

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 15/01716/FULL1

**Ward:**  
**Hayes And Coney Hall**

**Address :** Bromley Football Club Hayes Lane  
Hayes Bromley BR2 9EF

**OS Grid Ref:** E: 540673 N: 167603

**Applicant :** Bromley Football Club

**Objections : YES**

### **Description of Development:**

Demolition of the existing south stand and terraces, removal of astro turf pitches to the south of the existing stand and the erection of a new building to accommodate a stand with 1,485 seats and a multi purpose facility with badminton, volleyball and indoor cricket facilities, a café and viewing boxes at mezzanine level. New car parking for 134 cars. Part change of use of land used for grazing horses to football club.

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
Green Belt  
London City Airport Safeguarding  
Sites of Interest for Nat. Conservation  
Smoke Control SCA 51

### **Proposal**

Planning permission is sought for the demolition of the existing south stand, terraces and the astro turf pitch to the immediate south of the stand and the erection of a new building to provide the following:

- o A new stand providing 1,485 seats with no terraces (this will replace the existing seats and terraces that accommodate 1,500 people). The stand structure only will have a footprint of 684 sqm which is the same as the footprint of the existing stand. The current overall capacity of the ground is a maximum of 6,000 spectators and this will not be increased as a result of this development.
- o A multi-purpose sports facility will be constructed behind the new stand. The submitted plans show badminton, volleyball, 5-a-side and indoor cricket facilities on the lower level.
- o The applicant advises that there could be a range of uses provided in the building and the uses shown on the submitted plans are indicative. The uses indicated in the submitted documents are a range of indoor sports, a fitness suite and conditioning gym, disability sessions, group exercise classes. In addition the existing unauthorised marquee will be removed and the existing

- soft play/gym facility will utilise the new leisure facility for up to 25 days per month.
- o One of the cross section drawings indicates an extended mezzanine which could be used for future sports training and fitness suites, physiotherapy, treatment conditioning gym. However it should be noted that this floorspace does not form part of this application so these facilities would have to be provided within the proposed lower level and part mezzanine level accommodation.
- o An internal part-mezzanine level providing 7 viewing boxes, a kitchen area and accommodation for the education provision of the Football Club Youth Academy. The main base of the Academy will be at The Warren (60 learners) and would be run in conjunction with TeachSport. It is proposed to provide similar teaching facilities for 25 additional learners on this site, utilising some of the hospitality space on the part mezzanine level on non-match days.
- o A café and changing rooms.
- o Looking at the western elevation, the stand and multi purpose sports facility will measure 36m wide (tapering to 8m wide) by 89m deep by 10.6m high resulting in a gross internal floor area of 1717 sqm (external floor area is 1787 sqm), including the part mezzanine at the upper level.

Additional development includes:

- o A new car park for 124 vehicles, including 6 disabled bays, will be provided in front of the ground. On the eastern side of the new structure a small car park for 8 vehicles is shown. The total additional car parking spaces is 134.
- o A new swale (low marshy tract of land normally to manage water) and 2.5m high bund will be provided to the west of the proposed car park as part of the drainage attenuation scheme and to screen the development from houses in Hayes Lane. The land for this swale is currently used for horse grazing and has been incorporated into the application site to facilitate these drainage works. This involves a change of use of land from horse grazing to Class D2: Assembly and Leisure.
- o The two existing 3G floodlit pitches that sit behind the existing south stand will be removed to make way for the new stand. This land is approximately 2.6m higher than the pitch and the adjacent track to the south. The applicant estimates that 1,700 cubic metres of material will be used to construct the proposed bund. The remainder of the material will be used elsewhere within the Rookery Estate (the site lies within the Estate).
- o External lighting to the car park comprising 3m columns and 0.9m bollard lights are proposed
- o Tree removal - the original Arboricultural Survey shows that 4 individual trees and 1 group of trees will be removed from the western elevation. On the southern elevation 4 groups of trees and 3 individual trees are shown to be removed.
- o Drainage works to the site are proposed to ensure that the existing Open Watercourse is safeguarded for the future and the surface water drainage generated by the development can be accommodated and attenuated.

In October/November 2015 revised plans were received increasing the size of the site and reducing the size of the proposed sports hall element of the development. The description above relates to the revised scheme.

The applicant has submitted the following documents to support the application: Planning Statement, Design and Access Statement, Transport Statement and Draft Travel Plan (February 2015), Response to Highway Officers Comments (October 2015), Arboricultural Survey and Planning Integration Report, Flood Risk Assessment and Surface Water Design Statement, Lighting Contours Plan and manufacturers details for proposed lighting, Noise Assessment, Ecology Walkover Survey by The Ecology Partnership, Assessment and Viability Report regarding the Proposed Community Sports Centre (March 2016)

## **Location**

The existing stadium is located to the east of Hayes Lane, Bromley. To the north is the Nuffield Health Club with a cricket ground to the east of the site and fields used for horse grazing to the west of the site. To the south the site is Norman Park and a Site of Interest for Nature Conservation, known as Fisher Wood.

