

Committee	PLANNING COMMITTEE C	
Report Title	St Dunstan's Jubilee Sportsground, Canadian Avenue, Catford SE6	
Ward	Rushey Green	
Contributors	Suzanne White	
Class	PART 1	20 th July 2017

<u>Reg. Nos.</u>	DC/16/098922
<u>Application dated</u>	28.10.16 [as revised up to 27.04.17]
<u>Applicant</u>	Renew Planning on behalf of St Dunstan's Educational Foundation
<u>Proposal</u>	Re-organisation of playing fields and parking facilities at St Dunstan's Jubilee Ground, Canadian Avenue, SE6 comprising of a reduction in the number of astro football pitches from 11 to 6; resurfacing of the retained pitches and provision of replacement floodlighting and fencing; construction of an artificial turf hockey/football pitch with associated floodlighting, fencing, paving and landscaping; reinstatement and re-levelling of existing playing field area; reconfiguration of car park to include coach and cycle parking and associated lighting and other works.
<u>Applicant's Plan Nos.</u>	1554_LL-126 P01; 1554_LL-114 P06; 1554_LL-121 P00; 1554_LL-122 P00; 1554_LL-123 P00; 1554_LL-124 P00; 1554_LL-125 P00; 1554_LP-302 P00; 1554_LP-303 P00; Planning Statement; Design And Access Statement; Soft Landscape Maintenance Programme; Acoustic Feasibility Report; Heritage Statement; Desk-Based Archaeological Assessment; Preliminary Ecological Appraisal; Lighting Assessment Report; Geotechnical and Geoenvironmental Desktop Study; Transport Statement; Draft Travel Plan; Flood Risk Assessment; Drainage Impact Assessment; Image board (WWA) (received 11th November 2016); 1554_LL_119 Rev P02 (received 14th December 2016); 1554_LL_113 Rev P02; 1554_LL_127 Rev P01; 1554_LL_132 Rev P00 (received 3rd February 2017); 12478-CRH-00-DR-D-6175-P1; 12478-CRH-00-DR-D-6176-P1 (received 13 th February 2017); Acoustic Technical Note (RBA Acoustics, 13.02.17); Lighting letter statement (Silcock Dawson & Partners, 17.02.17); 160210 E100 Rev T2; 1554_LD-504 Rev T00; (received 23 rd February 2017); 12478-CRH-XX-DR-D-5900 P1; Lighting Technical Report (Abacus); 1554_LL_114_T06 (received 10 th April 2017); and 1554_Lse_402 T01 (received 20 th April 2017); HL250D15; Sports Pack HL250 15 Metre (Abacus); RL201/41/23 H; 1554_LL_136 P00

(received 23rd June 2017); and 12478-CRH-00-DR-D-6179-P1 (received 27th June 2017).

Background Papers

- (1) Case File LE/881/C/TP
- (2) Local Development Framework Documents
- (3) The London Plan

Designation

Metropolitan Open Land
Culverley Green Conservation Area
Area of Archaeological Priority
Urban Green Space
Culverley Green Article 4
Flood Zone 2/3

Screening

ES not required. Screening Opinion issued 11th July 2017.

1.0 Property/Site Description

- 1.1 The Jubilee Ground is a sports ground fronting the southern side of the South Circular Road (A205) at Catford Bridge. The site is classified as Metropolitan Open Land (MOL) and playing fields with associated pitches covering an area of approximately 8 hectares.
- 1.2 The site was acquired by St. Dunstan's Education Foundation in June 2014, having formerly been the Private Banks Sports Ground. On the western boundary is a two storey Pavilion, two storey caretaker's house, car park (105 spaces) and eleven 5/7 a side floodlit pitches. Wrapping around these on the northern, eastern and southern parts of the site are grass playing pitches for soccer, rugby and cricket.
- 1.3 The site is accessed from a single point located off Canadian Avenue to the northeast, close to the junction with the South Circular Road.
- 1.4 The pavilion is arranged over two storeys with the ground floor containing the principal changing and welfare facilities alongside a main bar, kitchen and former gym, and the upper floor accommodating three meeting rooms, a fitness studio and an external terrace. It has an overall GIA of 1,524 m².
- 1.5 The sports ground is bounded by the A205 North Circular Road to the north, the main Catford Bridge railway line to the west, a part-section of Fordmill Road and a former Environment Agency depot to the south (now used on a temporary basis for motor related purposes) and for broadly half of its length on its eastern side, the rear gardens of the residential properties fronting Canadian Avenue.
- 1.6 The site has a PTAL rating of 6a and is located approximately 500m from Catford Bridge and Catford stations and is served by several bus routes from Catford Road.
- 1.7 The site is located within the Culverley Green Conservation Area which is subject to the Culverley Green Article 4 Direction. It is located within 100m of the Ravensbourne River and Catford Bridge rail line to the west.

- 1.8 The present application relates only to the southern portion of the site, comprising the 11 astro pitches, car park and grass pitches to the east and south.

2.0 Planning History

DC/94/38110- Renewal of planning permission dated 19 February 1986 for the construction of a car park in the middle of the Private Bank Sports Ground. Granted, 2 May 1995.

DC/98/43435- The refurbishment and alterations to the Club House at Private Banks Sports Club with enlargement of the car park and provision of fourteen all-weather floodlit courts and alterations to the Catford Road frontage. Granted 12 February 1999. This permission was subject to a s106 agreement which secured community use of the astro pitches.

DC/16/096086: Part change of use of St. Dunstan's Jubilee Ground pavilion SE6 into a Class D1 day nursery for up to 40 children extending over ground and first floors with alterations to south, north and east pavilion elevations to form additional door openings and windows and associated external works on land directly to the south of the pavilion to form an outside play area; use of the existing car park to provide 2 staff parking spaces, 5 short-stay parent drop-off/pick-up spaces and 1 disabled parking space; provision of 12 bicycle parking spaces, flexible storage space and the formation of a pedestrian path and associated works from the existing Canadian Avenue entrance to the proposed nursery entrance. Granted 02.04.16.

