

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 26th April 2011

Report of

Assistant Director, Planning &
Environmental Protection

Contact Officer:

Aled Richards Tel: 020 8379 3857
Andy Higham Tel: 020 8379 3848
Ms E. Kiernan Tel: 020 8379 3830

Ward:

Cockfosters

Application Number : LBE/11/0007

Category: Other Development

LOCATION: BRAMLEY SPORTS GROUND, CHASE SIDE, LONDON, N14 5BP

PROPOSAL: Construction of an all weather sports pitch with single storey reception block and 22 car parking spaces at front involving demolition of existing buildings.

Applicant Name & Address:

Simon Gardner,
London Borough of Enfield
CIVIC CENTRE,
SILVER STREET,
ENFIELD,
EN1 3XA

Agent Name & Address:

Kerry White, Archer Architects
Office 7
Gateway 1000
Arlington Business Park
Stevenage
Herts
SG1 2FP

RECOMMENDATION: That planning permission be **GRANTED** subject to conditions.

1. Site and Surroundings

- 1.1 The site is located on the eastern side of Chase Side to the south of the Chicken Shed Theatre with the Bramley Road recreation ground to the south and east. The site presently contains an indoor bowls facility, squash courts and informal parking area with access from Chase Side
- 1.2 Adjacent to the eastern boundary of the site is the Grade II listed Clock Tower

2. Proposal

- 2.1 The proposal involves the demolition of the existing bowls and squash facilities and the construction of an all weather sports pitch with single storey reception block and 22 car parking spaces.
- 2.2 The all weather pitch would have dimensions of 14.2m in width by 15m in depth and enclose by 5m high posts to the northern boundary and 3m high weld mesh fencing to the eastern boundary.
- 2.3 The reception block would have dimensions of 4m in width by 4m in depth and be finished with a flat roof to a maximum height of 3.2m
- 2.4 The car parking layout to the west, adjacent to Chase Side would be remodelled to accommodate 22 car parking spaces, including 2 disabled bays.

3. Relevant Planning Decisions

- 3.1 TP/06/1579 - Erection of 8No. columns, 13 metres in height, with floodlights to match pitch adjacent Saracens Football Club - granted
- 3.2 TP/03/0038 - Moving containers to car park & portakabins to be used as changing rooms – granted

4. Consultations

4.1 Statutory and non-statutory consultees

- 4.1.1 Traffic and Transportation raise no objection in principle subject to improvement to the access and a management plan to control use of the parking area
- 4.1.2 Any other comments received will be reported at Planning Committee

4.2 Public

- 4.2.1 Two neighbouring properties were consulted. Press and site notices were also posted. Any responses will be reported verbally at Planning Committee.

5. Relevant Policy

5.1 Core Strategy

At the meeting of the full Council on 10th November 2010, the Core Strategy of the Local Development Framework was approved. The document and the policies contained therein are now material considerations to be taken into account when considering the acceptability of development proposals. The following are of relevance

SO8:	Transportation and accessibility
SO10:	Built environment
CP9	Supporting Community Cohesion
CP11	Recreation, Leisure, Culture & Arts
CP20	Sustainable Energy Use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP30	Maintaining and Improving the Quality of the Built and Open Environment
CP31	Built and Landscape Heritage
CP32	Pollution
CP36	Biodiversity

5.2 Unitary Development Plan

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance:

(II)GD3	Design
(II)GD6	Traffic Generation
(II)GD8	Access and Servicing
(II) H8	Privacy

5.3 London Plan

3A.18	Protection and Enhancement of Social Infrastructure and Community
3C.23	Parking Strategy
3D.6	Sports facilities
3D.13	Children and Young People's Play and informal recreation strategies
3D.14	Biodiversity and nature conservation
3D.15	Trees and woodland 188
3D.16	Geological Conservation
4B.1	Design Principles for a Compact City
4B.2	Design
4B.8	Respect Local Context and Character
4B.11	London's built heritage
4B.12	Heritage conservation

5.4 Other Relevant Policy

PPS1	Delivering Sustainable Development
PPS5	Planning for the Historic Environment
PPG13	Transportation
PPG17	Planning for Open Space, Sport and Recreation

