LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE	**Date :** 23rd February 2010

Report of Assistant Director, Planning & Environmental Protection	**Contact Officer:** Aled Richards Tel: 020 8379 3857 Andy Higham Tel: 020 8379 3848 Mr S. Newton Tel: 020 8379 3851	**Ward:** Southbury Town

Application Number : LBC/09/0026	**Category**: Listed Building Consent to Alter/Demolish

LOCATION: QUEEN ELIZABETH STADIUM, DONKEY LANE, ENFIELD, EN1 3PL

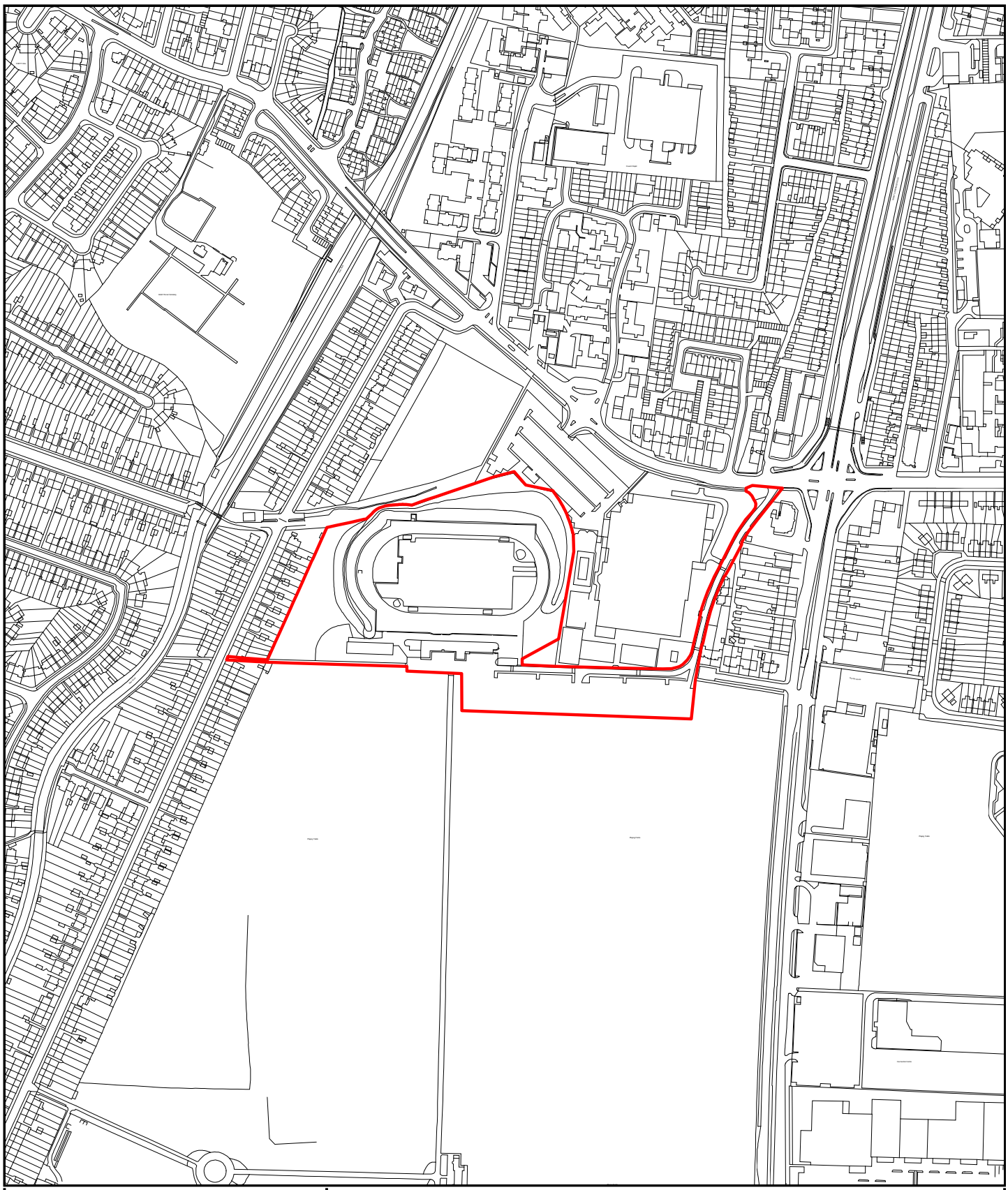
PROPOSAL: External works of repair to pavilion building comprising alterations to internal layout, installation of new services and fittings, installation of new finishes to floors and walls, external access ramps, lift, replacement glazing, replacement roof covering and replacement high level railings, extractor flue to roof at first floor level, south elevation, together with installation of turnstile to side, caged enclosure with 1.83m mesh infill panelled fencing and pedestrian access gates on north elevation leading from pavilion and pvc sleeved post and rail perimeter fencing (1.1m high) with mesh infill panels to sports field, covered and open standing terraces, 4 additional lighting columns (up to 20m high), two prefabricated dugouts, alterations to junction with Carterhatch Lane, widening of Donkey Lane, provision of car parking bays to Donkey Lane, provision of pedestrian footway, laying out of car and coach parking to south of pavilion.

Applicant Name & Address: Mr Tim Harrison, London Borough of Enfield Civic Centre, Silver Street, Enfield, EN1 3XA	**Agent Name & Address**: Mr Stephen Myles, London Borough of Enfield Civic Centre Silver Street Enfield EN1 3XA

RECOMMENDATION:

That in accordance with Regulation 13 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990 the Director of Education, Children's Services and Leisure be invited to make an application to the Secretary of State for Communities and Local Government who should be invited to attach the following conditions to any approval:

Application No:- LBE/09/0033



ENFIELD Council

Development Control

0 1 2 3 4 5 600m

Scale - 1:5000
Time of plot: 16:03 Date of plot: 07/01/2010

1. Site and Surroundings

1.1 The Queen Elizabeth II Stadium (QEII) comprises of a two-storey grade II listed building located on the northern end of the Enfield Playing Fields (King George V playing fields), with an associated athletics track and facilities immediately north of the pavilion building. The entire site, including the playing fields to the south, sit within land designated as Metropolitan Open Land.

1.2 The building is in a state of disrepair and was declared unsafe in May 2008. Works to improve the running track involving the relaying of the track and its reduction from 8 lanes to 6 are currently underway because the nature of the works proposed did not require formal planning permission.

1.3 Along the western boundary of the site are the rear gardens for those dwellings fronting Ladysmith Road. To the north are allotment gardens and the car park for the David Lloyd Leisure Centre. Immediately to the east is the David Lloyd Leisure Centre and beyond this, located between Donkey Lane and the Great Cambridge Road, are a mixture of residential dwellings (particularly along Cambridge Gardens), some commercial units, and at the junction of Carterhatch Lane and the A10, The Halfway House Public House. To the south, beyond the playing fields, are the Southbury Leisure Centre, Kingsmead School, and dwellings fronting Sketty Road.

1.4 Surrounding the track on its western, eastern and northern extents is a grassed embankment, approximately 2.5m in height, with some mature woody vegetation.

1.5 Vehicular access is from the east of the site via Donkey Lane, a narrow lane with a juncture onto Carterhatch Lane, approximately 30m west of the junction with the Great Cambridge Road (A10). Improvements to the junction with Carterhatch Lane and to Donkey Lane are proposed as part of the application, and discussed further below. Donkey Lane leads to the car park serving the stadium and sports fields, with accommodation for approximately 316 cars, although this is not formally laid out.

1.6 There are various points of pedestrian access, including those off: Ladysmith Road to the west, Cambridge Gardens to the east, and off Sketty Road to the south. A pedestrian footway does not extend the full length of Donkey Lane.

1.7 To the west of the pavilion building is a large single storey brick-built structure which serves as the clubrooms for the Enfield Ignatius Rugby Football Club.

2. Proposal

2.1 To restore the current dilapidated athletic stadium and upgrade facilities to achieve a suitable standard to support, a Ryman's League Premier Football team (Enfield Town Football Club), and also athletics and other community needs at the site.

2.2 The design includes the reduction of the running track from eight to six lanes, a re-design of the surface water drainage, and renewal of the surface together with the re-location of high jump and long jump pits and run-up areas, and re-organisation of other external areas. This will facilitate the

creation of a regulation football pitch to the grassed area within the running track, and installation of stands to three sides together with new floodlighting (x4 additional columns up to 20m in height), with these works to be undertaken by Enfield Town Football Club.

2.3 The scheme reflects both the immediate need to reinstate the running track and Grade II listed pavilion to a reasonable state of repair, with the medium term aim of undertaking improvement works to both external areas, and the internal parts of the listed stand at both ground and first floor level to facilitate the occupancy of Enfield Town Football Club and increase community use. Modernised facilities will also include improvements to disabled access to the pavilion with the installation of ramps to the front and rear of the building at ground floor level, and a disabled access lift to serve the first floor cafeteria / bar area.

2.4 Additional improvements will be required to the access road leading into the site and other boundary treatments.

2.5 A more detailed description of the proposal is provided below:

2.5.1 External / Internal works

1. Extensive external fabric repair and replacement to roof coverings, balustrades, concrete finishes, brickwork, windows, doors and rooflights. New internal lighting installation to the entrance lobby, repairs to staircase and flooring.

2. Reconfiguration of internal spaces to ground and first floors, including new partitions, alterations to changing room layouts, installation of new fixtures and fittings, redecoration and new floor coverings.

3. Installation of mechanical ventilation, extraction and intake to improve humidity and temperature levels within the building.

4. Upgrading of existing heating installation together with new hot water services

5. Installation of new sanitary facilities comprising wc’s, showers and washing facilities.

6. Upgrading of current electrical installations including main supply together with improvement of lighting levels, installation of fire sensors, x2 external security detectors to the south elevation.

7. Installation of new access ramps to main front and rear entrance and a new platform lift to allow access to the first floor.

8. Refurbishment and alteration to the running track and other athletic facilities. This will include the re-location of throwing circle / fan and long / triple jump pits, reduction of the track to 6 lanes, re-grading of surfaces, new surface water drainage installation and re-surfacing of running track, fan and jump areas and circulation areas.