3.0 Current Planning Application

The Proposals

- 3.1 The proposal concerns the renewal and re-organisation of most of the sports pitches, both all-weather and grass, at St Dunstan's Jubilee Grounds to better meet the College's needs. In particular, the applicant states that the proposals are aimed at providing better facilities for girls through the addition of a hockey pitch. The proposals will also involve the re-organisation of vehicle parking on site and an increase in cycle parking.
- 3.2 In detail, the proposals are as follows:
- i) 5-a-side and 7-a-side pitches
- 3.3 There are presently 11 artificial turf pitches (ten 5-a-side and one 7-a-side) located in the southwest of the site adjacent to the Catford railway line. All have floodlighting. It is proposed to reduce this provision to six pitches, all 5-a-side size.
- 3.4 The retained pitches would be upgraded with new 3G artificial turf permanently marked for football, new perimeter fencing and ball-stop netting. The existing floodlight columns would be retained and new LED floodlight fittings would be installed.
- ii) New hockey pitch
- 3.5 The proposed floodlit artificial pitch is proposed to be constructed to the east of the retained 5-a-side pitches, partly on the redundant 5-a-side pitches, partly on the

existing car park and partly on existing grass sportsfield. It has been principally designed for hockey and would therefore have a sand-dressed surface but could also be used for football, netball and tennis. Sand-dressed hockey pitches are made of carpet of woven, tufted or knitted synthetic yarn of approximately 16mm to 20mm pile, partly supported or stabilised by the addition of filling material, e.g. sand, for up to 80% of pile depth.

- 3.6 The pitch would measure 91.4m x 55m and in compliance with Sport England requirements there will be 5m run-offs behind each goal and 4m to each touchline. It would have permanent line markings for hockey and football, with netball and tennis added in the summer months.
- 3.7 An asphalt surface is proposed to be provided along the western side of the pitch for spectators and team members to watch games/wait their turn etc. This area would be separated from the pitch by a 1.2m high protective weldmesh fence. Two covered dug-outs are proposed within this area for coaching staff and substitutes.
- 3.8 The whole pitch, including the spectators area, would be surrounded by a 3m high weldmesh fence with access gates. As originally submitted, the proposal included rebound boards around the perimeter of the pitch, however these were removed in favour of reinforced wire mesh in response to concerns over noise.
- 3.9 Floodlighting is proposed in the form of four 15m high columns on each side of the pitch (8 columns in total).

iii) Changes to existing grass pitches

- 3.10 Improvements to the existing grass pitches to increase the playable area, including re-levelling and re-marking, are proposed. Reducing the levels of the artificial hockey pitch in relation to existing ground level will generate an amount of spoil. It is proposed to use this material to reinstate the area from where the existing 5-a-side pitches have been removed and to improve the playing surface of the existing grass area to the south of the proposed artificial pitch, making it more even.

iv) Car, coach and cycle parking

- 3.11 There are currently 105 car parking spaces provided at the site. It is intended to reduce this number to 79 spaces, of which 6 would be accessible. The re-organisation of the parking requires that parking for the recently approved nursery is relocated, though it will remain in close proximity, just to the south. The lifting arm barrier required under the nursery permission to control parking associated with the nursery will be repositioned to prevent cars from entering the larger car park during the day, but would be opened during evenings and weekends and for school events.
- 3.12 Currently there is no coach parking at the site. It is proposed to allocate dedicated parking and turning space for up to 4 coaches within the new car park. This area would be hatched to prohibit car parking.
- 3.13 Additionally, it is proposed to provide 100 cycle parking spaces within the proposals, split between two locations near the pavilion and 5-a-side pitches.

4.0 **Consultation**

- 4.1 This section outlines the consultation carried out by the Council following the submission of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.
- 4.2 Site notices were displayed and letters were sent to residents and businesses in the surrounding area and to the ward councillors. Following receipt of revised and additional information from the applicant, letters were sent to neighbouring occupiers to notify them of the changes and invite further comments.

Written Responses received from Local Residents and Organisations

- 4.3 A total of five representations were made in respect of the application. Of these, 4 were objections and 1 provided comments.
- 4.4 The concerns raised are summarised as follows:
- Ambiguity of proposal as from description of development it seemed that the hockey pitch would replace the 5 astro pitches removed;
 - Disturbance, noise and light pollution to properties on Canadian Avenue due to the proximity of the hockey pitch, noise generated by objects hitting the sides of the enclosure or striking hockey sticks and the vocal noise of players and supporters.
 - Drainage
 - Suggest the applicant erect a temporary structure to show height of floodlights
- 4.5 Three residents provided further comments following the re-consultation, identifying that the revised proposals did not address their concerns.

Written Responses received from Statutory Agencies

Historic England – Archaeological Advisory Service

- 4.6 Following submission of geotechnical data, Historic England advised that it had been demonstrated that there is a discernible but limited on-going archaeological interest on site and recommended a condition in respect of archaeological evaluation.

Environment Agency

- 4.7 The Environment Agency (EA) have no objections to the proposal, subject to conditions being attached to any approval in respect of the remediation of contamination and restrictions on piling and infiltration.

Sport England

- 4.8 As the development is for the provision of indoor and outdoor sports facilities and the provision of which would be of sufficient benefit to the development of sport, the proposal is considered to meet Sport England's exception test. As part of this consultation Sport England consulted a number of National Governing Bodies of Sport and The FA, LTA, ECB and EHB have all confirmed they either do not object

or are in support of this proposal. Overall, no objection raised, subject to conditions in respect of:

- Ground conditions assessment and design specification for the playing fields;
- Community use agreement, including details of pricing policy, hours of use, access by non-members, management responsibilities and a mechanism for review
- A Management and Maintenance Scheme for the facility, including management responsibilities, a maintenance schedule and a mechanism for review

Transport for London

- 4.9 Initial concerns raised in respect of lack of justification for the high level of parking proposed, given the high PTAL rating. A concern was raised that insufficient disabled parking was proposed and that it was somewhat remote from the facilities. Also, TfL sought public use of the stair on Catford Bridge for users of the sports facilities and a footpath link to join the existing footpath within the site. Details of cycle parking and tracking were also sought. Following the submission of additional and revised details and a commitment by the applicant to provide public access via the stair on Catford Bridge for users of the sports facilities, TfL confirmed their support for the scheme.