Vehicle access to the ground is via a driveway leading from Hayes Lane. This leads to the area in front of the ground which currently provides 54 car parking spaces. There is also a vehicle access on the northern boundary that links the site to the Nuffield Health Centre and to a shared overspill car park that can accommodate approximately 200 cars. This car park is accessed from the main driveway off Hayes Lane leading to the Nuffield Health Club.

## **Consultations**

### Comments from Local Residents

Nearby properties were notified of the original application and the revised application and representations have been received which can be summarised as follows:

- o The change of use from grazing to football club should be resisted. The bund can be provided without the change of use.
- o Existing unauthorised activities should be stopped.
- o Increased hard surfacing from the new stand and sports hall and car park could lead to repeat of flooding of houses in Dec 2013
- o The implementation of proposals to deal with the poor drainage should be secured as similar promises in the past have not been kept
- o Additional noise, dust and disturbance from construction vehicles
- o Severe congestion of Hayes Lane on match days should be addressed to allow free flow of traffic - buses are often unable to pass due to on street parking making the road too narrow. Measures should be undertaken such as double yellow lines and marshalling should be undertaken to ensure that this busy road remains clear of parking during home matches
- o Noise from additional vehicle traffic using the driveway - there will be more than 134 traffic movements and the TA doesn't address this

- o Existing vehicular access is unsafe for pedestrians using the pavement outside this entrance
- o Speeding cars along the access road is dangerous for pedestrians and cyclists
- o It is noted that there are double yellow lines along the internal access road
- o No acoustic assessment on the stand itself and noise will be considerable from this
- o Underground parking should have been considered
- o Improvement measures such as speed control measures and pavements along the access road should be secured.
- o Previous landscaping along the driveway has died and is unsightly and should be replaced
- o New lighting proposed should be LED not high density discharge
- o Antisocial behaviour from use of the Club for late night social events - sports hall provides more opportunity for events and more antisocial behaviour
- o Appearance using grey materials - should be green to blend with surrounding trees
- o Loss of trees already removed and trees along the western elevation will make the development highly visible
- o Lack of ecology and arboricultural reports
- o No details of opening times for new sports facility. There is an existing sports facility next door to the football club
- o Will the stand be removed if the club are demoted?
- o No comments from applicant on diversity, equality and inclusiveness
- o Waste removal from the site will be a major issue for local traffic flow
- o The encroachment from development associated with the club is irretrievably eroding the Green Belt
- o Trees shown for removal should be retained to reduce flood risk and increase invertebrate diversity and provide food for bats and birds.
- o Impact of light spillage to the Fishers Wood should be assessed.
- o The development is acceptable if it provides an attractive site for visitors and improves carbon capture

### Comments from Consultees

The Council's Highways Officer raises no objections subject to relevant conditions

The Council's Drainage Officer raises no objections subject to relevant conditions

The Council's Environmental Health Officer raises no objections subject to relevant conditions;

Sport England does not raise an objection to the development;

Thames Water raise no objections

The Metropolitan Police Crime Prevention Design Adviser raises no objection subject to relevant conditions

The Greater London Authority were consulted and a Stage 1 response has been received raising the following concerns:

- o The new stand is considered to be appropriate development in the Green Belt. The new sports facility will be constructed on previously developed land but it does have a greater impact on openness than the existing 5-a-side pitches and is, therefore, inappropriate development. The 'very special circumstances' originally submitted to mitigate against the harm to the Green Belt are not sufficient and a more robust and detailed justification is required.
- o Further assessment of the visual impact of the development on the openness of the Green Belt should be provided.
- o Mitigation measures to minimise the visual impact, in terms of the use of materials, should be provided.
- o Provision of wheelchair viewers spaces and facilities at the proposed stand should be secured by an appropriate condition
- o A condition requiring the submission and approval of a detailed drainage strategy showing how greenfield run-off rates can be met.
- o Transport for London raises a range of issues relating to car parking, public transport, trip generation and mode share, cycle parking and travel plans

In response the Council has received a revised Financial Viability Assessment which provides more detail as to the need for the new indoor facilities to fund the provision of the new stand and this matter is discussed above.

Matters relating to the visual impact on openness and mitigation measures are also discussed above.

A condition requiring details of wheelchair facilities for spectators and surface water drainage have been recommended.

### **Planning Considerations**

In determining planning applications, the starting point is the development plan and any other material considerations that are relevant. The adopted development plan in this case includes the Bromley Unitary Development Plan (UDP) (2006) and the London Plan (March 2015). Relevant policies and guidance in the form of the National Planning Policy Framework (NPPF), National Planning Policy Guidance (NPPG) as well as other guidance and relevant legislation, must also be taken into account.

