.4 Design/impact on street/Garden scene

- 7.4.1 It is considered that the proposal would not have a detrimental impact on the streetscene in London Road, as the buildings would be located towards the centre of the open fields away from nearby buildings. In addition, the impact of the pitch and buildings would be partly mitigated by new steel fencing with hedging on their perimeter, which would provide some screening.
- 7.4.2 The design and finishing of the buildings would be acceptable subject to the use of high quality external finishes. Details of materials can be secured via condition which would help to ensure that they are sympathetic to their context. The applicant has agreed to have all facing brickwork finished with anti-graffiti material. Similarly the type and size of hard and soft landscaping proposed along the perimeter fencing could be secured via a condition.

7.5 Impact on amenity

- 7.5.1 From a residential amenity perspective, impacts arising from the proposal fall into four broad themes: whether the new buildings are physically overbearing, whether a prejudicial loss of privacy would arise, whether car parking overspill would occur and whether a harmful level of noise and disturbance would result from the development. These impacts are collectively explored below.
- 7.5.2 The pavilion building would be set approximately 130m from the nearest residential properties facing London Road towards the north east. On the basis of these distances and given the siting of the buildings, it is considered that physical impact of the single storey buildings upon neighbours' light and outlook would accord with Policy DC61 objectives. Furthermore in terms of overlooking and invasion of privacy there would be no greater impact on the amenities of the nearest properties than currently exists.
- 7.5.3 The major issue when considering the issue of amenity is the degree to which the existing pattern of use would change and whether the effect of this would be acceptable under Policy DC61. This includes consideration of matters such as the intensification of the use, the effect of additional car parking and movements to and from the site. For planning application P0845.09, the applicant submitted noise level details of a Romford FC football game played at Aveley Football Club, Mill Field. Various readings were taken before, during and after the game and it was found that decibel readings ranged between 63.1dB to 90.4dB, with the highest recorded when Romford scored their first goal. When compared with the highest noise level recorded at Westlands Playing Fields during a junior game, the highest reading was 84.7dB as a game ended. This is comparable with the Romford FC game.

- 7.5.4 The club's aim to provide a range of membership and the size of the lounge/bar areas proposed is likely to intensify activity at the site, including social activities. The existing facilities at the site already have an impact upon the amenity of the surrounding area. In particular, neighbour representations cite disturbance caused by weekend and mid-week evening games, as well as car parking and activities at the adjacent school. Other concerns relate to parked vehicles and traffic in surrounding roads and the activity of patrons leaving the premises. It is suggested, however, that matters such as increased use of the pitches and additional spectators must be seen in the context of the site's well established use for various sports activities. Gauged against existing levels of activity, it is arguable whether the use per se would, in these respects, materially harm the amenity of local residents.
- 7.5.5 Perhaps the most significant change during these periods of use would be the additional parking and activity to and from the site. However, this would be overspill parking which could be restricted by condition. It is relevant to note that, in the case of the nearest properties at 371a and 371 London Road, the garden/amenity areas of these properties are set at a distance of approximately 125m from the proposed pavilion building and, in the case of no. 371a there is a walled/fenced access between the car parking area and the proposed car parking. Its rear garden is set further away and, taking account of the level of vehicular activity already associated with this part of the application site, staff consider that any additional noise and disturbance created during daytime/early evening periods would not be so severe as to justify refusal on amenity grounds.
- 7.5.6 There is also scope for the new and existing car park to be enhanced with planting, not only along the boundary but, as an improvement upon the existing situation, within the layout itself. Also in practice, although parking will occupy the northern-most spaces when the site is most heavily attended, it is likely during most other times that parking would be concentrated closer to the club house, i.e. further away from adjoining houses and as overspill onto the identified existing school tennis courts.
- 7.5.7 Issues relating to later evening use and disturbance also need to be considered, but need to be seen within the context of existing social use of the fields. Whilst the lounge/bar area is to be extended for use by different community groups, this would not in itself necessarily lead to any greater use of the clubhouse for social use. It should be noted that Members considered that the siting of the clubhouse to the north, approved under application P1915.05, at 25m from the nearest neighbouring properties, would not cause an adverse impact to neighbours' amenities. In respect of the use of this existing building, it is available for use by local schools during the day and for users of the adjacent football and rugby pitches at the weekend. This is the same as to be catered for by the proposed clubhouse. It should therefore be considered whether the additional use would cause a significant material change in levels of use or activity.