Network Rail

- 4.10 No objection raised. Advice on construction adjacent to railway provided to applicant.

Responses from Internal Consultees

Ecological Regeneration Manager

- 4.11 The Council's Ecological Regeneration Manager has advised that, while the proposed lighting to the hockey pitch would have some impact on wildlife using the corridor provided by mature planting on the eastern boundary, it would not be sufficient to raise an objection. It is requested that the lights are only used and turned on during active use and that the use is planned so that those pitches further from wildlife features (namely rows of mature trees) are used first.

Highways and Transportation

- 4.12 The reduction in the number of off-street parking spaces is welcome given the site's PTAL. To improve accessibility and encourage public transport use at the site, the general public should be able to access the site via the stairs or/and subway at Catford Bridge (when the grounds are open to the general public 17:00-23:00 Monday to Thursday and 17:00-22:00 Friday, Saturday and Sunday). So, the applicant should provide details of the access strategy for the general public (including signage) and details of lighting during these times. The swept path diagrams submitted indicate that coaches can safely access the site. The applicant should provide details of the proposed secure cycle parking. A condition is required to ensure the Travel Plan is implemented.

Environmental Health Officer

- 4.13 In respect of noise, as the applicant amended the proposal to include shock absorbing noise reduction measures to the backboards around the hockey pitch, no objection is raised.
- 4.14 In respect of contamination, the Council's EHO advised that they agreed with the recommendations of the submitted Desk Top Study report agree with that ground and UXO investigations should be undertaken.

5.0 Policy Context

Introduction

- 5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-
- (a) the provisions of the development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations.

A local finance consideration means:

- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
 - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Lewisham comprises the Core Strategy, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

- 5.3 The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary, this states in paragraph 211, that policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.
- 5.4 Officers have reviewed the Core Strategy for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to

these policies in the decision making process in accordance with paragraphs 211, and 215 of the NPPF.

Other National Guidance

5.5 The other relevant national guidance is:

On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.

London Plan (2016) (as amended)

5.6 The London Plan policies relevant to this application are:

Policy 1.1 Delivering the strategic vision and objectives for London
Policy 2.14 Areas for regeneration
Policy 2.18 Green infrastructure: the network of open and green spaces
Policy 3.2 Improving health and addressing health inequalities
Policy 3.6 Children and young people's play and informal recreation facilities
Policy 3.16 Protection and enhancement of social infrastructure
Policy 3.19 Sports facilities
Policy 5.21 Contaminated land
Policy 6.9 Cycling
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.17 Metropolitan Open Land
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature

London Plan Supplementary Planning Guidance (SPG)

5.7 The London Plan SPG's relevant to this application are:

Shaping Neighbourhoods: Play and Informal Recreation (2012)

Core Strategy

5.8 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Development Management Local Plan and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 1 Lewisham Spatial Strategy
Spatial Policy 2 Regeneration and Growth Areas

Core Strategy Objective 6: Flood risk reduction and water management
Core Strategy Objective 7: Open spaces and environmental assets
Core Strategy Objective 10: Protect and enhance Lewisham's character
Core Strategy Objective 11: Community well-being
Core Strategy Policy 10 Managing and reducing the risk of flooding
Core Strategy Policy 11 River and waterways network
Core Strategy Policy 12 Open space and environmental assets
Core Strategy Policy 14 Sustainable movement and transport
Core Strategy Policy 15 High quality design for Lewisham
Core Strategy Policy 19 Provision and maintenance of community and recreational facilities

Development Management Local Plan

5.9 The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The Development Management Local Plan, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Core Strategy and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Development Management Local Plan as they relate to this application:

5.10 The following policies are considered to be relevant to this application:

DM Policy 1	Presumption in favour of sustainable development
DM Policy 24	Biodiversity, living roofs and artificial playing pitches
DM Policy 26	Noise and vibration
DM Policy 28	Contaminated land
DM Policy 30	Urban design and local character
DM Policy 43	Art, culture and entertainment facilities

6.0 Planning Considerations

6.1 The main issues to be considered in respect of this application are:

- a) Principle of Development
- b) Design
- c) Neighbouring Amenity
- d) Highways and Traffic Issues
 - i) Access
 - ii) Servicing
 - iii) Car Parking
- e) Other considerations
 - i) Trees and Ecology
 - ii) Flood risk and drainage
 - iii) Archaeology

Principle of Development

6.2 In terms of the acceptability of the principle of siting such a use in the proposed location, there is one main issue: whether or not the proposal harmfully affects the Metropolitan Open Land (MOL) and Urban Green Space in which it would sit.

- 6.3 In terms of the impact on MOL and Urban Green Space, Core Strategy Objectives 7 and 10 and Core Strategy Policy 12 seek to protect existing open space from inappropriate development, to ensure there is no adverse effect on their use, management, amenity or enjoyment in accordance with the principles of the London Plan, Policy 7.17 of which states:
- “B) The strongest protection should be given to London’s Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of the MOL.”*
- 6.4 Green Belt policy is set out in the NPPF. At paragraph 89 it identifies a number of exceptions when a building in the Green Belt (or MOL) can be appropriate. One such exception is the provision of appropriate facilities for outdoor sport and recreation, as long as they preserve the openness of the designated area and do not conflict with the purposes of including land within it. Although the proposals do not include any buildings as such, they do nevertheless comprise development including new hardlandscaping, fencing, floodlighting and structures which would change the character of greenfield part of the site. The proposals would replace and extend similar development on the site, will not result in increased built floor area, relate to sports facilities and, through the landscaping and fencing specification, would retain a sense of openness. In land use terms therefore, the proposals would be appropriate within MOL, subject to other relevant considerations including parking, design and amenity.
- 6.5 Policy support for the principle of improved facilities at the sportsground is found in London Plan Policy 3.19 and Core Strategy Policy 19. London Plan Policy 3.19 states that the Mayor aims to increase participation in, and tackle inequality of access to, sport and physical activity in London. The Policy supports the enhancement in provision of sports and recreational facilities and states that the provision of sports lighting should be supported in areas where there is an identified need for sports facilities to increase sports participation opportunities, unless demonstrable harm to the local community or biodiversity would occur. Core Strategy Policy 19 seeks to ensure that a range of community facilities, including education, leisure, sports and recreational are provided, protected and enhanced across the borough by, among other things, ensuring no net loss of facilities and stating a preference for their provision in easily accessible locations.
- 6.6. The existing 11 astro pitches at the site are subject to a s106 agreement securing community use of the facilities during off-peak hours i.e. 9-4.30pm Monday to Sunday. Usage is restricted to groups nominated by the Council, who can then use the facilities for free. Feedback from the Council’s Community Assets Manager is that the agreement is functioning and, although take up is low, it is considered a valuable resource. Schools are the main group making use of the facilities at these times. The reason that greater use is not made of the facilities is due to the cost and time involved in travelling to the site.
- 6.7 The Council’s Community Assets Manager has advised that community access to the proposed hockey pitch would be of value in order to help increase participation in hockey, tennis and netball as facilities for these sports are presently limited in the borough. In order to encourage use, it is proposed that the hockey pitch would be available one night per week free of charge for hockey, tennis and netball development. It is proposed that this time would be reserved by sports groups nominated by the Council so that the Council could ensure that a good proportion of