#### Unitary Development Plan

The application falls to be determined in accordance with the following policies:

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for people with restricted mobility
- T7 Cyclists
- T6 Pedestrians

T7 Cyclists  
T9 Public transport  
T18 Road safety  
BE1 Design of New Developments  
BE4 Public Realm  
NE2 Development and Nature Conservation Sites  
NE3 Nature conservation and development  
NE7 Development and Trees  
G1 Green Belt  
L1 Outdoor recreation and leisure  
L9 Indoor recreation and leisure  
C1 Community Facilities  
C2 Community facilities and development

### Emerging Bromley Local Plan

A consultation on draft Local Plan policies was undertaken early in 2014 in a document entitled Draft Policies and Designations Policies. In addition a consultation was undertaken in October 2015 in a document entitled Draft Allocation, further policies and designation document. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances. Full details of the Council's Local Development Scheme is available on the website.

### Draft Policies and Designations Policies (2014)

3.19 Sports Facilities  
4.6 Support for and enhancement of arts, social, culture, sport and entertainment provision  
5.2 Minimising Carbon Dioxide Emissions  
5.3 Sustainable Design and Construction  
5.6 Decentralised Energy in Development Proposals  
5.7 Renewable Energy  
5.12 Flood Risk Management  
5.13 Sustainable Drainage  
5.14 Water Quality and Wastewater Infrastructure  
6.3 Assessing the Effects of Development on Transport Capacity  
6.9 Cycling  
6.10 Walking  
6.13 Parking  
7.1 Parking  
7.2 Relieving congestion  
8.1 General design of development  
8.7 Nature and trees  
8.14 Green Belt  
8.33 Statutory Listed Buildings  
9.4 Development outside Strategic Industrial Locations and Locally Significant Industrial Sites  
10.4 Sustainable Urban Drainage Systems  
10.10 Sustainable design and construction  
10.11 Carbon reduction, decentralised energy networks and renewable energy

Draft Allocation, further policies and designation document (Sept 2015)

There are no relevant policies in this publication.

London Plan 2015

In strategic terms the most relevant policies include:

- 3.16 Protection and enhancement of social infrastructure
- 3.19 Sports Facilities
- 4.6 Support for and enhancement of arts, social, culture, sport and entertainment provision
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 6.3 Assessing the Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime Neighbourhood
- 7.2 An inclusive environment
- 7.3 Designing our Crime
- 7.4 Local Character
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.16 Green Belts
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands
- 8.1 General design of development
- 8.7 Nature and trees
- 9.4 Development outside Strategic Industrial Locations and Locally Significant Industrial Sites
- 10.4 Sustainable Urban Drainage Systems
- 10.10 Sustainable design and construction

National Planning Policy Framework 2012 (NPPF)

National policy is relevant, including the following paragraphs:

Paragraph 19 of the NPPF states that 'significant weight should be placed on the need to support economic growth through the planning system'.

Paragraph 26 relates to the need for an impact assessment for leisure development that is outside a town centre. In this case the development falls below the threshold which triggers the need for an impact assessment.

Paragraphs 69 and 70 relate to the provision of healthy, inclusive communities including the provision of sports venues.

Paragraphs 87-89 relate to development in the Green Belt and state that 'As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.'

## **Planning History**

DC/91/02226/OTH Detached single storey stand for external seating. Approved March 1995

DC/04/02404/FULL part one/two storey rear extension to spectator stand to provide changing and social facilities (West Stand). Approved August 2004

DC/05/01997/FULL1 Provision of a 5 a-side all weather synthetic grass football pitch with perimeter fencing and floodlighting, provision of synthetic grass covering to existing hard surface 5-a-side football pitch with replacement fencing and floodlighting. Approved July 2005

DC/09/01869 All weather sports pitch and 2 five-a-side and 1 seven-a-side pitches with boundary fencing, floodlighting illumination and 2m high earth bund to western boundary. Approved August 2009

DC/14/04380/FULL1 Removal of three existing billboard signs and construction of two brick walls at the entrance to Bromley Football Club. Approved January 2015

## **Conclusions**

It is considered that the main planning issues relating to the proposed scheme are as follows:

- o Principle of Development
- o Impact on the character and appearance of the area and neighbour amenity
- o Highways and Traffic Matters
- o Trees, Landscaping and Ecology

### Principle of Development

Paragraph 79 in the NPPF sets the tone for Green Belt policy. It states that the essential characteristics of Green Belts are their openness and permanence and that the fundamental aim of Green Belt policy is to keep land permanently open. This fundamental aim is also inherent in paragraphs 89 and 90 in the NPPF.

In addition London Plan Policy 7.16 'Green Belt' notes that "the strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance."

As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances (Para.87, NPPF).



When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (Para.88).

The NPPF, at paragraph 89, sets out exceptions to what it considers inappropriate in Green Belt and the following are relevant to this application:

- o provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it, and
- o limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.'

In respect of the use of 'previously developed land', the applicant contends that the application comprises 'previously developed land' since it is land that currently comprises an area of made up ground on which are located 2 astro turf pitches, fencing and floodlighting granted permission in July 2005.