9. Installation of turnstiles to south east of the listed building. The proposed turnstile block will be of a timber construction with lead roof covering,

timber facia, steel turnstiles, and enclosed ticket offices with steel grilled screens for the counter windows. It will be 4.5m in length, 2.24m in height to the top of a flat roof and 2m in depth. A signage board will be in situ above the turnstile block, to 'Ryman League standard'.

10. Provision of uPVC sleeved post and rail perimeter fencing (1.1m high) with mesh infill panels to sports field. Where the perimeter fencing crosses the running track, it will be hinged and set in wheels to allow for removal for when the track is in use. Some sections of the existing perimeter fencing will be removed.

11. The installation of a welded mesh caged enclosure 2.4m in height and extending 3m from the pavilion, connected to a 1.83m high welded mesh fence and leading towards the track/playing field, for players and officials. Where the fence abuts perimeter fencing, 1.5m wide, single leaf pedestrian gates will be installed.

12. Installation of 1.83m high chain link fencing to rear/flank of the eastern and western terraces, painted blue.

13. Installation of x3 additional pre-fabricated steel construction terraced stands to the northern, eastern and western sides of the proposed football pitch, replacement terrace on the southern side of the pitch.

    - The northern terrace will provide covered seating for 150 persons, arranged in x4 rows. It will be 35.59m in length, 2.83m in height and 2.9m deep. It will be sited immediately north of the running track and the grassed embankment.

    - The eastern terrace will provide covered standing room for approximately 160 spectators in x4 rows. It will be 19.83m long, 2.83m in height and 2.9m deep. It will be sited immediately behind the goal area between the pitch and the proposed high jump area.

    - The western terrace will provide uncovered standing room for spectators in x3 rows. The capacity of this stand has not been provided. It will comprise of x2 units providing a total length of 21m, approximately 2m in height and 2.01m deep. It will be sited immediately behind the goal area between the pitch and the proposed shot out fan.

    - The existing uncovered seating terraces south of the running track and immediately in front of the pavilion building will be replaced with an uncovered standing-only terrace providing room for an as yet unspecified number of persons in x3 rows. It will consist of x3 units providing a total length of 36.65m, approximately 2m in height and 2.01m in depth.

14. Installation of x2 pre-fabricated dugouts on northern side of pitch, between the running track and the edge of the playing field.

    - Both dugouts, to provide shelter for players and coaches, will have a clear curved back and roof over with seating for x8 persons each.

Each shelter will be approximately 4m in length, 2.05m in height and 1.57m in depth.

15. Installation of x4 additional flood lighting columns up to 20m in height.

16. A Transport Assessment was prepared by JMP Consultants Limited and has been submitted as part of the supporting documentation. This has been has been supplemented with additional information in the Transport Assessment Addendum (Feb 2010). Both documents have been considered together. The documents advocate:

- A car park management plan.
- A travel plan.
- Highways alterations proposed will involve:
  - Alterations to junction with Carterhatch Lane to provide a left turn exit only.
  - CCTV monitoring of the above junction.
  - Widening of Donkey Lane to 6m.
  - Provision of 2m wide pedestrian footway along the length of Donkey Lane.
  - Laying out of car and coach parking to south of pavilion.
  - Provision of cycle parking.

2.5.2 <u>Proposed occupancy/ usage</u>

2.5.2.1 It is expected that the main users of the site will be the Athletics Partnership and Enfield Town Football Club. In addition, other community users will be accommodated, such as the football teams playing on the adjacent King George V playing fields and using the locker / changing / washing facilities at weekends. These teams usually book changing facilities on a block basis for the season, for Saturday and Sunday afternoons, from September until May, and careful consideration of how the various user groups will overlap will form part of the overall management of the facility, and lease/tenancy negotiations.

2.5.2.2 A typical week at the site was outlined within the Enfield Town Football Club Business Case proposal. This shows typical daytime and evening activities for the Football Club primarily during the playing season (Sept to May).

Mon: (Daytime) Pitch preparation, stadium tidy up; general maintenance.
(Evening) Free.

Tue: (Daytime) Free
(Evening) Men's 1st Team or Reserves home game. Floodlights would normally be switched on at approximately 1830 and switched off again by 2200 at the latest. There will inevitably be the odd exception to this where cup ties run to extra-time and/ or penalty shoot outs.

Wed: (Daytime) Pitch preparation, stadium tidy up; general maintenance.
(Evening) Under 18 Home Game (bi-weekly) Floodlights as above.

Thu: (Daytime) Pitch preparation, stadium tidy up; general maintenance.
(Evening) Usually free though occasional floodlight use for training purposes.

Fri: (Daytime) Pitch preparation, stadium tidy up; general maintenance.
(Evening) Free

Sat: (Afternoon) Men's 1st team or reserves home game. Floodlights on until about 1715 on dark afternoons.
(Evening) Free

Sun : (Morning) Pitch preparation, stadium tidy up; general maintenance.
(Afternoon) Ladies 1st team or reserves home game. Occasional floodlight use on dark afternoons but off by 1615

2.5.2.3 The Athletics Partnership comprises Enfield & Haringey Athletic Club, Trent Park Running Club, Enfield School's Sport's Association and Barnet & District Athletics Club. It has been suggested that whilst building works and reconfiguration of the internal space to the Pavilion is ongoing, use of the athletic facilities should be on a block booking basis, although this will not be exclusive, and other groups will be able to use the facility in parallel dependent on availability and supervision by a suitably qualified UK Athletics coach. A schedule of likely 2010 season usage has been proposed as follows:-

Mon – Fri: (Summer Months) 9am -1pm UK Athletics Development Coaching.
1pm -6pm School Groups.

Mon –Thu: (All year Round) 6pm – 9pm Floodlight Training for Athletics Partnership groups.

Sat: 9am -12 noon Athletics Partnership Junior Club.

Sun: 9am -1pm Athletics Partnership groups (including special needs/wheelchair etc.)

2.5.3 <u>Proposed parking provision</u>

2.5.3.1 The application form states that 300 parking spaces and 3 disability spaces will be retained for the development.

3. Relevant Planning Decisions

3.1 An application for the extension of existing car parking area and the landscaping of the stadium access road (ref: LBE/91/0027) was granted in July 1992.

3.2 An application for a replacement of the fire damaged club house (ref: TP/95/0375) was made by Enfield Ignatians R.F.C. was granted planning

permission in June 1995. The single storey brick-built structure is sited approximately 10m west of the QEII pavilion building, at its nearest point.

4. Consultations

4.1 Statutory and non-statutory consultees

4.1.1 English Heritage (EH)

4.1.1.1 It is advised that the application should be determined in accordance with national and local policy guidance, and on the basis of Council's own specialist conservation advice.

4.1.2 Greater London Authority (GLA)

4.1.2.1 The GLA advises that the proposal raises no strategic issues.

4.1.3 Sport England

4.1.3.1 No objections have been raised to the proposed development. A condition is suggested to provide for a scheme of management and maintenance of the site.

4.1.4 Enfield Ignations Rugby Football Club

4.1.4.1 The scheme is supported in general but there are concerns that the planning application does not fully recognise the rugby club in terms of its clubhouse and its operation and usage. Points raised include the following:

- Conservation Management Plan
  - The conservation management plan shows a lack of balance by concentrating solely upon heritage and conservation issues, with no regard or acceptance of the current and future sports and leisure uses.

- Donkey Lane improvements
  - Donkey Lane is not a public road therefore improvements and the installation of waiting restrictions may require approvals of other parties, thus having implications on the ability to implement any improvements and the timing of any works.
  - At Any Time Parking Restrictions are proposed to provide clear access at all times particularly for emergency vehicles. Consideration should be given to the use of Loading Restrictions.
  - As Donkey Lane is the only means of vehicular access, works should be undertaken only in the summer, and completed before the start of the rugby/football season in September 2010. A condition should be attached to any permission in relation to the timing of any works.
  - Improvements to the junction with Carterhatch Lane are welcome if they improve delays and queuing. There is no indication of what the reduction in delays and queues will be following improvements and no modelling to quantify the effects.
  - Based upon current way in which traffic uses this junction at peak times for the stadium and playing fields on Saturdays and Sundays, the proposed left turn only is unlikely to be effective and impossible to

enforce without effective physical measures to prevent traffic turning right out.

- Parking and servicing
  - Current parking arrangements are uncontrolled.
  - The TA suggests that this will be formalised but it is unclear how this is to be controlled/marked with the current surfacing of the car parks.
  - The CMP states that parking in front of the stadium will not be allowed.
  - A Parking Management Plan is required to ensure that parking is controlled and emergency access routes are maintained.
  - The rugby club is serviced from the gates at the west end of the pavilion and this needs to be maintained so that vehicles can access storage on the eastern end of the clubhouse. This is unclear on the submitted plans.

- Fencing and enclosure
  - It is important that the rugby club retains its current access to the clubhouse.
  - The current configuration of the fencing in the area of the clubhouse does not provide for this and should be amended to do so.

- Storage
  - The rugby club is in discussions with the Council on the matter of permanent storage for its equipment.
  - There is a general lack of storage on the site and this has not been addressed in the proposals.
  - Proposed users will have considerable amounts of equipment which would need storage facilities consistent with the status of the building and the CMP.

- Waste management
  - There should be a waste management plan for the site, inclusive of waste collection arrangements for the rugby clubhouse.

- Impact on Club's lease
  - The proposal has implications on the rugby club's lease for the land which the clubhouse is located.
  - Further discussions are required, which could impact on the proposals.

4.1.5 <u>Friends of Enfield Playing Fields (KGV)</u>

4.1.5.1 Whilst the principle of the works is supported, the following points are raised:

- Parking
  - Object to the possibility of setting aside parking space in the Playing Fields car park for the residents and business premises of Donkey Lane.
  - Such a move will put unnecessary pressure on what can be expected to be a very busy car park at peak times.
  - Residents of Donkey Lane currently have their own dedicated car park which appears more than adequate for their needs.
  - Businesses are unlikely to want to use parking some way from their premises.