- 7.5.8 The social area is not as large as members considered acceptable at the existing pavilion building which consists of a lounge area of 120sq.m against the proposed 85sq.m. Conditions could be imposed to restrict its use so that it would remain incidental to the main use as a clubhouse. Furthermore, although there is a small detached café/kiosk building proposed this is only for use in connection with the use of the clubhouse, for example for parents watching the junior football teams play at the weekend, and would not be used as a separate facility. This could also be controlled by condition.
- 7.5.9 In line with league rules, the applicant has requested that on match days the clubhouse be opened between 10.00 until 22:30 Mondays to Thursdays, and on Fridays and Saturdays 11.00 - 23.00 and Sundays 11.00 - 18.00. This is to allow for cup games that potentially have extra time, on non-match days use after training, possible meetings and in the summer months the clubhouse would be used after junior training, for lectures, parents meetings etc. It is recommended that where functions that involves live or amplified music to be played, that this shall take place only on Fridays and Saturdays and on those occasions the use of the clubhouse for such functions shall cease not later than 23.00.
- 7.5.10 Provided that the above hour restrictions and amplified music conditions are imposed, it is suggested that, along with other controls presently restricting the adjacent use, it would be difficult to oppose an additional lounge/bar area bar solely on the grounds that it would cause more-intensive occupation of the site.
- 7.5.11 The remaining amenity issue concerns the impact of the floodlighting on nearby residents during later evening hours. The football pitch would be fitted with 8 no. floodlight masts to 15m height with 2 no. beams on each mast. The masts have specifically been designed for side lighting of sports areas and to meet the Football League's requirements for National Ground Grading Class II. In terms of direction, the lights would be fitted with a separate device for the accurate setting of lighting beams. The new access road would be lit with 2 no. special road lighting columns with a mounting height of between 4m to 10m. The car park lighting would be between 5m to 8m high with an option of internal shield to give asymmetric distribution and eliminate overspill light.
- 7.5.12 It is proposed to limit the usage of the floodlights on evening games and some weekend games in the winter only. Given the limited lighting proposed, the distance of these lights from nearby neighbours and the restriction of hours of operation of the use, it is not considered that this proposal would be likely to exceed the luminance normally expected with such a use or demands generated by evening use of the building, including the use of the social element. Under such circumstances, having regard to the relationship of the new parking area to residential boundaries and the distances of some 130m and 160m between the pitch floodlights and neighbouring properties facing London Road and Coombewood Drive respectively, it is not considered that levels of light pollution would be so material as to conflict with Policy DC61 objectives.

7.5.13 It is highlighted in neighbours concerns that anti-social behaviour exists and would worsen with the proposed usage of the clubhouse. Consultation has taken place with the Crime Prevention Design Advisor who requires that the use benefits from surveillance. The site does not currently have on site security or a CCTV system operation. As suggested by the Crime Prevention Design Advisor therefore, and as agreed with the applicant, it is recommended by way of condition that the site be covered with a CCTV system and cameras are installed which would cover the new facilities.

7.5.14 It is considered that the proposals would not result in unacceptable conditions in terms of privacy, outlook, noise, loss of light or light overspill and complies with Policy DC61 of the LDF Development Control Policies DPD.

7.6 Highway/parking issues

7.6.1 The proposals would create a 22 bay car park which would be connected to the existing 80 spaces and 2 bus/coach bays located within the car park to the north eastern corner of the site. In total, this would provide for 102 car parking spaces and 2 coach/bus bays, which are intended for use by visitors to Westlands Playing Fields. In addition to this, it is proposed to utilise the existing 100 space school car park to the east as well as the 120 space tennis courts to the south east as overspill car parking on match days, when required.

7.6.2 The proposals would therefore provide for a total car parking capacity of 322 spaces. Policy DC33 requires that at least 1 space per 6 seats be provided for D2 assembly and leisure uses. For outdoor recreation the assessment should be based on the total number of players, including substitutes, referees etc, and an allowance for paying spectators. Where clubhouse facilities are provided, additional parking provision at a licensed premises standard will be required.