participants were Lewisham residents. Community access to the retained 5-a-side pitches would continue as existing, as this is sufficient to meet the demand from local schools.

- 6.8 It is proposed that the existing s106 agreement securing community use would be extinguished in favour of a condition requiring a community use agreement to be submitted for approval, in consultation with Sport England. This is because it is deemed more efficient to have one agreement covering community use of all the facilities, i.e. the hockey pitch, six 5-a-side pitches, changing rooms and parking. It is proposed that this agreement would be subject to monitoring and review. Since the original s106 agreement was secured in 1999, the use of conditions to secure community use agreements has become the standard approach and in this case has been recommended by Sport England. Planning policy guidance advises that where mitigation can be secured by either condition or obligation, that a condition is the preferred option. Officers consider that a condition would be appropriate in this instance and have proposed wording for a condition that would require Sport England's involvement in the drafting of the community use agreement.
- 6.9 In light of the above, the principle of re-organising and re-providing sports facilities at the site is considered acceptable, subject to matters relating to design, biodiversity, transport and neighbouring amenity. These are discussed in detail in the following sections of this report.

Design and Conservation

- 6.10 Paragraph 73 of the NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 6.11 Core Strategy Policy 15 states that the Council will apply national and regional policy and guidance to ensure the highest quality design, while DM Policy 30 echoes how important good design is. Any proposed scheme for this site will be assessed with consideration to the design, character, sense of place and contribution to the environment.
- 6.12 Core Strategy Policy 16 states that the Council will ensure that the value and significance of the borough's heritage assets and their settings, including conservation areas will be monitored, reviewed, enhanced and conserved according to the requirements of government planning policy guidance, the London Plan policies, local policy and English Heritage best practice. Under DM Policy 36, the Council requires the significance of heritage assets to be recognised and clear and convincing justification provided where development causing harm is proposed and will not grant planning permission in conservation areas where new development is incompatible with the special characteristics of the area.
- 6.13 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a statutory duty on local planning authorities to pay special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area. 'Preserving' in the context of the statutory duty means doing no harm.

- 6.14 The application site is situated within the Culverley Green Conservation Area for which the Council published a character appraisal in 2001. Within the character appraisal, the sports ground is described as follows:

“The large, open expanse of the sports ground is included in the conservation area for the contribution it makes to the overall character and in order to ensure that any future proposals for the land are in keeping with that character. The sports ground is one of the oldest recognised features of Culverley Green, appearing on the 1894 OS map” (Page 16).

- 6.15 The most significant change proposed as part of the application, in the context of the conservation area, is the introduction of the hockey pitch with its associated fencing, dug outs and floodlighting. At present, this part of the site is a mixture of grass playing field, car park and astro pitches. The proposals involve the removal the half the area of existing astro pitches with their associated fencing and floodlighting, helping to partially offset the net increase in the extent of all-weather pitches at the site.
- 6.16 The proposed location of the pitch, towards the middle of the sportsground, adjacent to existing similar pitches and largely screened from the public realm by intervening development in Canadian Avenue, reduces the potential for adverse impact on the character of the designated area. Further, given the long-established use of the site as a sports facility, the nature of the proposals is compatible with the recognised character of the sportsground and would not therefore appear incongruous to it.
- 6.17 Notwithstanding the general compatibility of the proposed hockey pitch to the ground, the floodlighting columns serving it would be substantially taller (15m) than those currently serving the astro pitches (6m). However, the eight floodlighting columns around the hockey pitch combined with the retention of fourteen around the astro pitches, would be substantially less than the current 40no. floodlights around the existing astro pitches. Furthermore, the details submitted show that the proposed columns would be slender in appearance (base diameter of 24.8cm, reducing to 10.3cm towards the top), with three light fittings mounted horizontally on top. Following concerns raised at consultation stage with regard to the degree of light spill, revised lighting proposals were submitted reducing light spill beyond the extent of the pitch to a low level. This is considered in more detail under Neighbouring Amenity below.
- 6.18 In terms of materials, the proposed fencing to the hockey pitch is Zaun Hockey Fencing. The colour is not stated, however the precedent images submitted indicate that the fencing would be of functional appearance, typical of a sports facility, yet robust and of good quality. Importantly, the fencing would allow views through, maintaining the openness of the MOL. The details submitted for the dug outs indicate lightweight, transparent structures, considered to be appropriate in this context. With regard to surfacing, the car park and access paths would be resurfaced in asphalt while the hockey pitch surface would consist of artificial turf sand dressed carpet pitch to Sport England standards.
- 6.19 It is recommended that a condition be attached requiring the submission of further details of materials for approval in order to ensure that they would be compatible with the MOL and conservation area designations.
- 6.20 As part of the proposals, the existing car parking area would be reduced and resurfaced, which is considered a positive change aesthetically. The removal of existing street lighting and its replacement with new lighting (8x 6m columns) is considered a neutral impact. The levelling of the grass pitch to the south of the

proposed hockey pitch is also considered to constitute a neutral impact on the conservation area.