- Fencing
  - The external fencing will not be sufficiently secure.
  - Fencing other than which will be in immediate proximity to the pavilion should also be sufficiently robust to protect the very considerable and worthy investment.
  - We would like to be consulted about plans for that fencing.

- CCTV
  - Camera sensors proposed on the building are supported.
  - They are essential to make the camera investment workable.

4.1.6 LBE Highways Department

4.1.6.1 Initial comments from the Head of Traffic and Transportation advised on the shortcomings of the original Transport Assessment. These were:

- Lack of confidence in the predicted number of trips.
- No assessment of Carterhatch Lane roundabout or A10 junction.
- Lack of confidence in the forecast for attendances should Enfield Town FC be promoted.
- Lack of assessment for the surrounding pedestrian areas eg PERS audit.
- Lack of qualitative data or a statement from Enfield Town Football Club regarding their own forecasts or future prospects of the club.
- Lack of detail in the travel plan concerning how parking for the events will be coordinated, and how the coach use will be implemented.
- Lack of details of SMART targets in the travel plan or penalties should the targets not be achieved.
- No assessment of the existing traffic flow along Donkey Lane from the existing uses and how it may affect the two way working.
- No demonstration of willingness to enter into a Section 106 agreement.

4.1.6.2 Subsequent to the above comments, additional information was provided through the submission of an Addendum, with the following comments made by the Head of Traffic and Transportation:

- The additional information provides the reasoning behind a number of assumptions made in the original TA and expands on the predicted number of trips, the traffic generation and impacts, and the suitability of Donkey Lane to provide access.
- There still needs to be some clarification on the works needed to Donkey Lane, in particular the footpath creation and the possible widening of the road. Whilst this would be welcomed, there are still practical issues of the parked vehicles (which were not surveyed) that could obstruct and limit the two way operation of the road. This cannot be assessed accurately without further information regarding the use of the playing fields and the average use of Donkey Lane on Saturdays, without which the comments in para 3.6 of the Transport Addendum cannot be substantiated.
- The possibility of a Traffic Order to prevent parking would need to be considered against objections etc and would affect timescales and possibly delay the implementation of the use.
- The modelling of the roundabout shows it will be operating slightly over capacity although it is noted that this will only for a period after matches which is expected. The queues on Donkey Lane itself may be

unavoidable but they should not affect highway safety. However, the impact of the traffic may affect the A10 junction and TfL should be consulted for comments. The tracking on the roundabout needs further examination to ensure it can cope although safety concerns of a coach using up both lanes on a roundabout should be considered.

- Overall the additional info is welcomed and has highlighted the areas that would either need further examination or a financial contribution to mitigate the potential impacts. The PERS has also been submitted and identifies which of the public footpath routes have a low score and a contribution to improve these routes would also be required.
- The travel plan would be part of a condition / legal agreement, and costs towards monitoring the plan would need to be secured.

4.1.7 Conservation Advisory Group

4.1.7.1 The application was discussed at a sub-group level, with the following observations provided in full:

- General:
  - The sub-group was pleased with the following aspects:
    - Attention given to the conservation aspects
    - Wide range of consultees
    - Careful balance struck between maintaining the athletics facilities and introducing football.

- Stadium (external):
  - Minimum alterations
  - Matching appearance of replacement windows
  - Sympathetic location of new turnstile area
  - The carefully selected brick cladding to the access ramps
  - The extensive proposal for repairing the stadium structure

- Stadium (internal):
  - Key focal points around the staircase and café are maintained
  - Internal alterations required to modernise changing facilities have not affected key architectural features

- External areas (Track & pitch):
  - Careful balance struck in preserving the athletics facilities whilst creating a significant football area
  - Introduction of football will bring significant requirements regarding spectators, lighting, ball retention and general support facilities. Currently, as a pure athletics stadium, there are open vistas across the track and field.

- Issues to be resolved:
  - The existing guard rail to the stadium is outmoded and heavy and the new should respect the existing layout and dimensions. This requires resolution before permission is given.
  - The scope of the remedial works to the external cladding of the stadium (including restoration of all windows) requires a comprehensive scope survey. A condition to that effect is recommended.

- Summary:
  - The stadium is dilapidated and deteriorating.
  - Internal facilities are basically unchanged from their pre-war design.
  - Substantial investment is needed to preserve the Grade II building and bring it into use with modern facilities.
  - Whilst the additional paraphernalia associated with the introduction of football is unwelcome, it is a small price to pay for the benefits that will accrue from the proposal.
  - The sub-group is mindful of other notable landmark buildings in the Borough that are in disrepair or worse.
  - This proposal should be grasped to avoid the same fate befalling the QEII stadium.
  - CAG fully support the proposal.

4.1.8 LBE Environmental Health Department

4.1.8.1 The Assistant Director for Environmental Health & Regulation advises that there are no objections. It is also advised that should the seating capacity exceed 500, The Council will require a copy of the sports ground safety certificate.

4.1.8.2 In relation to the Noise Assessment, the following is advised:

- The content of the Noise Assessment is robust and considered acceptable
- In terms of mitigation, the Local Authority must be aware that disturbance from football matches will be longer than just the duration of the game.
- The acoustic fence may reduce noise levels by 3dB but it is difficult to say whether noise levels will be fine.
- The issue is peak noise cause by goals, near goals and unpopular decisions. These types of noise are infrequent but more noticeable.
- BS4142 states that irregular noise such as bangs and whistles should have 5dB added to it when considering its impact under the rating system.
- Whilst BS4142 is a method for rating industrial noise affecting mixed industrial/ residential areas and is not designed for rating noise from crowds, it provides a useful indication.
- The calculations in the report show that levels at the nearest residential property from maximum levels will be 62dB9(A) and 59dB(A)with an acoustic barrier. This is 9dB(A) above background noise and to the human ear will be perceived as a doubling of the noise level.
- All calculations have been based upon a crowd level 250 and should the club move into higher leagues, the increase in noise levels will become more disturbing to residents.
- Has any thought been given to the impact of the stadium use if the club do indeed improve and increase supporters?

4.1.9 Comments have not been received from the following groups but any that are received will be reported at Committee:

- Transport for London (TfL)
- Ancient Monuments Society
- Enfield Disablement Association
- Enfield Local Football Partnership

- Enfield Sports Advisory Council
- English Heritage Archaeology Advisor (GLAAS)
- Haringey Sports Council
- London Fire & Emergency Planning
- Metropolitan Police Service
- National Playing Fields Association
- Thames Water
- The Enfield Society
- The Georgian Group
- The Society for the Protection of Ancient Buildings
- The Twentieth Century Society
- The Victorian Society
- EDF Energy

4.2 Public response

4.2.1 Consultation letters were sent to 965 neighbouring and nearby properties in addition to the statutory site and press publicity. One letter has been received from the occupier of 241 Ladysmith Road, raising the following points:

- The embankment consists of clinker and ash with a thin layer of topsoil. Burrowing animals have exposed some of the clinker and ash. A minimum 500mm of topsoil should be put on the embankments.
- The noise assessment concludes that a 1.8m acoustic fence should be erected. Will this be taken up?
- The PA system can be very disruptive. Will the LBE be training people to use it properly?

5. Relevant Policy

5.1 London Plan

Policy 2A.1 Sustainability criteria
Policy 3A.17 Addressing the needs of London's diverse population
Policy 3A.18 Protection and enhancement of community infrastructure and community facilities
Policy 3C.1 Integrating transport and development
Policy 3C.2 Matching development to transport capacity
Policy 3C.3 Sustainable transport in London
Policy 3C.17 Tackling congestion and reducing traffic
Policy 3C.21 Improving conditions for walking
Policy 3C.22 Improving conditions for cycling
Policy 3C.23 Parking strategy
Policy 3D.8 Realising the value of open space and green infrastructure
Policy 3D.10 Metropolitan Open Land
Policy 3D.12 Open space strategies
Policy 3D.14 Biodiversity and nature conservation
Policy 4A.1 Tackling climate change
Policy 4A.4 Energy assessment
Policy 4A.3 Sustainable design and construction
Policy 4A.6 Decentralised Energy: Heating, Cooling and Power
Policy 4A.7 Renewable energy

Policy 4A.9 Adaptation to Climate Change
Policy 4A.16 Water supplies and resources
Policy 4A.20 Reducing noise and enhancing soundscapes
Policy 4B.1 Design principles for a compact city
Policy 4B.3 Enhancing the quality of the public realm
Policy 4B.4 London's buildings: retrofitting
Policy 4B.5 Creating an inclusive environment
Policy 4B.6 Safety, security and fire prevention and protection
Policy 4B.8 Respect local context and communities
Policy 4B.11 London's built heritage
Policy 4B.12 Heritage conservation
Policy 4B.13 Historic conservation-led regeneration
Policy 5B.1 The strategic priorities for North London

5.2 UDP

Environmental policy:

(I)EN6 Minimise the environmental impact of all developments
(II)EN18 Promote and encourage environmental improvements on untidy and unattractive sites in public and private ownership
(II)EN20 Worthwhile use of vacant and under-used land appropriate to its location
(II)EN21 Steps to improve the appearance of unsightly vacant and under-used land to prevent dereliction or the development of eyesores
(II)EN30 Regard to land, air, noise and water pollution when considering all planning applications

Conservation policy:

(I)C1 Preserving and enhancing, areas, sites, buildings and landscape features of archaeological, architectural or historic importance.
(II)C12 Historic buildings in public and private ownership are satisfactorily managed and maintained
(II)C16 Refuse planning permission for uses prejudicial to the special architectural interest of listed buildings, their historic curtilages, or structures therein
(II)C17 To normally resist substantial built development within historic curtilages other than ancillary development as is reasonably required with a suitable use of that building
(II)C18 To ensure curtilages of historic buildings retain their historic form, character and use

General Development policy:

(I)GD1 Regard to surroundings
(II)GD1 Appropriate location
(II)GD3 Aesthetic and functional design
(II)GD6 Traffic generation
(II)GD8 Access and servicing

Transportation policy:

(II)T1 Ensure development takes place in areas which have appropriate levels of accessibility to the transport network
(II)T3 Consideration of the needs of buses in all developments
(II)T9 Consideration to highway schemes which produce environmental, traffic and safety benefits
(II)T10 Environmental improvements in the form of traffic calming and other traffic management techniques
(II)T13 Criteria for assessing the creation or improvement of access onto the public highway
(II)T15 Improve, maintain and enhance the footways and public footpath network
(II)T16 Adequate access for pedestrians and people with disabilities in all new developments
(II)T19 Needs and safety requirements of cyclists
(II)T21 Provision of cycle parking at appropriate locations
(II)T32 Parking facilities to take into account needs of people with disabilities

Recreation policy:

(II)AR1 Resist loss of existing recreational facilities and to support their further development in areas appropriate to that activity
(II)AR3 Encourage the multiple use of recreation facilities
(II)AR4 Resist loss of arts, culture and leisure facilities
(II)AR5 Seek provision of arts, culture, leisure and entertainment facilities in association with major development

Open Space policy:

(II)O3 Increase open recreational use and public access, and to carry out environmental improvements
(II)O5 New development in proximity to or visible from MOL does not detract from, and where possible makes a positive contribution to improving the character and setting of MOL
(II)O12 Seek access improvements to and within existing parks and other open spaces where appropriate
(II)O19 Retain and improve existing public playing fields and associated facilities to meet local demand and to assist in meeting deficiencies in North London

5.3 LDF

5.3.1 The Planning and Compulsory Purchase Act 2004 requires the Council to replace the Unitary Development Plan with a Local Development Framework. At the heart of this portfolio of related documents will be the Core Strategy, which will set out the long-term spatial vision and strategic objectives for the Borough.

5.3.2 The Enfield Plan – Proposed Submission Stage Core Strategy document was published for public consultation on 14th December 2009. Following this stage of consultation, the Council will submit the Core Strategy to the Secretary of State who will appoint a Planning Inspector to consider whether the Strategy meets legal requirements and that it passes the tests of soundness. The following policies from this document are of relevance to the consideration of this application.

SO1: Enabling and focusing change
SO3: Community cohesion
SO5: Education, health and wellbeing
SO8: Transportation and accessibility
SO10: Built environment
CP9: Supporting community cohesion
CP11: Recreation, leisure, culture and arts
CP12: Visitors and tourism
CP24: The road network
CP25: Pedestrian and cyclists
CP30: Maintaining and improving the quality of the built and open environment
CP31: Built and landscape heritage
CP32: Pollution
CP34: Parks, playing fields and other open spaces
CP21: Delivering sustainable water supply, drainage and sewerage infrastructure

5.4 Other Relevant Policy

PPS1: Delivering Sustainable Development
PPG13: Transportation
PPG15: Planning and the Historic Environment
PPG16: Archaeology and Planning
PPG17: Planning for Open Space, Sport and Recreation
PPS23: Planning and Pollution Control
PPG24: Planning and Noise

6. Analysis

6.1 Principle

6.1.1 The site comprises of an existing sports facility. The principle of the proposed development is acceptable providing that there is no adverse impact on the amenity of neighbouring occupiers, on the character and setting of the listed building, on highway safety and on the adjoining highway network.

6.1.2 The proposed works do not change the existing use of the site as a sports facility but seek to increase its use and improve its accessibility to the public whilst upgrading facilities to modern standards to ensure that the requirements for the Football Foundation are also met.

Football:

6.1.3 Enfield Town FC currently operates on a ground share scheme with Brimsdown Rovers at the Brimsdown Sports Ground, off Goldsdown Road, EN3. The Club has at present, a total of 24 men and women's teams (400 playing members) from Under 8 to adult level and it is expected that there will be a further increase next season.

6.1.4 The Club has stated the following to support a 'needs argument' for relocation:

- A need for the reserves and U18 teams to play at the highest possible level to bridge the gap to first team football.
- Floodlit and enclosed pitches are hired away from the current Brimsdown site.
- The need to develop stronger revenue streams to support their Football in the Community scheme.
- The need for a permanent base.
- The ground must have a minimum operational capacity of 4,000.

6.1.5 Examples of other stadia development which have benefited the wider community have been given at Tooting & Mitchum United FC, Chesterfield FC, and Lincoln City FC.

Athletics:

6.1.6 With the recently completed Regional Athletics Centre (RAC) at Pickets Lock, there is no longer the need to provide an 8-lane running track. The track is to be reduced to six lanes and re-surfaced. This does not require planning permission.

6.2 Impact on Character of Surrounding Area

6.2.1 Density

6.2.1.1 Not applicable, as the proposal does not involve the creation of any residential units.

6.2.2 Site Coverage / Scale

6.2.2.1 Application involves the refurbishment of an existing sports pavilion, with additional covered and uncovered stands/ terraces around the perimeter of the proposed football ground. The scale and siting of the proposed stands/ terraces are considered acceptable, given their proposed locations within the curtilage of a listed building.

6.2.3 Design

6.2.3.1 There are no significant changes to the external appearance of the pavilion building. The alterations or additions that are proposed to the pavilion building are discussed below.

6.2.3.2 The proposed access ramps are considered to be appropriately designed and sited.

6.2.3.3 The railings, which are an integral part of the appearance of the listed building, are now not part of the current application. It is proposed that access to the roof terrace will be controlled.

6.2.3.4 The proposed uncovered and covered stands in particular, whilst unfortunate in their appearance are typical of stands in small football stadia. However, due to the proposed size, it is considered that they will not unduly impact on the character and setting of the listed building. The applicant advises that at the current level at which the club play, the required level of operation is

1300. Should promotion be achieved, this rises to 1950 but a capacity of 3000 is required. The agent advises that there is sufficient room to construct new stands if necessary. This cannot be achieved without the prior permission of the Local Planning Authority and consideration of the greater impact on the character and setting of the listed building that any increase in stand size will have.

6.2.3.5 The two proposed dugouts, due to their design and siting are considered acceptable and will not harm the character and setting of the listed building.

6.2.3.6 The provision of the welded mesh caged enclosure and fencing, the chain link fence and the turnstiles are not particularly aesthetically pleasing but are an essential requirement for the Football Club. The turnstiles in particular have been positioned in the most acceptable location in order that they do not unduly harm the character of the listed building. Should any element encroach upon another party's land, the permission of that other party may then be required.

6.2.3.7 The proposed light columns and lights, whilst taller than the existing lighting columns, will be seen against the backdrop of the existing lights and are considered acceptable.

6.2.4 Height / Massing / Proximity to Boundaries

6.2.4.1 There are no concerns in terms of these elements because the distance to the nearest affected residential property from any existing or proposed structure is approximately 90m. Moreover, any proposed structure must not be of a scale that would detrimentally harm the character and setting of the listed building.

6.3 Impact on Neighbouring Properties

6.3.1 Distancing and noise

6.3.1.1 PPG17 advises that Local Authorities should locate new sports and recreation facilities where they would avoid any significant loss of amenity to residents, neighbouring uses or biodiversity.

6.3.1.2 PPG24 advises that the impact of noise can be a material planning consideration. It is also advised that where possible, noise-sensitive land uses should be separated from noisy activities but where it is not possible to separate such competing uses, planning conditions or obligations could potentially be used to control or mitigate noise.

6.3.1.3 The nearest affected residential dwelling to either the pavilion building or the proposed stands/ terraces is approximately 90m to the west on Ladysmith Road. Between these properties and the proposed facilities is a 2.5m high earth embankment and some mature woody vegetation. To the east, the nearest residential dwelling is approximately 160m distant. Between that property and the proposed facilities is some of the earth embankment formed around the running track and beyond this, some of the building associated with The David Lloyd Centre.

6.3.1.4 A noise survey was commissioned to establish:

1. A baseline level at the nearest sensitive 'receptors' on Ladysmith Road;
2. Noise levels measured during a football match, on the same day as the QEII baseline survey, at Goldsdown Road; and
3. A predicted noise impact on the nearest 'receptors' on Ladysmith Road from a football match being played at QEII.

6.3.1.5 Data was collected from Goldsdown Road on Saturday November 14th between 14:50 and 15:50, when a football match was in progress (252 people in attendance) and also from QEII between 12:20 and 13:00 where it was noted that some of the pitches to the south of the pavilion building were in use. It is also noted in the Assessment that noise recording conditions were not ideal as the ground was wet from heavy overnight rain thus raising noise levels and there was also high gusts of wind, although not significant enough to detrimentally affect the validity of the data.

6.3.1.6 The Noise Assessment provides guidance (see table below) on the varying degrees of increase in noise and the perception of that increase (it should be noted that the increase in decibel levels is on a logarithmic scale).

Table 2.1: Criteria for Assessing the Significance of Changes in Noise Level

Change in Noise Level (L_{Aeq}) at Receptor Location	Guidance on likely perception of change
Decrease of 3 dB or more	Perceptible decrease
Decrease of less than 3 dB	No significant change
No change	No significant change
Increase of less than 3 dB	No significant change
Increase of 3 to < 5 dB	Low increase
Increase of 5 to <10 dB	Medium increase
Increase of 10 to 15 dB	High increase
Increase of > 15 dB	Very High increase

Source: Scott Wilson, Relocation of Enfield Town FC to the Queen Elizabeth Stadium, Environmental Noise Assessment (December 2009)

6.3.1.7 The Noise Assessment concludes that a Saturday afternoon football match at QEII is likely to increase noise levels by approximately 7dB (with 252 people in attendance). It has been suggested in the Assessment that the provision of a 1.8m acoustic barrier on top of the grass embankment could reduce this to 4dB.

6.3.1.8 Should permission be granted, suitable noise mitigation measures will have to be provided, as the estimated levels for the duration of a football match would already be at a level that would cause concern to neighbouring residential occupiers. Mitigation measures have not been proposed by the applicant and would therefore be the subject of an appropriately worded condition. Any measure(s) proposed would need to pay particular regard to the setting of the listed building and could also be augmented by additional plantings around the embankment. A landscaping condition is therefore considered appropriate. An additional condition will also be required for ongoing noise monitoring. This is essential given the estimated level of noise and if the club is successful in achieving promotion and/or attract additional spectators.