7.6.3 The total car parking requirement in this case therefore needs to be determined on the merits of the proposals. The applicant confirmed that, for a 1st team match there would be approximately 34 players, 8 support staff, 3 officials and 12 committee members. The Clubs' average attendance last season was 102 spectators per match for the last two seasons. The applicant also confirms that in a worst case scenario, if the Club reached the 1st round of the FA cup, there could be the potential for a 1000 supporters as a one off game. This however has never happened in the clubs' 18 year existence. The highest attendance for Romford FC is 260 supporters. For the level at which Romford FC play, the facility would need a safety certificate for 3500 supporters, although this figure is never likely to be reached. Should a situation arise where the club needed a large capacity then the Council, emergency services, and the FA would advise the club if it is safe to put the fixture on based on the crowd. If for example, Romford FC was drawn at home to a side whose average crowd is 4000, it is unlikely the club would be allowed to host the game, so Romford FC would have to hire

the nearest ground that could hold and segregate supports safely. Romford FC would probably hire Dagenham and Redbridge, or possibly Orient. AFC Hornchurch recently hosted a league game and Sky Sports at Bridge Avenue.

- 7.6.4 On average therefore assuming the use would attract an average of 169 persons per game and based on 1 space per 6 seats, this would mean that at least 28 car parking spaces should be provided. It is therefore considered that the 102 existing/proposed car parking spaces and 2 coach/bus bays, as well as the existing 220 spaces available for overspill car parking would be more than sufficient to accommodate the likely car parking demand.
- 7.6.5 It is acknowledged that, during school hours, the existing car parking areas are heavily used by staff of the adjacent St. Edward's School. The existing pavilion is mainly used by pupils of St. Edwards School during school days, and it is proposed to continue this relationship with Romford FC. Other schools using the pavilion would arrive at the site by coach, for which there are parking facilities. During the weekend and during match days, when the Club is likely to attract most general usage, the overspill car park areas would be available for visitors' cars. The proposed use of the existing tennis court for overspill car parking on match days would further supplement car parking facilities.
- 7.6.6 The Club have indicated a wish to increase the car parking facilities to match the potential maximum demand that would be generated by the proposed use. It is considered that the net increase of player membership and other community groups introduced at the site could be managed and additional parking proposed would be able to accommodate the additional traffic. Furthermore, it should be noted that larger matches would take place on Tuesdays and over weekends out of school hours, which would avoid a conflict with school parking. Rather, the aim of the extended car park is to improve upon their existing cramped parking situation, whilst providing additional spaces to ensure that higher demands can be catered for.
- 7.6.7 The proposed level of parking is considered acceptable, particularly as the Club is to provide a Parking Management Strategy as well as a Travel Plan which will encourage the use of sustainable modes of travel and secure appropriate management of parking allocation. It is also recommended that cycle parking be provided on site in line with the standard requirement of 1 space per 20 staff and 1 space per 20 peak period visitors.
- 7.6.8 The vehicular access and on-site movement strategy will not alter significantly as part of the redevelopment proposals. The new access road would connect to the existing car park and continue the flow of traffic towards the new car park and pavilion building. The main vehicular access to the site would continue to be taken off London Road to the north.
- 7.6.9 Delivery and refuse needs would have to be incorporated and extended to the new development and a condition is recommended to ensure appropriate steps would be taken to address arrangements on refuse

collection days. This is recommended by way of a refuse collection condition.

7.6.10 Entry into the site will further be improved through the provision of an additional car park and access road that will allow for the additional traffic expected during peak periods. The primary site access arrangement would remain unaltered and will continue to allow service and emergency vehicles to access the site via the northern access junction. The management of the gate at the access into the new car park could be controlled by way of condition to secure further details.

7.6.11 It is noted that planning permission has been granted for the removal of two temporary buildings and the erection of a separate four storey sixth form block at St Edward's Church of England School and 6th Form College under application P1538.12. The proposal involved increasing the current sixth form capacity from 260 to 400 pupils (an additional 140 pupils), although the number of parking spaces remained the same. Nonetheless it was considered that the existing parking arrangements met the standards for schools. Staff consider that there is sufficient car parking provision for the proposal and the car parks would not be used at the same time as St Edwards School and 6th Form College. The proposals would be consistent with Policies DC32, DC33, DC34, DC35 and DC36 subject to the recommended conditions.

7.7 Other issues

7.7.1 Policy DC72 in the LDF requires planning obligations to be sought towards sustainable development where appropriate. Given the scale of the proposed development and the likely impact, the scheme does not require the applicant to contribute either financially or otherwise through a Section 106 Agreement.