- 6.21 Overall therefore, it is considered that the design of the proposals would be compatible with the site's MOL designation and with the special characteristics of the conservation area. Any harm caused to the conservation area would be of minor significance causing less than substantial harm and can be mitigated through the imposition of conditions. Paragraph 134 of the NPPF advises that where a development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. There are clear public benefits in this case, comprising of the provision of enhanced sports facilities in a sustainable location for which community use will be secured.

Neighbouring Amenity

Lighting

- 6.22 Development Management Plan Policy 27 deals specifically with lighting and requires applicants to protect local character, residential amenity and the wider public, biodiversity and wildlife from light pollution and nuisance, by taking appropriate measures in lighting design and installation in line with the Institute of Lighting Professionals' Guidance Notes for the Reduction of Obstructive Light (2011) to control the level of illumination, glare, spillage of light, angle and hours of operation.
- 6.23 In response to concerns raised during the consultation process by residents and the Council's EHO, the applicant submitted a revised specification for the proposed lighting to the hockey pitch. The concern with regard to the original proposals was the degree of light spillage into neighbouring properties on Canadian Avenue, calculated to be between 10 lux and 1 lux on the rear elevation of the dwellings. The distance from the nearest floodlight to the rear elevation of the closest residential property would be 46metres.
- 6.24 As described in an addendum note prepared by the applicant's lighting consultant, Silcock and Dawson, the change to the proposal consisted of specifying a new light fitting from Abacus Lighting which provides better control of the light spillage. They also propose to 're-aim' the lights but keep the tilt angle at zero. The result of these measures is that light spillage onto the rear elevations would be reduced to 1 lux or lower. To put this into context, the level of lighting on the pitch itself would vary between 479-1056lux. Average levels of illuminance in Lux set out in the publication 'Lighting against crime' (2011) prepared by Secured by Design (national police project) and the Institution of Lighting Engineers are as follows:

Sunny June day	80000 Lux
Bad light stopped play at Lords	1000 Lux
A well-lit office	500 Lux
Main road lighting	15 Lux
A residential side street	5 Lux

A clear moonlit night	0.2 Lux
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- 6.25 The submitted note also gives consideration to reducing the height of the columns. It states that, at 15m high, the light fittings push the light downwards and comply with the British standard in respect of the angle that the lights should be in relation to the centre line of the pitch to avoid the lights interfering with the game. If the column height was reduced to 12m, the angles would be compromised and the light fittings would need to be angled up to give the lighting requirements on the pitch. This positive tilt angle would increase light spillage onto the properties from the far row of light fittings (western side of pitch).
- 6.26 The proposed floodlighting is supported by a Lighting Assessment Report and a light spill diagram, updated based on the revised light fittings. In reference to the Guidance notes for the reduction of obtrusive light (GN01) produced by The Institution of Lighting Engineers, the Report identifies that the site is located within the 'suburban' zone relating to small town centres or suburban locations. The classification sits between the 'rural' and 'urban' zones. Within the suburban zone, suggested maximum lux levels into windows are 10lux pre-curfew and 5lux post curfew. The guidance suggests that curfew is taken to be 11pm, unless otherwise specified by a local planning authority. On the basis of the revised lighting scheme, the lightspill to adjoining occupiers arising from the proposed floodlighting would be 1lux, therefore in line with the guidance and in accordance with DM Policy 27.
- 6.27 The applicant has sought the same hours of operation for the hockey pitch floodlights that currently exist for the floodlights to the existing astro pitches i.e. 9am-10pm on Fridays, Saturdays and Sundays and 9am-11pm on any other day of the week. While these hours are considered acceptable for the retained astro pitches and car park, on account of the proximity of the proposed hockey pitch to residential dwellings, it is considered that 10pm would be the appropriate shut off time for these lights. This can be controlled by condition.
- 6.28 The Council's Environmental Health Officer has reviewed the revised specifications submitted for the lighting and confirmed that it meets the required standards.
- 6.29 To ensure that the lighting is fitted, retained and operated in line with the details submitted it is recommended that a condition be added in this regard to protect the amenity of neighbouring occupiers.

Noise

- 6.30 Concern has also been raised through the consultation process with regard to noise generated by the operation of the facilities.
- 6.31 DM Policy 26 relates to noise generating or sensitive development. Although aimed primarily at industrial noise creating activities, the principles may be applied to other types of development where noise is a potential issue. The policy requires that a noise assessment, prepared by a qualified acoustician, is submitted in support of applications for such developments and states that, where development is permitted, conditions may be attached to ensure effective mitigation.
- 6.32 The Council's EHO, on reviewing the original submission, referred to Sports England Guidance on noise creation from sports facilities: Design Guidance Note: Creating a sporting habit for life'. The guidance identifies that, for sports facilities, *"the most significant noise levels were found to be generally derived from the voices of players,*

with the exception of hockey where impact noises of balls hitting perimeter strike boards and goal back boards were more noticeable. Such impact noises can be mitigated by incorporating shock absorbing noise reduction measures. Assuming such mitigation measures, the most significant noise source from typical AGP sports sessions is therefore voice and as such, a typical noise level can be determined.”

- 6.33 In response to the concerns raised by residents and the Council's EHO, officers sought amended treatment of the perimeter fencing back boards to incorporate shock absorbing noise reduction. The applicant subsequently revised the scheme to include the following mitigation measures:
- Hockey backboard protection pads for lining the side and the back boards of the goals and the bottom of the fence behind the goals. This will serve the dual purpose of reducing ball rebound and noise. Compliant equipment similar to the Hockey Backboard Protection System HOC-048 (supplied by Harrod UK).
 - A specialist hockey fence which has additional weldmesh at the bottom rather than the usual timber boarding has now been specified. This, together with the rubber mounts, reduces the noise generated by a ball hitting the fence from 97dB to 68dB (according to the fencing suppliers).
 - Weldmesh fencing fitted with resilient fixings.
 - Vinyl panels for advertising if any are to be provided. Metal advertising hoardings will not be used.
- 6.34 The Council's Environmental Health Officer has reviewed the revised proposals and advised that they would be sufficient to reduce noise generated to an acceptable level.
- 6.35 As noted above, the current planning permission for the astro pitches allows their use between 9am-10pm on Fridays, Saturdays and Sundays and 9am-11pm on any other day of the week. While these hours are considered acceptable for the retained astro pitches and car park, on account of the proximity of the proposed hockey pitch to residential dwellings, it is considered that 10pm would be the appropriate limit for use of the hockey pitch in the evening. This can be controlled by condition.
- 6.36 There would be some noise associated with the activity, for example general noise from persons entering and exiting the hockey pitch, clash of hockey sticks and patrons and observers interacting with one another. The noise increase is not expected to be significant or harmful to neighbouring residents given the scale of the development, its similarity to the existing activities at the site and the separation distance. Particularly with the presence of the other pitches and sports facilities on the site, overall, the level of noise associated with the proposed activity is commensurate with the use of MOL and urban green space used for a range of sporting activities.
- 6.37 Overall, it is considered that by virtue of the nature of the proposal and with the proposed mitigation measures in place and secured by condition, the development would not result in significant additional noise, light spill or disturbance to neighbouring residential properties or the local community in accordance with Core Strategy Policy 12.