6.3.1.9 The additional four lights required for the football pitch offer improved directional lighting and should therefore not further harm the amenities of neighbouring residential occupiers.

6.3.2 Loss of Light / Outlook

6.3.2.1 Not applicable as the majority of the works are internal. Moreover, the nature of the proposed external works and their distance from any residential properties will not result in any impact on those adjoining and nearby occupiers in terms of loss of light and outlook.

6.3.3 Overshadowing

6.3.3.1 Not applicable, for the reasons cited above.

6.4 Highway Safety

6.4.1 Access and Highways Alterations

6.4.1.1 Current vehicular access is from the east of the site via Donkey Lane, a narrow lane with a juncture onto Carterhatch Lane, approximately 30m west of the junction with the Great Cambridge Road (A10). It is also opposite the junction for the slip road leading north to Hoe Lane.

6.4.1.2 Vehicles exiting the site are currently able to exit in both directions, that is, west towards the roundabout controlled junction to the David Lloyd Leisure Centre/ Linwood Crescent, or east towards the A10. East turning vehicles must contend with vehicles on Carterhatch Lane, and in particular with those sitting in the dedicated turning lane wishing to turn right (south) onto the A10. This junction has a yellow box to allow unimpeded access/ egress for the slip road.

6.4.1.3 It is proposed that a traffic island and associated signage is installed to only allow vehicles to exit the site heading west towards the roundabout controlled junction at the David Lloyd Centre. It is also proposed that CCTV be installed to monitor the yellow box and to enforce the no-right turn into Donkey Lane. The proposed alterations to the Donkey Lane junction, the installation of CCTV and ongoing costs associated with its use are normally secured through either a S.106 Agreement or via conditions, providing that Transport for London are satisfied with the proposals because of the potential implications to the nearby A10. It is advised however, that the costs will be borne by the Local Authority.

6.4.1.4 For those wanting to access the A10 or head further east along Carterhatch Lane, including coaches, this would involve having to utilise ‘The David Lloyd roundabout’. A swept path analysis has been provided to demonstrate whether a coach can manoeuvre safely around the roundabout. For the purposes of the analysis, a 12m long coach (‘Monaco 12’) was used (it should be noted that this differs from the 14.84m Mistral used in the analysis within Donkey Lane). The data shows that a 12m coach would need to utilise both lanes on the roundabout. Moreover, it would also have to climb onto the roundabout in order for it complete the manoeuvre. Additional swept path analysis using the 14.84m Mistral confirmed the worsening of the situation, that is, a greater portion of the roundabout would be climbed up onto.

6.4.1.5 The utilisation of both westbound lanes is not ideal, as there is the potential for conflict where a smaller vehicle or motorcycle is in the blind spot of the

coach driver on the approach to the roundabout. Moreover, drivers of other vehicles expecting to travel through the junction would not be expecting a coach to occupy both lanes of the roundabout as it attempts to complete its manoeuvre.

6.4.1.6 In relation to the coach climbing onto the roundabout in order to complete the manoeuvre, a condition could be imposed to ensure that improvement works are undertaken to the roundabout if necessary. A reduction in size of that roundabout is suggested at para.3.7 of the Transport Addendum. The condition would need to be worded to ensure that the works are carried out and completed prior to the use of the football ground commencing. Whilst it is not common practice to impose a condition for off-site works because usually it is in relation to land not in the direct ownership of the applicant, the Local Authority is also the Highways Authority for Carterhatch Lane and therefore owns the land/ roundabout. In addition, whilst a condition or an agreement could be imposed on Enfield Town FC to use/ provide smaller coaches, this could not be extended to visiting teams.

6.4.1.7 It is also proposed that Donkey Lane will be increased in width from approximately 4.6m to 6m and an increase in width of the 90-degree bend. In addition to a 2m wide pedestrian footpath along the eastern side of Donkey Lane. The additional width is required to enable 2-way movement of traffic, although this will still not be achieved around the bend where a coach is involved. It is suggested that Enfield Town FC adopt as part of a car park management strategy, measures to control the arrival and departure of coaches, although it is acknowledged that two-way coach traffic is unlikely as they would be expected to arrive prior to a game and depart at the close of a game.

6.4.1.8 All highway alterations would need to be carried out prior to the occupation and use of the stadium for football matches. This is because the works have been identified as necessary in order to accommodate the football club and the more intensive use that it presents. It would not be acceptable for any part of the highways alterations to be delayed as there would potentially be very serious repercussions on the surrounding highways and the A10 in particular.

6.4.1.9 A Traffic Order is proposed along the entire length of Donkey Lane to provide for unimpeded two-way traffic flows. Some form of restriction is necessary, particularly so that vehicles entering Donkey Lane do not cause tailbacks onto the adjoining highways. This is not as essential for vehicles wishing to exit Donkey Lane. An application for a Traffic Order follows a separate process to the planning application but would also have to be in place before the occupation and use of the facilities commences.

6.4.2 *Traffic generation*:

6.4.2.1 Enfield Town FC currently play in the 8th tier (top tier being the Premiership) of football in England, officially known as the Isthmian League Division One North. Winners of this league are promoted to the Isthmian League Premier Division and from there into Conference football and the various levels within. The club has aspirations to progress up the leagues, therefore this will have an impact, should the club be successful, on crowd attendance and therefore on future traffic generation.

6.4.2.2 Modelling work has been carried out on the A10 junction and this shows that at present, there is an average of 17 vehicles queuing at that junction. The additional traffic generated by the stadium traffic is predicted to increase this to 19 vehicles. If a distance of 5.5m is assumed per vehicle, then the queue would be approximately 100m and extend passed the access to Donkey Lane. Therefore, the requirement for a left turn only exit from Donkey Lane is justified. It should be noted that the distance between the A10/ Carterhatch Lane junction and the roundabout considered within the capacity assessment is over 200m, therefore the model is not predicting the queue would extend as far as the David Lloyd roundabout. However, anecdotal evidence has shown queues to extend to this roundabout.

6.4.2.3 Therefore the main concerns are with the capacity of the roundabout and how this will be affected by vehicles exiting the site. The Addendum uses the figures from the worst case scenario for vehicles leaving the site which is 220 vehicles (car park is operating at capacity). For vehicles exiting the site, 100% have been modelled as turning left, which is accurate as the junction layout will only (subject to CCTV enforcement) allow egress in this direction. The modelling of the roundabout shows that the RFC value for Carterhatch Lane east between 16:45-17:45 is 0.73, which is within capacity (0.85 is considered reaching capacity). This is the arm that will receive all the on traffic exiting the site, and when modelled with the additional traffic the RFC increases to 0.93. This value is generally considered to represent over capacity and demonstrates the impact of the development. The distribution of this traffic could be either back round towards the A10 or through Carterhatch Lane, but it is difficult to predict the actual distribution (origin / destination surveys would be useful but the time constraints do not allow for this) and therefore the impacts. If 55% of vehicles arrive from the east then 55% would be expected to turn back at the roundabout and travel towards the A10 and queue up at the signalled junction (the right turn from Donkey Lane was not considered practical due to existing queue length at this junction backing up past Donkey Lane). The predicted increase in this queue length, discussed above, suggests a relatively low impact, the existing queue length of over 100m but may indicate the junction is already operating at capacity (confirmed in the Addendum at 4.12).

6.4.2.4 The original reason for the left turn only exit was due to the difficulty vehicles would have turning right. TfLs comments are needed on the impact on this junction as para 4.12 of the Addendum suggests the junction is already operating at capacity and therefore although the impact is stated as being low, the traffic from the development could be part of a cumulative impact that brings the junction over capacity. As TfL are the Highway Authority for the A10, they will be responsible for any changes in, for example, signal phasing.

6.4.2.5 The submitted Transport Assessment states that in 2002, there was an average of 256 spectators over 11 matches at the current site in Brimsdown. A travel survey undertaken on 23 March 2003, where 257 people were in attendance, had a response rate of 73% (188 people). Of those responders, 118 (46%) people drove, 61 (24%) were passengers in a car, 49 (19%) caught a train and 28 (11%) walked. The Transport Assessment concludes that the above modal split could be similarly applied to attendance at QEII, although the distance of QEII from train stations would result in a ‘relocation’ of that mode of transport to bus use. The application of 2002 data to estimate existing or likely travel patterns is considered acceptable as it provides an

indication of patterns. Ongoing monitoring is essential, and will be required by an appropriately worded condition.

6.4.2.6 A Travel Plan (TP) has been prepared to help promote more sustainable transport choices. This is discussed below at section 6.4.4.

6.4.3 Parking

6.4.3.1 The existing car park can accommodate approximately 316 vehicles. Plans are unclear because the submitted drawings show that there will be an area set aside for residents parking and that number is unclear. This would reduce the level of available parking for the stadium and sports fields. The Transport Assessment and Addendum assume that, using the 2002 modal split, 118 spaces are required for the football club and 87 spaces are required for the community sports fields (it has been assumed that all of the cars utilising the car park on the day of the survey were associated with the use of the playing fields). This would result in the need for 205 parking spaces. Additional parking for 3 coaches is also proposed, as is the provision of 24 cycle spaces.

6.4.3.2 The worst case scenario, with the stadium at full capacity (approx. 2000) and with the application of the 2002 survey modal split, shows that there would be a potential demand for 920 parking spaces. It is suggested that 7 coach bays may be needed to accommodate for the worst case scenario, although it is recognised that this scenario would be an exception to the norm.

6.4.3.3 Currently residents of Donkey Lane park along the lane. Plans show that an area at the eastern end of the car park will be set aside for residents and businesses along Donkey Lane. Whilst parking provision for this purpose is welcome, security of this area would prove problematic as vehicles are too far from dwellings to be afforded passive security. This also applies for the businesses, although it is questionable as to whether customers for those businesses would park at some distance. This parking area would probably be better utilised as overflow parking. The layout of the parking will be the subject of a condition.

6.4.3.4 The Transport Assessment and Addendum advocate a car park management plan and a travel plan (discussed below), and these will form the subject of appropriately worded conditions.