In respect of the impact on openness the applicant considers the following factors are relevant and concludes that the proposal is appropriate development in the Green Belt

- o the development does not spread beyond the boundaries of the previously developed land or encroach on to currently undeveloped open land,
- o the proposed building would only be approximately 1m higher than the existing astro turf pitches, fencing and floodlighting.
- o The leisure facility part of the building would be perceived as part of the built form of the reconstructed south stand and integral to the stadium
- o There are few long distance views of the building and the new building would be seen alongside other buildings that form the stadium complex
- o The proposal is for ancillary facilities in connection with the primary use of Bromley Football Club for playing football. The stand will provide new seating facilities for football and part of the extension will provide new viewing boxes for football. The remainder of the extension building will be available for sports and leisure related uses which would be undertaken as part of the sports and community facilities.
- o The proposal will not result in additional urban sprawl or contribute to the coalescence of neighbouring areas as there are still substantial areas of Green Belt to the east which separate Bromley Common and Hayes. The proposal would not prejudice the regeneration of other urban land.

Therefore, the applicant contends, the development meets the requirements of the two bullet points referred to above from paragraph 89 of the NPPF.

Officers have considered the applicants' assertions above and it is accepted that the proposed development would be on land that has been previously developed.

However this only fulfils part of the policy requirement set out above. To be considered 'appropriate' development the proposal should 'not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.'

With regard to the impact on openness, officers do not agree with the applicants view on openness and it is considered that the development will not preserve the openness of the Green belt for the following reasons:

- o Whilst the proposed stand area will cover a similar footprint to the existing stand, the height of the part of the roof that covers the stand will be approximately 4m higher than the existing roof.
- o In addition to this the area to the rear of the stand is currently open in character with astro turf pitches that are surrounded with fencing.
- o This area will be replaced with a building measuring 28m deep at the west elevation tapering to 8m at the eastern elevation by 89m wide by 10.2m high from car park level. It is considered that this is a structure of significant size, mass and bulk that does not compare to the existing use and site coverage of this part of the site.
- o Whilst the proposed building will form part of the overall stadium, it will be the largest building on the site and the extent of its site coverage and height will significantly increase the scale of development over and above the existing.

In view of the above, it is considered that the proposed development has a greater impact on the openness of the Green Belt and, as such, is inappropriate development in the Green Belt. Consequently it is necessary for the applicant to demonstrate that there are 'very special circumstances' that exist that clearly outweigh potential harm to the Green Belt by reason of inappropriateness.

To this end the applicant has submitted the following information for consideration:

- o Bromley Football Club was promoted to the National League in 2015 from the former Conference South. As such it is necessary for the club to improve its facilities to meet the regulations set out in the National League Ground Grading A and the Green Guide of Safety at Sports Grounds.
- o Further, the Club have submitted correspondence from the National League showing the need to improve the ground (Appendix 1)
- o The proposed development would have the following benefits
- o Replacing a derelict and unattractive area of the stadium with a high quality building which will improve the visual amenity of the area,
- o Improve the range of sporting and leisure facilities available for young people and the community generally,
- o Provide a viable future for the Football Club
- o Increase the prominence of the Club and the borough generally and stimulate further investment,

- o Enable ongoing improvements to existing facilities such as drainage and car parking for the benefit of nearby residents.
- o The Football Club is an important and established part of the local community and its current success deserves support from all of those in the community that are in a position to assist with securing its long term future.
- o It is not possible for a semi-professional club to achieve a viable business model based on bar takings and gate receipts alone.
- o A financial viability assessment has been prepared by the applicant to provide a detailed justification of the need for the leisure facilities. Existing and projected revenue streams and operational costs, including the capital cost of the proposed scheme have been and have been assessed for the Council by an independent consultant. The outcome of the assessment is discussed in more detail below.

The submitted viability assessment supports the applicants assertion that the proposed leisure facility is necessary to facilitate the building of the new south stand and to support the future viability of the Club. The Council is awaiting final comments from its independent viability consultant on this report and these will be reported verbally.

In assessing whether very special circumstances exist, the following should be taken into account. There is evidence of need for ground improvement due to the position of the Club in the National League and the proposed development covers this need and some future need as well. The Club is in existence and long established in a Green Belt location and it is understandable that the Club will wish to upgrade its facilities in situ commensurate with its improved status.

The Club's proposals do include ancillary leisure facilities that will be used by both the Club and the wider community and as evidenced by the applicant's submissions, these will be important to the future viability of the Club. There are already existing structures on the specific site. Overall it is considered that there are adequate very special circumstances to outweigh the harm caused to the Green Belt in this instance.

The proposals do not increase the spectator capacity of the ground and additional car park spaces are provided within the site as well as access improvements.

The visual impact of the proposed development is limited from the south by the existing Fishers Wood and would be mitigated by the provision of a bund, replacement trees, landscaping and lighting controlled by planning conditions. Additional drainage measures would be included. Conditions will require removal of unauthorised portacabins and a marquee. Phasing requirements can ensure that the development and usage comes forward in an appropriate sequence consistent with the application.