Highways and Traffic Issues

i) Access

6.38 Access to the proposed facilities would be via the existing access to the sportsground from Canadian Avenue. This is considered appropriate as it is not considered that the proposal will give rise to a significant number of trips by car and it is noted that improved pedestrian and cycling facilities have been secured through the recent permission for a nursery at the site.

ii) Servicing

6.39 No specific servicing requirements have been identified by the applicant. It is considered that any servicing vehicles (likely those to maintain the pitches and drop off and pick up equipment) would be infrequent and could utilise the existing access.

iii) Car Parking

6.40 In order to accommodate the hockey pitch, the existing car park would be reduced from 105 to 79 spaces, a reduction of 25%. The submitted Transport Statement includes a parking survey. The results show that the highest number of vehicles on site at any one time was 101 at 9pm on the day of the survey. The survey also shows relatively low proportions of people travelling to the site at present by sustainable modes, given the high PTAL rating: 10% walking, 1.9% cycling and 14.8% by public transport.

6.41 Recent improvements secured through the permission for change of use of part of the Pavilion to a nursery include the creation of a segregated footpath along the access road from Canadian Avenue as well as a cycle lane. As part of this application, a significant increase in cycle parking on site is proposed, from approximately 6 spaces existing to 100 proposed. These will be conveniently located near the Pavilion and retained astro pitches. The applicant has agreed as a condition of this application the provision of public access via the gate and stairs on Catford Bridge during community use hours. At present, only staff and students can access the site from this point. For those arriving by train from London or by bus from the east, this access would significantly shorten the route into the site. Public access would be secured as part of the community use agreement. It is considered that these measures will encourage more users of the site to travel by sustainable modes.

6.42 TfL advised that the reduction in parking spaces was acceptable, though would have preferred a greater reduction in parking spaces. The Council's Highways Officer confirmed that the proposals were acceptable in this regard, provided that various measures were secured by condition. These include details of the access strategy for the general public (including signage) and details of lighting during these times; details of the proposed secure cycle parking; and implementation of a Travel Plan.

6.43 As such, although the existing car park would be reduced, the number of users on site at any one time is not expected to increase significantly and, with the benefit of the measures identified to encourage more sustainable travel, officers are satisfied that the proposal would be acceptable in terms of parking.

6.44 Overall, the proposed development would not result in significant impacts with respect to highways and traffic issues.

Other considerations

i) Trees and Ecology

- 6.45 An Arboricultural Impact Assessment was submitted in support of the application. It identifies that 14 trees would be removed under the proposals, however all are Category C or Category U trees (low value). All are young and relatively small with varying degrees of canopy dieback associated with extensive compaction, limited rooting zones and concrete enclosed and covered root systems. None have good prospects for developing into long term feature trees. For these reasons, the removal of these trees and the provision of replacement planting is considered acceptable. The circumstances of trees along the western boundary is expected to improve, as the proposed new car park will be located a greater distance from them. Nonetheless, a condition is proposed to require that works are carried out in accordance with the Tree Protection Plan provided in order to protect all boundary trees.
- 6.46 The proposed plans indicate replacement planting of 34 trees, in a mix of maples, cherry and silverbirch. They would be planted along the eastern boundary of the car park and to the south of the hockey pitch to provide screening. All would be either 'heavy' or 'heavy standard' specimens at the time of planting indicating a height of at least 3.5m and therefore providing immediate impact.
- 6.47 The application is supported by an Ecological Report, which provides an indication of the ecological value of the site and the potential for the site to be used by protected species. Areas of habitat suitable for reptiles and badger were identified in the south-west and south of the site, areas that would remain unaffected under the current proposals. The mature trees along the south and west boundaries were considered of ecological importance, but again are not affected by the proposals. The Leyland cypress dominated hedge and trees along the eastern boundary are described as 'species-poor', though would provide habitat for nesting birds.
- 6.48 The report recommends that the west boundary and south boundary remain as dark as possible, with any lighting installed done so in a way that minimises light-spill onto these boundaries and the included scattered trees. This is to ensure that the trees along the west boundary and the adjacent SINC remain dark, and as inviting as possible to foraging bats. Although floodlight spill diagrams as existing have not been submitted, the replacement floodlighting system to the retained astro pitches is comprised of a reduced number of floodlights which will be of a higher specification than those existing. As such, it is expected that light spill to the western boundary will be reduced.
- 6.49 The Council's Ecological Regeneration Manager has advised that, while the proposed lighting to the hockey pitch would have some impact on wildlife using the corridor provided by mature planting on the eastern boundary, it would not be sufficient to sustain an objection. He has requested that the lights are only turned on during active use. Such a condition would not meet the test of enforceability and cannot therefore be recommended. However, it is proposed to limit the hours of use of the floodlights and, given the cost associated with using floodlights, it is not anticipated that the applicant will have them switched on when the pitches are not in use.
- 6.50 Overall, the scheme is considered acceptable in terms of arboricultural and ecological impacts.

ii) Flood risk and drainage

- 6.51 The application site is located partly within Flood Zone 3A. Consequently, development within this area should not reduce flood storage capacity. The applicant has submitted a Phase 1 Flood Risk Assessment and Drainage Impact Assessment

in support of the scheme. This explains that the levels of the pitch have been set such that they do not impact on the flood storage of the site, and in fact would increase storage capacity, whilst allowing the pitch to drain quickly in the event of inundation.