6.4.4 Travel Plan

6.4.4.1 The modal splits from the 2002 survey have been applied to the average, maximum and future number of attendees to the stadium. Applying the figures captured with the 2002 survey, it is clear that the car park would be operating within capacity. Applying the worse case scenario (2000 people attending), 920 will drive, 480 will be passengers, 380 will catch a bus and 220 will walk to the stadium. Whilst it would be extremely rare for this scenario to take place, plans need to be in place to be prepared for it. The Travel Plan (TP) proposes the following measures:

- 12 cycle parking stands for 24 bicycles.
- Three permanent coach bays but with the ability to provide for seven on big match days/ worse case scenario.

- A parking management strategy to include permit parking, parking charges at the main car park and improved signage to the playing field car park.
- A Travel Plan notice board providing information on the various transport options/ timetables and routes.
- Information on sustainable transport to the site, on the football clubs website
- Promotion of car sharing schemes.
- Enfield Town FC to liaise with the 'away' club to suggest that supporters travel by coach.
- Enfield Town FC to organise coaches for their supporters not living within walking distance of the stadium.
- The use of the car park accessed via Ladysmith Road to be encouraged for the users of the community playing fields.

6.4.4.2 Travel Plan targets are expected to be 'SMART' (specific, measurable, achievable, realistic and time-related). Based upon the average current attendance and a projected increase of 50% in terms of increased average attendance should the club be promoted, the table below shows the Travel Plan targets for a 5 year period.

Mode	Baseline Year	Year 1	Year 3	Year 5
Car Driver	46% (118)	40% (154)	35% (134)	30% (115)
Car Passenger	24% (61)	25% (96)	26% (100)	27% (104)
Bus/ Coach	19% (49)	22% (84)	24% (92)	26% (100)
Walk	11% (28)	12% (46)	13% (50)	14% (53)
Cycle	0% (0)	1% (4)	2% (8)	3% (12)
Total	100% (256)	100% (384)	100% (384)	100% (384)

Source: QEII Stadium, Enfield Transport Assessment Addendum Report, February 2010, Table 5.1 Travel Plan Targets

6.4.4.3 Targets based upon a worse case scenario has also been prepared (see table below) based upon the following assumptions:

- Relocation of excess car driver and passenger mode share to other modes.
- Average car occupancy of 2.
- Average coach occupancy of 40 passengers.

Mode	Modal Split	Number of Person Trips
Car Driver	7%	135
Car Passenger	7%	135
Bus	17%	350
Coach	42%	840
Walk	20%	390
Rail	5%	110
Cycle	2%	40
Total	100%	2000

Source: QEII Stadium, Enfield Transport Assessment Addendum Report, February 2010, Table 5.2 Target Mode Share for the Worst Case Scenario

6.4.4.4 In terms of monitoring, the TP states that the football club will assign a TP co-ordinator.

6.4.4.5 Of the proposed TP measures, the following are considered acceptable: the promotion of sustainable transport modes; cycle parking; permanent coach bays; a car park management plan; and parking charges.

6.4.4.6 There would be some difficulties in realising some of the other measures. For example, whilst the football club can suggest to the visiting club that travelling supporters travel by coach, neither Enfield Town FC nor the visiting team can enforce this. In addition, whilst there is the potential to utilise the car park accessed from Ladysmith Road, no assessment has been made on the potential impact of this. Moreover, the club could not insist that all users of the playing fields must only use that car park.

6.5 Housing Mix and Affordable Housing

6.5.1 Not applicable as there is no residential element to the scheme.

6.6 Sustainable Design and Construction

6.6.1 In terms of construction materials, these have to match the fabric of the listed building, therefore the scope for using more sustainable materials is limited. Non permeable surfacing is proposed and existing drainage measures will be reutilised and extended where necessary.

6.7 Waste management

6.7.1 A Waste Management Plan (WMP) is particularly important to not only meet with current reduction targets but also because of the multiple users of the site.

6.7.2 The storage and collection of waste produced by the Rugby Club will not be affected and the arrangements will remain as existing.

6.7.3 The existing arrangements for the playing fields, which is managed by Council's Parks Team, will not be altered.

6.7.4 The provision of bins/ storage facilities and their siting, for the Football Club, would be the subject of a condition to ensure that the siting and design of the storage area is appropriate and complies with Council's waste management strategy.

6.7 S106

6.7.1 Not considered necessary as the Local Authority is the applicant.

6.8 Other matters

6.8.1 The CMP has been criticised as focussing solely upon heritage and conservation issues, with no regard to current and future uses. The purpose of a CMP is to identify the special features of the building, its context and to

guide the proposed repair, alteration, upgrading, and future management of the building.

6.8.2 In allowing community groups or athletics groups use the public address system, the Local Authority can advise those users on how to use the systems but this is a management issue. The impact of public address systems was included in the data capture for the noise assessment.

7. Conclusion

7.1 The improvements to the listed building will enable it to be brought back into beneficial use.

7.2 Subject to the resolution of all highways concerns, the more intensive use of the site should not lead to conditions that would be detrimental to the free flow and safety of traffic on the adjoining highways.

7.3 Whilst there are existing concerns over predicted noise levels for existing attendance levels, mitigation measures are possible. However, ongoing monitoring will be required to ensure that the amenity of residents is not harmed.

8. Recommendation

8.1 That subject to the views of the Government Office for London, and no objections being raised from Transport for London, planning permission be deemed to be **GRANTED** in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, subject to condition(s):

Reference LBE/09/0033

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning General Regulations, 1992

Mr Stephen Myles,
London Borough of Enfield
Civic Centre
Silver Street
Enfield
EN1 3XA

Development by the Mr Tim Harrison, London Borough of Enfield.

By virtue of Regulation 3 of the Town and Country Planning General Regulations, 1992 the proposal to development land situated at:-

LOCATION: QUEEN ELIZABETH STADIUM, DONKEY LANE, ENFIELD, EN1 3PL
PROPOSAL: External works of repair to pavilion building comprising alterations to internal layout, installation of new services and fittings, installation of new finishes to floors and walls, external access ramps, lift, replacement glazing, replacement roof covering and replacement high level railings, 2 security detectors to south elevation, together with installation of turnstile to side, caged enclosure with 1.83m mesh infill panelled fencing and pedestrian access gates on north elevation leading from pavilion and pvc sleeved post and rail perimeter fencing (1.1m high) with mesh infill panels to sports field, covered and open standing terraces, 4 additional lighting columns (up to 20m high), two prefabricated dugouts, alterations to junction with Carterhatch Lane, widening of Donkey Lane, provision of pedestrian footway, laying out of car and coach parking to south of pavilion.

is development for which permission is deemed to be granted by the Secretary of State for the Environment.

The proposed development was approved subject to the following **CONDITIONS**:

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

   Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

2. The development shall not commence until details of the phasing of construction works have been submitted to and approved in writing by the Local Planning Authority. The phasing of construction shall be carried out in accordance with the approved details.

   Reason: In the interests of amenity and highway safety.

3. The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield – Waste and

Recycling Planning Storage Guidance ENV 08/162, have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

4. During the construction period of the approved development an area shall be maintained within the site for the loading/unloading, parking and turning of delivery, service and construction vehicles.

   Reason: To prevent obstruction on the adjoining highways and to safeguard the amenities of surrounding occupiers.

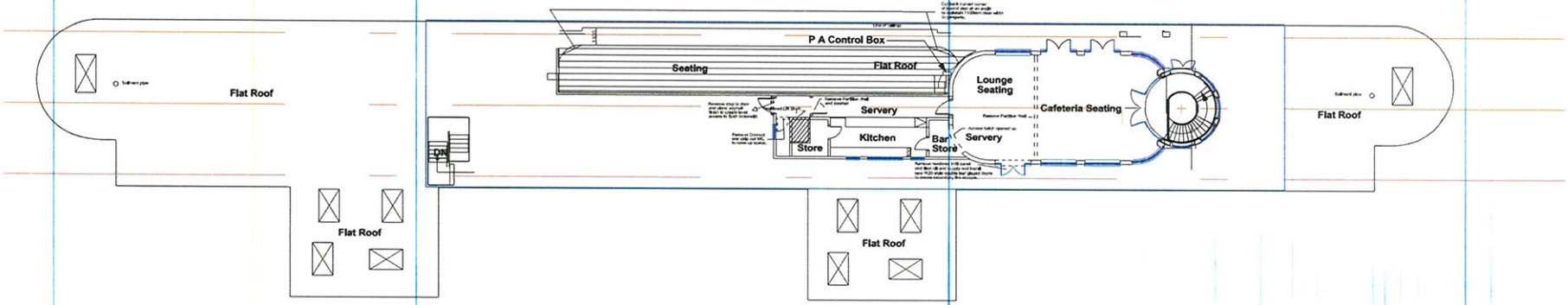
5. The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

   Reason:To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

Signed _____

Drawing Nos.: 001 rev.10, 002 rev.8, 003 rev.7, 004 rev.9, 005 rev.7, 006 rev.3, 007 rev.4, 008 rev.6, 009 rev.1, 010 rev.1, 011 rev.1, 012 rev.0, 013 rev.1, 014 rev.0, 015 rev.1, 016 rev.1, 017 rev.1, 018 rev.2, 020 rev.1, 021 rev.0, 022 rev.1, 023 rev.0, 024 rev.0, 025 rev.0, 026 rev.1, 027 rev.0, 028 rev.1, 029 rev.0, 030 rev.0, 031 rev.1, Consultation Statement, Design and Access Statement, Floodlight illimination levels, Floodlight Spillage Assessment, Landscaping Management Plan, QEII Detector Plan 1, QEII CMP July09, Transport Assessment Addendum, Noise Impact Assessment, Planning Statement, Site Investigation Report, Laser Scan Detector Details, Design Risk Assessment 1st Floor Railing, Ventillation/Extraction System, HS/HI/2006-234/01C, Transport Assessment

Reasons for granting deemed approval:



ENFIELD Council

Rev Date Notes

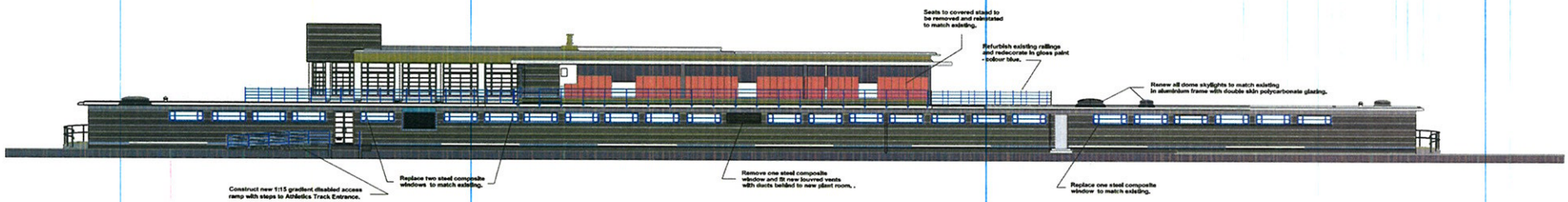
Architectural Studio

QUEEN ELIZABETH II STADIUM
REFURBISHMENT AND RESTORATION

1:100 @ A2 FEBRUARY 2010 SM

FIRST FLOOR - PROPOSED

MUS23/001/003 002 REV P



ENFIELD Council

Rev Date Note

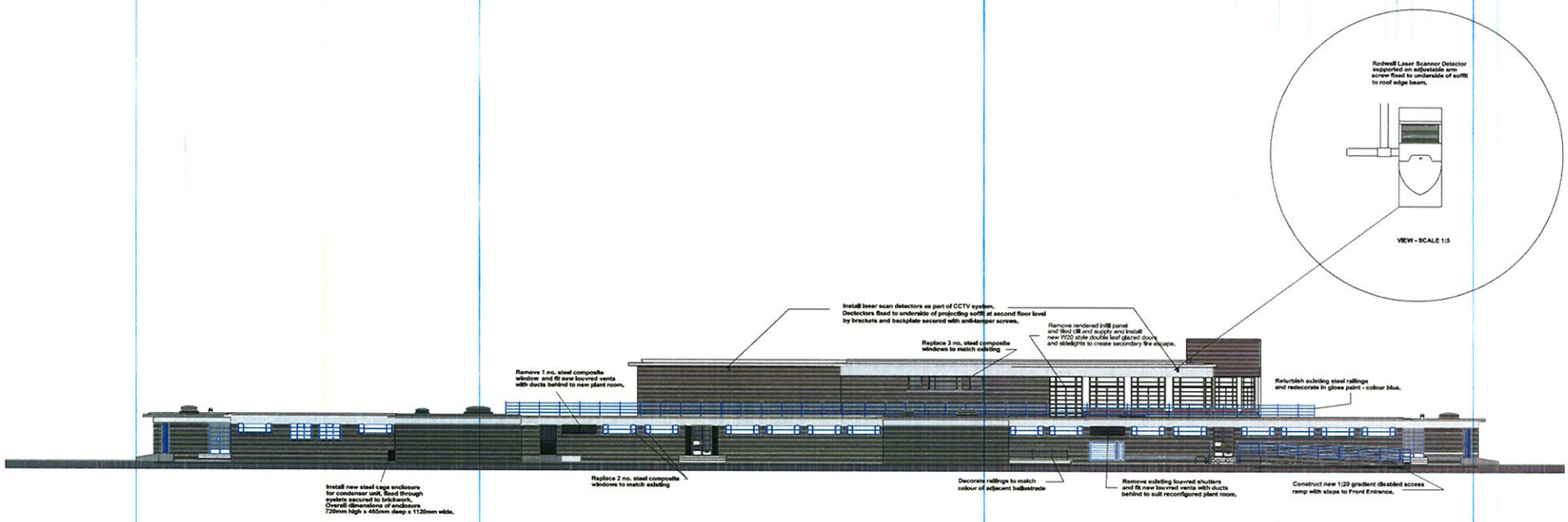
Architectural Services

QUEEN ELIZABETH II STADIUM - REFURBISHMENT AND RESTORATION

NORTH ELEVATION - PROPOSED

1:100 @ A2 FEBRUARY 2010

PL/571/001/A00 003 REV 1



ENFIELD Council

Rev Date Notes

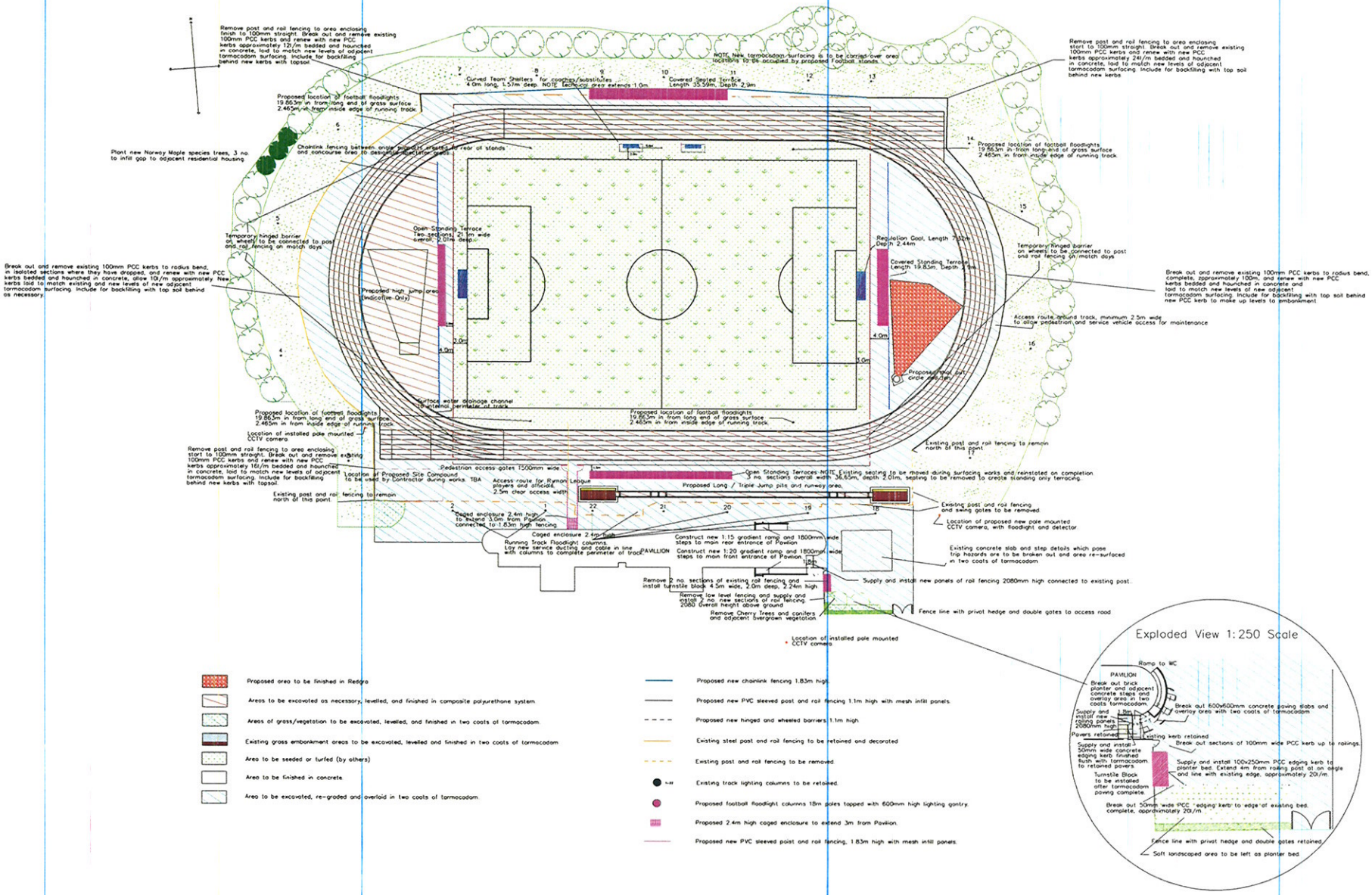
Architectural Services

Project: QUEEN ELIZABETH'S STADIUM - REFURBISHMENT AND RESTORATION

Drawing Title: SOUTH ELEVATION - PROPOSED

Scale: 1:100 @ A1 | Date: FEBRUARY 2010 | Drawn: SM | Checked: SM

Drawing No: M/L523/001/800 SOL REV 4



ENFIELD Council

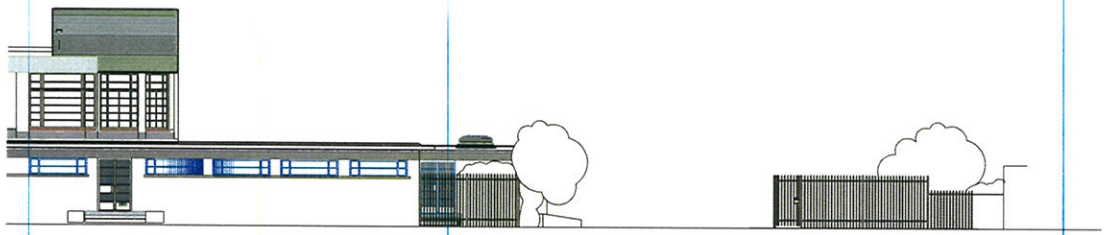
Architectural Services

Drawing Title: QUEEN ELIZABETH II STADIUM - RENEWAL OF RUNNING TRACK & ASSOC. FACILITES

Scale: 1:500 | Date: FEBRUARY 2010 | Drawn: SJM | Architect ISO: | CAD File No.:

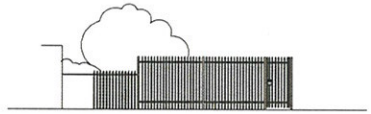
Drawing Title: ENFIELD TOWN FC - PROPOSED SITE LAYOUT