6. Analysis

6.1 Loss of Bowls and Squash Building

6.1.1 Core Policy 11 of the Core Strategy seeks to resist the loss of existing recreation and leisure facilities unless it can be demonstrated that they are no longer required or will be provided elsewhere. It is acknowledged that demand for indoor bowls has declined and due to the size and configuration of the existing building, it does not readily lend itself to an alternative use. Leisure have confirmed that the demand for this facility could be accommodated elsewhere in the area. With regard to the squash facilities, it is also considered that existing demand is catered for in other facilities elsewhere within the Borough. Furthermore, the pressing demand within the Borough is for facilities of this nature. On balance therefore, no objection is raised.

6.2 Design and Impact on Character of the Area

6.1.1 With reference to the proposed sporting / recreational use, this would be consistent with the current use and that of the surrounding area

6.1.2 The main visual feature of the proposal is the fencing and floodlighting. However, the weld mesh fencing is considered to be acceptable in appearance and at a height of 3 metres, would not appear unduly intrusive. For reasons of biodiversity, the acceptability of the proposed floodlights is still unclear. However, it is considered that there is no objection to the principle given the proximity to the built form of the Theatre and the fact that flood lighting exist in connection with the Saracens Training facility to the south. Consequently, the fencing and associated floodlighting would not harm the character and appearance of the area. A condition is suggested to cover the final design and specification for the floodlights.

6.1.3 The new reception building would measure 4. metres in depth by 4 metres in width to a maximum height of 3.2m. The design features a flat roof and would be constructed of steel cladding and finished in light/dark grey. Although it is recognised that this is not the most visual sensitive material, it is considered practicable and given its position at the back of the site adjacent to the boundary with the Theatre, it would not occupy an unduly prominent position where it could detract from visual amenity. As a result, given the circumstances, this structure is considered acceptable.

6.1.4 The parking area would replace the informal arrangements that currently exist. With the use of appropriate materials, this formalising of the existing would not impact on the character and appearance of the area.

6.1.5 The presence of the Grade II listed Clock Tower on the eastern edge of the development is also a material consideration. Whilst the proposals would have no direct affect upon the structure, the proximity has the potential to affect its setting. However, it is considered that the predominantly open form of the proposal all weather sports pitch together with the retention of landscaping around its edge alongside the proposed fencing and floodlighting, would ensure that the setting of this heritage asset is not harmed sufficient to warrant refusal of the application.

6.3 Impact on Neighbouring Amenities

6.3.1 The nearest residential properties are sited approximately 200m to the east and 285m to the south. Due to this distance, noise and disturbance associated with the use of the all weather surface even during evening periods, is not felt likely to cause harm to residential amenity.

6.3.2 In addition, the relationship also means that the floodlighting associated with this use would not have a detrimental impact on residential amenities.

6.3 Sustainability

6.3.1 The information submitted with the application is considered insufficient to fully consider the sustainability of the proposed development. Further information has therefore been sought and an update will be provided at the meeting.

6.4 Biodiversity

6.4.1 The information submitted with the application is considered insufficient to fully consider the biodiversity implications arising from the development regards to impacts on habitats or lighting spillage. Further information has therefore been sought and an update will be provided at the meeting.

6.5 Car Parking and Access

6.5.1 The main issues are traffic generation and suitability of the access on to Chase Side to accommodate the more intensive vehicle movements. As Chase Side is a classified road then it is important that any development does not prejudice the traffic flow or highway safety. This could be impeded if two way vehicle movement to and from the site is not possible as vehicles could have to wait or slow suddenly on the highway to allow vehicles to exit.

6.5.2 Clarification has been sought to demonstrate that two way vehicle movements at the entrance to the site is possible. Given the Council's ownership of the land, it would also be possible to impose a condition to secure improvements if necessary

6.5.3 The requirement for two way access is informed by number and pattern of trip generation. The nature of the use (sports facility) means vehicle movements are likely to be concentrated around certain times i.e. before and after events. If events are infrequent then this is unlikely to be problematic, but it could lead to difficulties if it is operated intensively especially for example as a five a side facility.