On balance, the harm to the Green Belt is outweighed by the very special circumstances, the wider benefits of the development and the mitigation of potentially detrimental effects through planning conditions

Loss of pitches

Changes are proposed to the provision of football pitches on the site and it is necessary to consider whether these changes are acceptable.

The leisure element of the proposal will include the loss of two 3G 5-a-side pitches which are in place on the south side of the existing south stand. The applicant has advised that these are redundant following the construction of 2 4G pitches elsewhere on the site.

Planning permission was granted for two 5-a-side artificial pitches on the land that is now proposed for the additional car parking spaces in 2009. These pitches have never been provided.

The two 4G pitches will remain and will be the only artificial pitches associated with the club.

Sport England were consulted and considered the acceptability of the loss of the existing and approved pitches. No objection is raised to the proposal in this respect.

#### Proposed Swale

The original submission documents did not include the necessary land needed to provide a proposed bund and 2.5m high swale on the south side of the proposed car park. Revised plans have been received which include a strip of land on the south side of the proposed car park which extends the size of the development site. The application now includes a change of use from grazing land to Class D2 land.

The proposed swale is an integral part of the drainage strategy for this site and is required to help protect the residential properties in Hayes Lane from storm event flooding. The proposed bund will replace a previously approved and constructed bund that provided screening of the football club for residents in Hayes Lane.

In terms of the impact of this change of use, the land will be incorporated into the Class D2 use to enable suitable conditions to be added to secure the provision of the swale and bund. Part of the grazing field will be replaced by a landscaped bund and swale. This part of the development will not involve the provision of any hardsurfacing and can be subject to a planning condition.

In this respect it is considered that aspect of the application is acceptable in terms of the impact on the Green Belt. The visual impact of the bund is discussed in the section relating to 'Impact on Residential Amenity' below.

#### Unauthorised portacabins and marquee

There are currently 2 structures on the Bromley Football Club site that do not benefit from planning permission.

1. Two double storey portacabins are located adjacent to the 4G pitches on the south side of the site. It is understood that these provide changing facilities and

classroom space for players that attend to BFC Youth Academy. The applicant has advised that the accommodation provided in the portacabins can be provided within the proposed leisure development and the Proposed Upper Level Site Layout Plan has been amended to show the use of some of the proposed hospitality boxes for Academy classrooms and briefing rooms. No dedicated changing facilities for the Academy are shown on the submitted plans.

A condition requiring the removal of the unauthorised portacabins before first use of the proposed development is recommended. This will provide time for the Academy to move into the new premises.

2. A marquee has been erected on the west side of the football pitch which is currently used for a children's soft play area. Planning permission has not been granted for this structure or this use of the structure. The applicant advised that the soft play/gym will be located within the proposed development and the marquee will be removed should planning permission be granted for the development. A condition to secure this before first use of the development has been recommended.

#### Impact on the character and appearance of the area and neighbour amenities

Policy BE1 of the London Borough of Bromley Unitary Development Plan (UDP) requires new developments to be imaginative and attractive to look at; complement the scale, form, layout and materials of adjacent buildings and areas; development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features; the space about buildings should provide opportunities to create attractive settings and security and crime prevention measures should be included in the design and layout of buildings and public areas. The emerging Draft Local Plan takes a similar stance.

This approach is supported by Policies 7.1 and 7.4 of the London Plan that seek to provide a positive relationship between new development and the wider community.

The site lies within the Green Belt and there are grazing fields to the west, a cricket ground to the east, the Nuffield Health Centre to the north and 4G pitches and a woodland to the south. Further to the west are residential properties in Hayes Lane and the rear of these properties overlook the football club with grazing fields in between. The site and surrounding area is relatively flat and the current appearance of this area is low rise and unobtrusive.

The removal of the existing south stand is welcomed as it is a wooden frame with a corrugated panelled roof and rear wall and is in a poor state of repair. The scale of the existing building is modest and is barely visible from outside the site.

The site forms part of an area of already developed land that sits behind the properties in Hayes Lane. The existing Nuffield Health Centre is to the north of the football club and this use comprises a large building with associated parking areas. It is set at a lower level than the football club site and is largely surrounded by

screening vegetation and is not highly visible from outside the site. The football club comprises a collection of small buildings with the largest building being the existing west stand. It should be noted that there is considerable daytime and evening vehicle and pedestrian activity associated with the existing operation of Nuffield Centre and the football club.

The proposed structure is placed in a prominent position on the southern edge of the area of development described above. It appears that this is the only location on the site that could accommodate a building that will provide a new stand and the leisure facility. As such it is appropriate to condition lighting to manage its impact and light spillage.

The proposed structure, due to its height, bulk and mass, will be clearly visible from the rear of the properties in Hayes Lane and from the access road that serves the site from Hayes Lane and from numerous other vantage points in this backland area especially from the north, west and east. However it will be largely screened on the southern side of the site by Fishers Wood and existing trees which will be retained along this boundary.