- 6.52 The EA has confirmed that it has no objection to the proposals, subject to conditions in respect of contamination, piling and restrictions on infiltration.
- 6.53 Given that the design has accounted for flood storage, that the use would be classified as 'Water Compatible' under the NPPF and on the basis of the proposed mitigation to be conditioned, it is considered that the proposals would be acceptable in terms of flood risk and drainage.

iii) Archaeology

- 6.54 The site is located within an Area of Archaeological Priority. Within these areas, Development Management Plan 37 advises that development proposals may require preliminary archaeological site evaluations. An Archaeological Desktop Assessment was submitted in support of the scheme, to which Historic England advised that it should be supplemented by geotechnical data. The applicant subsequently submitted the requested data and, on this basis, Historic England confirmed that there was a discernible but limited on-going archaeological interest on site. They propose a condition requiring limited archaeological evaluation as part of the development.
- 6.55 With the benefit of this mitigation, it is considered that the proposals are acceptable in reference to DM Policy 37.

7.0 Conclusion

- 7.1 This application has been considered in the light of policies set out in the development plan and other material considerations.
- 7.2 The principle of replacing an area of car park, underutilised astro pitches and playing field with an artificial pitch is considered acceptable, as it would constitute an appropriate use within MOL. The proposal would not remove urban green space but reconfigure an area comprised of grass playing field, parking hardstanding and astro pitch to provide a new artificial pitch, providing a new recreational facility for the College and local community.
- 7.3 The design of the proposals would be compatible with the site's MOL designation and with the special characteristics of the conservation area. Any harm caused to the conservation area would be of minor significance causing less than substantial harm and can be mitigated through the imposition of conditions.
- 7.4 The specification of the proposed floodlighting to the new hockey pitch has reduced light spill levels to a very low level, in line with relevant guidance. Together with measures to minimise rebound noise associated with the use of the pitch and a condition restricting the use of the hockey pitch, it is considered that the development would not result in significant additional noise, light spill or disturbance to neighbouring residential properties or the local community.
- 7.4 In respect of various technical matters including access and parking, archaeology, flood risk and drainage and ecology and trees, the proposals are considered to be acceptable in relation to the relevant policies and any residual impacts can be adequately controlled by condition.

- 7.5 Overall, it is considered that the proposal would deliver a new, well-designed recreational resource in an appropriate location and would not give rise to any significant impacts which cannot be adequately mitigated through the proposed conditions.

8.0 RECOMMENDATION: GRANT PERMISSION subject to the following conditions:-

Conditions

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

1554_LL-126 P01; 1554_LL-114 P06; 1554_LL-121 P00; 1554_LL-122 P00; 1554_LL-123 P00; 1554_LL-124 P00; 1554_LL-125 P00; 1554_LP-302 P00; 1554_LP-303 P00; Soft Landscape Maintenance Programme; Acoustic Feasibility Report; Heritage Statement; Desk-Based Archaeological Assessment; Preliminary Ecological Appraisal; Lighting Assessment Report; Geotechnical and Geoenvironmental Desktop Study; Transport Statement; Draft Travel Plan; Flood Risk Assessment; Drainage Impact Assessment; Image board (WWA) (received 11th November 2016);

1554_LL_119 Rev P02 (received 14th December 2016); 1554_LL_113 Rev P02; 1554_LL_127 Rev P01; 1554_LL_132 Rev P00 (received 3rd February 2017);

12478-CRH-00-DR-D-6175-P1; 12478-CRH-00-DR-D-6176-P1 (received 13th February 2017);

Acoustic Technical Note (RBA Acoustics, 13.02.17); Lighting letter statement (Silcock Dawson & Partners, 17.02.17); 160210 E100 Rev T2; 1554_LD-504 Rev T00; (received 23rd February 2017);

12478-CRH-XX-DR-D-5900 P1; Lighting Technical Report (Abacus); 1554_LL_114_T06 (received 10th April 2017);

1554_Lse_402 T01 (received 20th April 2017);

HL250D15; Sports Pack HL250 15 Metre (Abacus); RL201/41/23 H; 1554_LL_136 P00 (received 23rd June 2017); and 12478-CRH-00-DR-D-6179-P1 (received 27th June 2017).

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

3. A) No development other than demolition to existing ground level shall commence on site until each of the following have been complied with:-

i) the developer has secured the implementation of a programme of archaeological evaluation in accordance with a Written Scheme of Investigation, which has first been submitted to and approved in writing by the local planning authority and a report on that evaluation has been submitted to and approved by the local planning authority in writing;

ii) the developer has secured the implementation of a programme of archaeological *mitigation* in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to and approved by the local planning authority in writing.

B) The development shall not be occupied until the site investigation and post site work assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part A above, and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: To ensure adequate access for archaeological investigations in compliance with Policies 15 High quality design for Lewisham and 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (July 2011).

4. No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-

- (a) Dust mitigation measures.
- (b) The location and operation of plant and wheel washing facilities
- (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - (iii) Measures to deal with safe pedestrian movement.
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

5. (a) No development (including demolition of existing buildings and structures) shall commence until each of the following have been complied with:-

- (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site), as well as the potential for UXOs, and a conceptual site model have been submitted to and approved in writing by the local planning authority.
 - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.
 - (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

6. The development shall be carried out in accordance with the details of weldmesh fencing (drawing 1554_LD_504 T00) and other sound reduction measures set out in the Acoustic Technical Note (RBA Acoustics, 13.02.17). The hockey pitch shall not be first used until the sound reduction measures have been implemented in their entirety. Thereafter, the sound reduction measures shall be maintained in perpetuity in accordance with the approved details.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and vibration, DM Policy 31 Alterations and extensions to existing buildings including residential extensions, DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

7. (a) No drainage systems for the infiltration of surface water drainage in to the ground are permitted other than with the express written consent of the Local Planning

Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

(b) The development shall be carried out in accordance with the approved drainage strategy (Appendix D of Drainage Impact Assessment, Campbell Reith October 2016) and thereafter retained in accordance with the details approved therein.