6.5.4 In assessing the traffic generation the TA has used a worst case scenario which it states would be the use of the site as three five a side pitches all operating at the same time. This is considered reasonable, as it could mean a minimum of 33 users on the pitches at once. The TRICS database has been used in order to estimate the number of trips that this would generate, and it gives the following results:

- a) The peak time is between 17:00 and 21:00 for weekdays, with a maximum of 32 two way vehicles movements between 19:00 and 20:00.

It is noted that the comparison sites have not been included in the appendix of the TA, so it is not possible to verify the results in terms of checking how similar the examples are to the proposed site. However, the peak level of traffic generation is not a problem in itself as it is outside the network peak, and further analysis in the TA shows it only represents a small percentage of the overall traffic flow.

- 6.5.4 However if vehicles are exiting and arriving at the same time then without two way access it could prejudice the flow of traffic along Chase Side, and this would be unacceptable and contrary to (II)GD8 of the UDP, PPG13 Appendix B, and the Design Manual for Roads and Bridges Vol 6, which require sites to be have suitable access arrangements that do not disrupt traffic flow on classified roads.
- 6.5.5 In terms of parking, it is considered the provision of the 24 spaces would be sufficient to meet the expected demand for the use of three pitches for five a side, which is considered the maximum level of use. Details of the parking requirement for any other uses are not given although policy in the London Plan does not prescribe an exact number of spaces for leisure uses. However as the site is not in a town centre and does not benefit from any local public car parks, all vehicles are likely to park on site. The parking accumulation shows data shows the max number of vehicles on site would be 23, but there are no any details on how the existing unauthorised parking serving the theatre and the Cat Hill campus will be controlled. Any unauthorised parking would impact on the number of spaces available, and given that there is only one access/egress, then the circulation of vehicles could be a problem if the parking is not controlled.
- 6.5.6 Notwithstanding the above, the capacity of the proposed parking to meet worst case scenario is acknowledged and subject to conditions regarding access, is considered to be acceptable in terms of impact on the adjoining highway.

7. Conclusion

- 7.1 Having regard to the above considerations, it is considered notwithstanding the loss of the existing facilities, the proposal is acceptable as it would enhance the sporting and recreational offer available to residents of the Borough, it would not prejudice the character, appearance and residential amenities of the surrounding area or have detrimental impacts on highways, parking or pedestrian safety. The proposal is therefore considered acceptable for the following reasons
1. The proposal would not lead to conditions that would be detrimental to the highway safety and convenience in the locality, having regard to Policies (II)GD6 and (II)GD8 of the Unitary Development Plan and 3C.23 of the London Plan.
 2. The proposed building and all weather sports pitch, by virtue of their size, height and design, would ensure that there is no significant harm to the character and appearance of the street scene or neighbouring amenities, having regard to Policies (II) GD3 of the Unitary Development Plan, CP30 and CP32 of the Core Strategy.

3. The proposed development would improve and contribute to community recreation and leisure facilities having regard to CP11 of the Core Strategy and PPG17.

8. Recommendation

- 8.1 That in accordance with Regulation 3 of the Town and Country Planning (General) Regulations 1992, planning permission be deemed to be GRANTED subject to the following condition:
 - 1 The development shall not commence until details of the lighting columns including design, height, number, colour and finish, lamps and feeder pillars to be used have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
Reason: To ensure a satisfactory external appearance and to safeguard any biodiversity value of the site.
 - 2 C09 – Details of Hardsurfacing
 - 3 C10 – Details of Levels
 - 4 C11 – Details of Enclosure
 - 5 C17 – Details of Landscaping
 - 6 The development shall not commence until details of tree protection measures have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented and maintained throughout the construction period.
Reason: To protect existing planting during construction.
 7. C22 – Details of Construction Vehicle Wheel Cleaning
 - 8 That a schedule detailing the opening hours and use of the facilities, including the use of the floodlights, be submitted to and approved in writing by the Local Planning Authority before development begins.
Reason: To safeguard the amenities of the occupiers of adjoining properties.
 9. C51a – Time limit