The western elevation, facing Hayes Lane, currently accommodates several large trees which provide some screening. It has been agreed that these trees can be removed to facilitate the development but a condition is recommended requiring the provision of semi-mature replacement trees that will, in due course, reinstate the screening. There will also be a 2.5m high bund erected between the west elevation and the houses in Hayes lane will provide some screening of this part of the building.

In addition to this structure, a hardstanding will be constructed in front of the west elevation to provide 124 car parking spaces (10 spaces will be provided adjacent to the east elevation). This will generate additional on-site vehicle activity primarily relating to the leisure use.

The applicant has tried to mitigate the impact of the new structure by setting it at the lowest level possible, which corresponds with the level of the proposed car park. Additionally this also allows the building to be fully accessible with level access to the interior of the building.

In addition the use of a steel portal frame structure will minimise the overall height of the structure as there is no need for cross members. However the building remains a significant height at 10.6m.

In terms of the appearance of the building, the applicant advises that the walls and roof of the east and south elevations of the building will be clad in a dark grey polyester powder cladding system with a 900mm high brick wall plinth around the base of the building. The highly visible west elevation will be a mixture of powder coated metal panels with a brick plinth and glazing with a glazed canopy across the elevation. The north elevation will be the proposed all seater stand with windows to the hospitality facilities above. The greatest impact will be from the overall height and the west elevation.

Having taken into account all of the components above, it is considered that the proposed building introduces a substantial structure into this Green Belt site. However, the measures set out above and Fishers Wood to the south provides some mitigation of the impact.

Policy BE1 of the Unitary Development Plan provides standards of development that are expected of an application scheme in respect of the impact on occupants of nearby residential properties. The relevant part of the policy states that

- o The development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by daylight, sunlight or privacy or by overshadowing

In this instance the matters to assess include the following

- o The visual appearance of the building
- o impact of vehicle movements including those associated with the proposed car park
- o mitigation measures - hours of operation of the leisure use, the bund, tree planting

With regard to the visual impact of the building, the nearest residential properties to the football club are the houses in Hayes Lane. The rear of these properties faces the club with fields immediately to their rear and the club buildings and pitch beyond. In terms of separation distances the rear elevation of the nearest property is 168m to the nearest building within the stadium. There would be a similar distance between the proposed east elevation of the stand/leisure structure and these houses.

This amounts to a significant distance to the new building. Whilst the building will be clearly visible from the upper floors of the residential properties, it is considered that the proposed 2.5m bund and new tree planting on the western boundary will soften the appearance of the building. In addition a condition requiring details of materials to be used for the external appearance of the building has been recommended to ensure that the appearance of the building is further subdued.

It should be noted that the plans submitted do not include a full mezzanine and therefore there is not any useable floorspace at first floor level facing the houses in Hayes Lane.

In addition a noise assessment has been carried out to consider the impact of the additional traffic noise relating to match days and non-match days and any plant noise impacts. The report looks at the impact on 89a and 91 Hayes Lane as they are closest to the vehicle access road which runs between these 2 properties. The report concludes that there is not a significant increase in noise levels for any of the forecast busiest hours for the football related use of the leisure related uses.

There is no information available for any future plant or equipment so it has not been possible to assess the acoustic impact of this machinery. In this instance a

condition is recommended requiring details of an acoustic assessment for all noise generating equipment prior to the installation of that equipment. This will allow assessment of the impact of the equipment and the need for any mitigating measures to reduce the noise impact.

Overall it is considered that the impact on the character and appearance of the area and neighbour amenity is sufficiently mitigated and that mitigation measures can be secured by planning condition regarding bunds, use of land, landscaping, noise, hours of operation and lighting.

### Highways and Traffic Matters

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All development that generates significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site and whether safe and suitable access to the site can be achieved.

London Plan and UDP policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. The car parking standards in the UDP and London Plan are used as a basis for assessment.

The application submitted a Transport Statement in February 2015 with updates in October 2015 and February 2016. The reports consider the impact of the development proposals in terms of traffic generation from the proposed stand and the leisure facility, car and cycling parking and servicing arrangements.

#### Traffic Generation Assessment:

The Transport Statement and later updates provide data relating to the potential trip generation for the use of the vehicle access road by football related and leisure related traffic on Saturday and midweek match days. The surveys indicate that junction with Hayes Lane will operate substantially within capacity during a match events. In addition it is noted that during match days existing site traffic will queue on the site access road which will reduce the impact on Hayes Lane at peak times.

There have been numerous letters from residents raising concerns about the traffic congestion in Hayes Lane on match days. These are summarised above.

It is recognised that there is a significant number of vehicle movements and additional on street car parking in Hayes Lane and surrounding streets on match days. However Members may wish to note that the overall capacity of the club or the south stand is not increasing. Also the proposed football related car parking that was displaced from the access road to the neighbouring streets will be provided on site if planning permission is granted for this development.