7.7.2 The applicant has provided an outline Energy Statement which describes systems in making the development sustainable and to address energy related policies. The Energy Statement provided states that it is proposed to use an underground rainwater harvesting system with a collection tank of 10,000 litre capacity. The scheme will also incorporate 4no solar panels into the roof of the pavilion to assist in the heating of the hot water supply. No detailed designs have been developed, however, information submitted in the form of material specifications highlights a number of possible options. The applicant is therefore required to provide more detail by way of condition. No obligation towards a BREEAM assessment has been requested in this case given the nature of the building and its relatively minor form of development in relation to the total footprint of the development. The Council's Energy Advisor confirmed that he has no objection to this.

7.7.3 The application is accompanied by a Flood Risk Assessment which confirms that Sustainable Urban Drainage Systems (SUDS) have been considered in the design stage as required by the Environmental Agency.

This, however, was found not to be a viable option both in terms of health and safety and the loss of playing fields. Additionally the applicant confirmed that this would not be a financially viable option. A surface water drainage strategy could instead be achieved through the rainwater harvesting system and by utilising porous paving on the car park and access road. All the hardstanding areas on the site would be finished with an asphalt porous paving system (tarmacdry or similar). This system would capture rain and surface water and either store it for recycling, or release it immediately into the sub-grade or performing a controlled release into the existing drainage. No detailed design of the sub-base has been submitted and the drainage details could be controlled through the imposition of a condition.

- 7.7.4 The Environmental Agency accepts that their previous suggestion to install an attenuation pond to serve as SUDS would not be desirable on the playing fields and would present an unnecessary hazard. Additionally, given the size requirements of such a pond, its implementation here would mean that a significant amount of space would be taken up which would result in the loss of some playing fields.

8. The Mayor's Community Infrastructure Levy

- 8.1 The CIL payment is applicable as the net increase in floor area is over 100 square metres. The pavilion and covered stand have a combined gross internal floor area of 898 square metres. On this basis, the CIL liability equals $898 \times \text{£}20 = \text{£}17,960$. $17,960 \times 0.9955 = \text{£}17,879.18$ (subject to indexation).

9. Conclusion

- 9.1 In conclusion, the proposal is considered to be in accordance with Policies CP8, CP9, CP10, CP14, CP17, DC18, DC20, DC26, DC29, DC32, DC33, DC34, DC35, DC36, DC45, DC48, DC49, DC50, DC51, DC53, DC55, DC56, DC61, DC62 and DC63 of the LDF Development Control Policies Development Plan Document, policies 2.4, 3.6, 3.19, 4.6, 5.1, 5.2, 5.3, 5.7, 5.12, 5.13, 5.21, 6.9, 6.10, 6.11, 6.13, 7.1, 7.3, 7.4, 7.13, 7.15, 7.16, 7.18 and 8.3 of the London Plan and Chapters 1, 4, 7, 8, 9, 10, 11 of the National Planning Policy Framework. In terms of the Green Belt impact, whilst there is a judgement required, on balance Staff consider that with additional landscaping, the openness of the Green Belt would not be unduly prejudiced.
- 9.2 It has been sufficiently demonstrated that the facilities are essential in relation to the proposed use for sport and recreation purposes of this scale and nature. The justification could further be supported given that such areas of open space provide vital facilities for developing children's play, exercise and social skills and it is considered that the proposal would contribute positively to this objective.
- 9.3 The proposed scheme will provide a range of benefits, including the provision of updated fit-for-purpose sports facilities, which will enable

Romford FC to compete effectively in further sports training as well as community projects within the borough.

- 9.4 The proposed development will enable Romford FC to retain and improve its presence in the borough and address operational issues associated with the poor space utilisation of the Westlands Playing Fields and prevent further degradation of facilities on the site. The provision of new facilities will allow the Club to continue to attract and retain youth teams, community involvement and provide a stimulus for ongoing sports training.
- 9.5 The redevelopment proposals for this part of Westlands Playing Fields have been developed in the context of national, strategic and local planning policies and the scheme is in accordance with all relevant policies and guidance contained in the LDF, the London Plan and National Planning Policy Framework, and will provide a range of planning benefits of national, regional and local significance.
- 9.6 Taking all of the factors detailed above into account, Staff consider that as a matter of judgement, this extension of time application should be granted.

IMPLICATIONS AND RISKS

Financial implications and risks:

The application relates to a site, which is within the Council's ownership.

Legal implications and risks:

None.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

The plans and application form were received on 31st July 2013.