Reason

To ensure the development complies with the National Planning Policy Framework (NPPF) (Paragraphs 109 and 121), Policies 5.12 Flood risk management and 5.13 Sustainable drainage in the London Plan (July 2011) and Objective 6: Flood risk reduction and water management and Core Strategy Policy 10: Managing and reducing the risk of flooding (2011) to prevent any impact on groundwater within the underlying aquifers located in Source Protection Zone 1 (SPZ1) for a public water supply.

8. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure the development complies with the National Planning Policy Framework (NPPF) (Paragraphs 109 and 121); to prevent any impact on groundwater within the underlying aquifers located in Source Protection Zone 1 (SPZ1) for a public water supply.

9. (a) The development shall be constructed in those materials as detailed on the approved plans 1554_LD_504 T00; wwa_1554_LL_122 P00; Image Board (WWA).
- (b) Prior to the commencement of works above ground level, details of the colour of the fencing to the artificial pitches shall be submitted to and approved in writing by the local planning authority.
- (c) The scheme shall be carried out in full accordance with those details, as approved.

Reason: To ensure that the design is delivered in accordance with the details submitted and assessed so that the development achieves the necessary high standard and detailing in accordance with Policies 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

10. (a) A minimum of 100 cycle parking spaces shall be provided within the development as indicated on plans wwa_1554_LL_114 T06 and Image Board (WWA) hereby approved.
- (b) All cycle parking spaces shall be made available for use prior to occupation of the development and maintained thereafter.

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011).

11. (a) No development shall commence above ground level on site until drawings showing hard landscaping of any part of the site not occupied by buildings (including details of the permeability of hard surfaces) have been submitted and approved in writing by the local planning authority.
- (b) All hard landscaping works which form part of the approved scheme under part (a) shall be completed prior to occupation of the development.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies 5.12 Flood risk management and 5.13 Sustainable Drainage in the London Plan (2015), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character.

12. No development approved by this planning permission shall take place until a remediation strategy that includes the following components of a scheme to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority:
- 1) a preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site;
 - 2) a site investigation scheme, based on (1), to provide information for a detailed assessment of the risk to all receptors which may be affected, including those off site;
 - 3) the results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
 - 4) a verification plan providing details of the data which will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason

For the protection of controlled waters, in line with the National Planning Policy Framework (NPPF) (Paragraphs 109 and 121); the site is located in a Source Protection Zone 1 (SPZ1).

13. (a) No part of the development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives. The Travel Plan must include use of the site for community purposes.

- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

14. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation have been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan (a 'long-term monitoring and maintenance plan') for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, if appropriate, and for the reporting of this to the Local Planning Authority. Any long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To prevent any impact on groundwater within the underlying aquifers located in Source Protection Zone 1 (SPZ1) for a public water supply.

15. All planting, seeding or turfing comprised in the landscaping scheme hereby approved shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policy 12 Open space and environmental assets, and Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

16. None of the trees, including the Leyland Cypress hedge to the east of the artificial hockey pitch, shown as being retained on the permitted plans shall be lopped or felled without the prior written consent of the local planning authority

Reason: To comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011) and policies DM 25 Landscaping and trees and 30 Urban design and local character of the Development Management Local Plan (November 2014).

17. The development hereby approved shall only be operated as follows:

i) the new artificial hockey pitch and its associated floodlighting shall only be operated between the hours of 8am and 10pm on any day of the week; and

ii) the floodlighting associated with the six retained 5-a-side astro pitches and car park shall only be operated between the hours of 8am and 11pm on any day of the week.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Policy 15 High quality design for Lewisham of the Core Strategy

(June 2011) and Policies DM 26 Noise and vibration and DM 27 Lighting of the Development Management Local Plan (November 2014).

18. (a) The floodlighting to the artificial pitches and car park hereby approved shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.
- (b) The Lux levels generated by the floodlighting hereby approved shall not exceed those shown on the approved plan 160210 E100 T2.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

19. (a) No development shall commence until the following documents have been submitted to and approved in writing by the Local Planning Authority, having consulted with Sport England:

- (i) A detailed assessment of ground conditions (including drainage and topography) and re-levelling of the grass pitch located directly to the south of the proposed hockey pitch to identify constraints which could affect playing field quality of the land proposed for the resurfacing; and

- (ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

- (b) The approved scheme shall be carried out in full and in accordance with a timeframe agreed with the Local Planning Authority after consultation with Sport England. The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose in accordance with NPPF paragraph 74.

20. No development shall commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the artificial grass hockey pitch, six 5-a-side pitches, pavilion changing rooms and stair access from Catford Bridge and shall include details of pricing policy, hours of use, lighting, signage, access by non-members, management responsibilities and a mechanism for review, and any other measures necessary to in order to secure the effective community use of the facilities. The development shall be operated in accordance with the approved agreement from first use.

Reason: To secure well managed safe community access to the sports facility, in accordance with Policy 19 Provision and maintenance of community and recreational

facilities and Policy 20 Delivering educational achievements, healthcare provision and promoting healthy lifestyles of the Core Strategy DPD (2011).

21. Prior to first operation of the development hereby approved, a maintenance schedule for the artificial grass hockey pitch, grass pitch to the south and six 5-a-side astro pitches, including measures for replacement and a mechanism for review, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The measures set out in the approved scheme shall be complied with in full from first use of the artificial grass pitch.

Reason: To ensure that the new facilities are managed and maintained to deliver a facility which is fit for purpose, in accordance with Policy 19 Provision and maintenance of community and recreational facilities and Policy 20 Delivering educational achievements, healthcare provision and promoting healthy lifestyles of the Core Strategy DPD (2011).

22. The vehicular barrier to the car park shown on drawing wwa_1554_LL_123 Rev P00 shall be provided and made available for use prior to first use of the development and maintained thereafter in perpetuity.

Reason: To ensure the permanent retention of the space(s) for parking purposes and to ensure that the use of the building does not increase on-street parking in the vicinity and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), DM Policy 29 Car parking of the Development Management Local Plan (November 2014), and Table 6.2 of the London Plan (March 2016).

Informatives

- A. Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.