#### Access Arrangements:



The principle vehicular access to the site is via Hayes Lane, between Nos 89a and 91 Hayes Lane. The access is two way but will be used on a one way basis on match days. A road safety audit has been undertaken and several recommendations have been made to improve the access arrangements to and from the site including:

- o ensuring that the road surface between the site access and Hayes Lane has a smooth surface for traffic - the applicant agrees to a condition to secure relevant measures.
- o a swept path analysis is required to confirm that vehicles using the junction can adequately negotiate it without unduly encroaching into opposing traffic or overrunning footways. A swept path analysis for a large private car has been provided which demonstrates that the junction accommodates such movements satisfactorily.
- o Confirming that the visibility splays to and from the site access are not compromised by the new entrance walls located on either side of the access. The applicant advises that the 'wing' walls will be demolished to improve pedestrian visibility and are agreeable to a condition to secure this work.
- o Provide a safe pedestrian route along the access road and at the junction with Hayes Lane. The applicant advises that yellow lines have been introduced along the access road and will be in force during matches. In addition a pedestrian route will be marked along the south side of the access road with a suitable connection to the public footway on Hayes Lane and the applicant has agreed to a condition to secure this measure.

Subject to the future compliance with the proposed conditions it is considered that pedestrian and vehicular access to the site is acceptable.

Car and cycle parking:

With regard to the replacement south stand the applicant advises that there will not be any increase in the capacity of the stadium as a result of this new stand.

The leisure facility will provide an additional internal floor area of 1717 sqm. The applicant has used London Plan Annex 4 to calculate parking standards for the site. As a result a total of 134 new car parking spaces will be provided; 81 car parking spaces will be provided for the proposed leisure use with 53 spaces provided for football related use. In addition there are 54 existing spaces on the site and there is access to up to 200 spaces in the overspill area to the north of the ground.

The GLA has commented that the development would not increase the capacity of the football ground and questioned the need for an uplift in car parking spaces on the site. The applicant has responded by advising that the 53 football related spaces will replace the parking spaces that were previously provided in the access driveway and removed during matches to provide safer conditions for pedestrians and cyclists. Eight of these spaces will be provided adjacent to the east elevation of the new building and will be for staff and Directors.

The additional 81 spaces relate to the proposed leisure use and will be marked for that purpose. The applicant advises that it is envisaged that the leisure use and the football related use will operate at the same time and spaces will be needed for the leisure use on match days. The applicant advises that marshalls will control the use of the parking areas on match day to ensure that provision is provided for the simultaneous uses.

On this basis the council's Highways Officer has advised that the proposed parking provision and allocation is acceptable.

The applicant has agreed that 22 cycle parking spaces will be provided

The applicant advises that the club makes arrangements for 1 or 2 coaches on match days, usually in the overflow car park area.

#### Car Park Lighting:

The submitted plans indicate that the proposed lighting to the new car parking areas would be low level with 3m columns and 0.9m bollards. The application states that the lighting would be screened by the proposed 2.5m high bund and would be less intrusive than the higher flood lighting approved for the 5-a-side pitches in 2009. In any event this can be subject of a condition.

#### Trees and Landscaping and Ecology

Policies NE3 and NE7 of the Unitary Development Plan and corresponding policies 7.19 and 7.21 provide the context for the consideration of the impact of development on nature conservation and trees.

In terms of biodiversity, London Plan Policy 7.19 encourages development proposals, where possible, to make a positive contribution to the protection, enhancement, creation and management of biodiversity and give strong protection to sites of metropolitan interest.

In terms of trees London Plan Policy 7.21 seeks existing trees of value to be retained and any loss as a result of development should be replaced following the principle of 'right place, right tree.'

From an arboricultural point of view, the trees affected by the development are located around the southern and part of the western boundary. None of the trees are protected by a tree preservation order.

The applicant has submitted an Arboricultural Survey and Planning Integration Report. This shows the removal of 4 individual trees and 1 group of trees from the western elevation. On the southern elevation 4 groups of trees and 3 individual trees will be removed.

Following concerns raised by the Council's Tree Officer, a revised Report has been received showing the retention of more trees on the southern boundary. In any

event conditions could be imposed to ensure adequate replacement planting and screening.

From an ecological point of view the site lies immediately to the north of Fisher's Wood Site of Interest for Nature Conservation (SINC). The applicant submitted a Walkover Survey which concluded that of the proposed development and SINC and concludes that the trees along the southern boundary provide good opportunities for foraging bats and a good linkage around the site with Fishers Wood, providing a locally important role for a range of species such as common bird species and bats.

It is concluded that the redevelopment area will not impact directly upon the habitat within Fisher's Wood and will not cause isolation and fragmentation of the woodland habitats.

On this basis it is considered that this development is acceptable from an ecological point of view.

The detailed design of the swale and bund and the associated landscaping scheme are important to provide an attractive and functional feature that will provide a long term asset to the site. Conditions requiring the submission of relevant details for approval are recommended.