Drawing No.: M/L 523/001/800 008 | Revision: 6

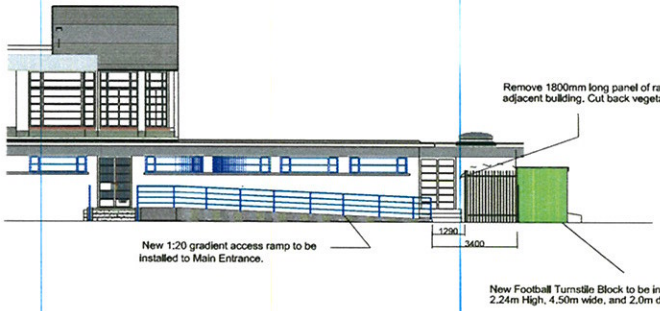


Existing Front (South) Elevation of Pavilion to East corner

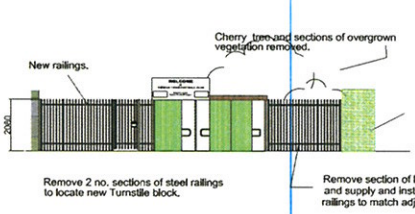
Existing view looking East



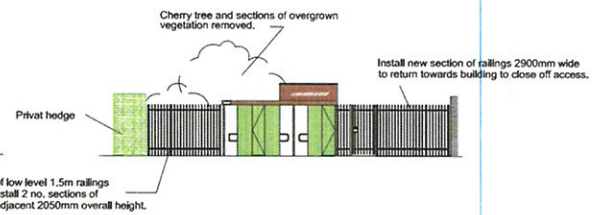
Existing view looking West



Proposed Front (South) Elevation of Pavilion to East corner



Proposed view looking East

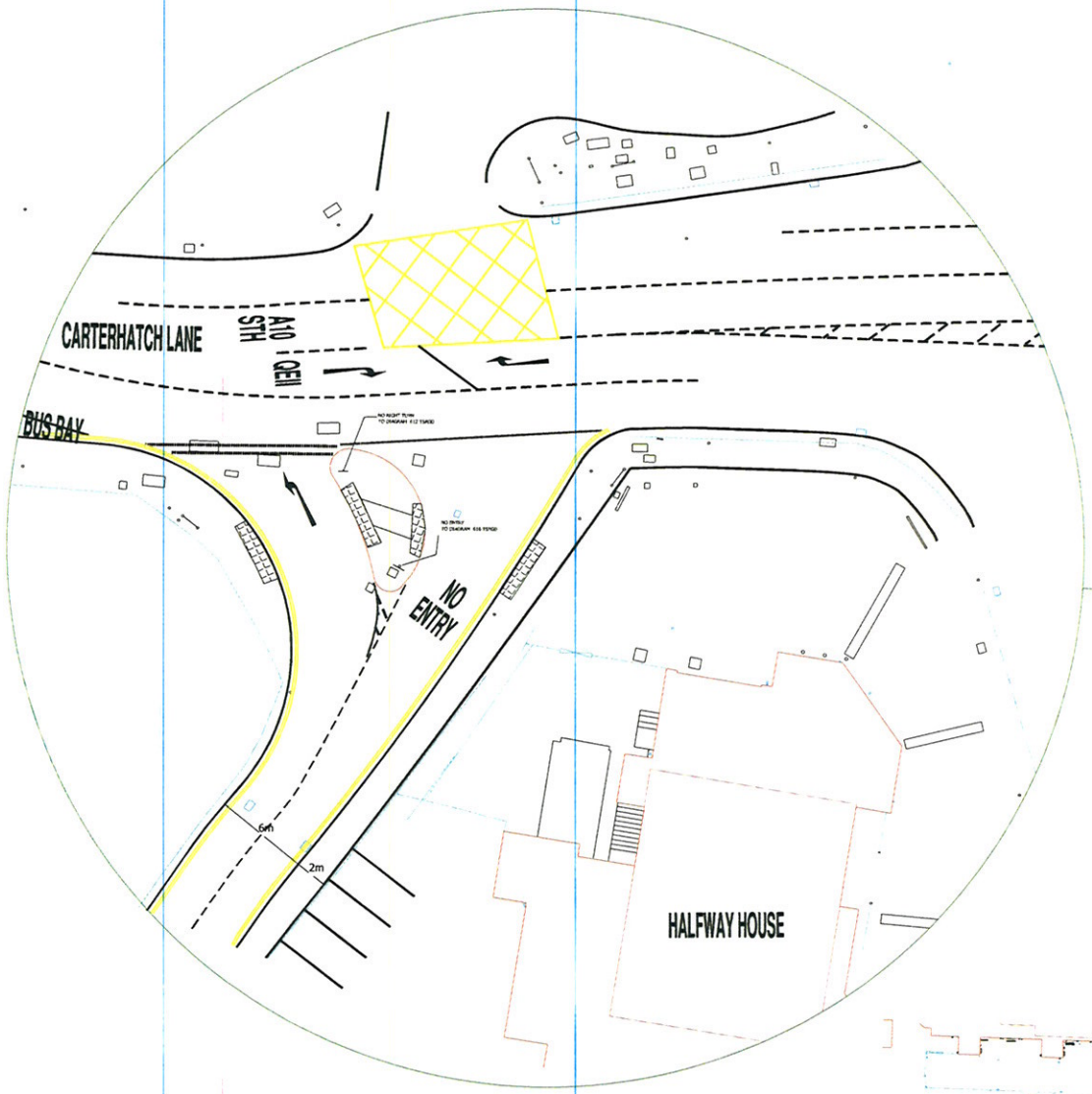


Proposed view looking West

ENFIELD Council

Architectural Services

Project	QUEEN ELIZABETH II STADIUM - REFURBISHMENT AND RESTORATION
Scale	1:100
Date	OCTOBER 2009
Drawn	SJN
Architect I.C.	
CAD File No.	
Drawing Title	FRONT ELEVATION (SOUTH) - EXISTING FENCING AND PROPOSED TURNSTILES TO EASTERN END
Drawing No.	M/L 523/001800 - 015
Revision	1



EXPLODED VIEW OF CARTERHATCH ROAD JUNCTION
SCALE 1:200

ENFIELD Council

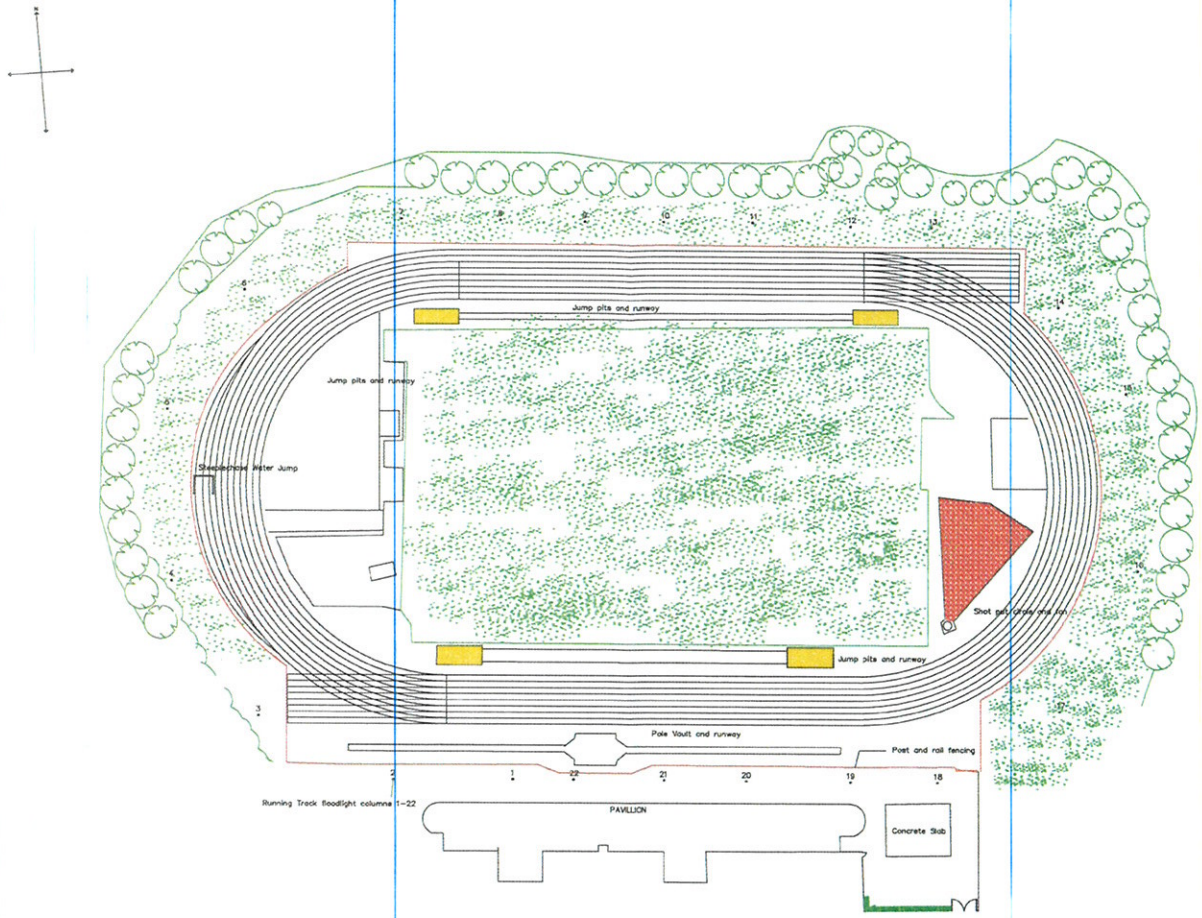
Architectural Services

QUEEN ELIZABETH II STADIUM - REFURBISHMENT AND RESTORATION

Scale 1:1250/1:200 | Date DECEMBER 2009 | Drawn SJM | Amdmt ISO | CAD File No.

HIGHWAY PLAN / ACCESS - PROPOSED LAYOUT ALTERATIONS

Drawing No. M/L 523/001/800 020 | Revision 1



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Project Title: QUEEN ELIZABETH II STADIUM - RENEWAL OF RUNNING TRACK & ASSOC. FACILITES		Drawing Title: QUEEN ELIZABETH II STADIUM - EXISTING SITE LAYOUT
Scale: 1:500	Date: OCTOBER 2009	Drawn: SJM
Architect/BD:	CAD File No:	Drawing No: M/L 523/001/800 022
		Revision: 1