#### Drainage

The site lies immediately adjacent to an open watercourse that forms part of the drainage network for the River Ravensbourne. The original application submission showed the proposed building encroaching on the watercourse. The scheme has since been revised to reduce the size of the proposed building and set it back 6m from the watercourse to ensure that water flow remains unimpeded.

A Flood Risk Assessment was received in October 2015. The report sets out measures to mitigate the impact of the development on the management of surface water flow. There are several measures proposed which are integral to this drainage strategy including

- o The 450mm culvert will be replaced with a 450cm culvert.
- o A minimum 4m buffer zone is required between the proposed structure and the Ordinary Watercourse that runs along the southern boundary.
- o A 200 sqm storage tank shall be located beneath the proposed sub-base.
- o The car park shall be surfaced in permeable materials.
- o A swale shall be situated on the west side of the proposed car park. This will be provided alongside the proposed 2.5m bund that is proposed along the western boundary of the site.

In addition outstanding work is required on the site to comply with the requirements of the Land Drainage Act but this will be secured under this legislation and is not part of the drainage consideration for this application

The Council's Drainage Officer raises no objection to the proposed development subject to conditions to secure compliance with the Flood Risk Assessment and the provision of the measures above.

In terms of the principle of development, the conclusions above are that the harm to the Green Belt is outweighed by the very special circumstances, the wider benefits of the development and the mitigation of potentially detrimental effects through planning conditions. The impact on the character of the area and neighbour amenity is acceptable subject to conditions. Highway and traffic matters and drainage are acceptable subject to conditions. On balance, it is recommended that permission be granted subject to conditions.

Background papers referred to during the production of this report comprise all correspondence on files set out in the planning history section above, excluding exempt information.

### **RECOMMENDATION: PERMISSION**

#### **Subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**Reason: Section 91, Town and Country Planning Act 1990.**

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans and documents listed in this condition unless previously agreed in writing by the Local Planning Authority.**

#### **To accord with the terms of the application**

- 3 A detailed phasing plan for the development shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted and shall show the spectator stand to be completed prior to first operation of the ancillary leisure facility and car parking to be completed prior to first use of the development hereby permitted.**

**Reason: To accord with the terms of the application and in the interests of the Green Belt, the amenities of the area and highway safety and to accord with Policies G1, BE1 and T3 of the Unitary Development Plan**

- 4 The leisure facilities hereby permitted shall only be operated ancillary to the use of the site as a football club and shall include the specified uses only unless otherwise agreed in writing by the Local Planning Authority.**

**Reason: To accord with the terms of the application and in the interests of the Green Belt to accord with Policy G1 of the Unitary Development Plan**

- 5 The spectator stand hereby permitted shall only be used in connection with the sports use of the football pitch and for no other purpose.**

**Reason: To accord with the terms of the application and in the interests of the Green Belt and the amenities of the area and to accord with Policies G1 and BE1 of the Unitary Development Plan**

- 6 Details of traffic marshalling arrangements for match days shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted and the approved measures shall be maintained in perpetuity.**

**Reason: To accord with the terms of the application and in the interests of the Green Belt, the amenities of the area and highway safety and to accord with Policies G1, BE1 and T3 of the Unitary Development Plan**

- 7 Measures to ensure the control of noise from the ancillary leisure facility shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted and the approved measures shall be maintained in perpetuity.**

**Reason: To accord with the terms of the application and in the interests of the Green Belt and the amenities of the area and to accord with Policies G1 and BE1 of the Unitary Development Plan**

- 8 The proposed bund and swale shall be used as a landscaped area only and shall not be used for car parking or any other purpose. Details of the method of disposal of any dug out material shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted and disposal shall only take place in accordance with those details.**

**Reason: To accord with the terms of the application and in the interests of the Green Belt to accord with Policy G1 of the Unitary Development Plan**

- 9 Details and sample boards of all external materials to be used for the development, including roof cladding, wall facing materials and cladding, windows and door frames, window glass, decorative features, rainwater goods and any parts of the site not covered by buildings, where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details.**

**Reason: In order to comply with Policies G1 and BE1 of the Bromley Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

- 10 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial 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 to those originally planted.**

**Reason:** To accord with the terms of the application and in the interests of the Green Belt to accord with Policy G1 of the Unitary Development Plan

- 11 If any trees are felled in order to implement the development hereby permitted, trees of a size and species to be agreed in writing by the Local Planning Authority shall be planted as replacements in such positions as shall be agreed by the Authority in the first planting season following completion of the development. Any trees 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 to those originally planted.

**REASON:** In order to comply with Policy NE8 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 12 No development shall commence on site, including demolition, until such time as a Demolition and Construction Noise and Dust Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be implemented in accordance with the approved details and to the agreed timescale throughout the period of the works.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of adjacent properties and the wider area.

- 13 Prior to the commencement of the development, including demolition or removal of site material, hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site, measures to secure provisions of on-site delivery, off-loading, turning and parking of construction and operatives vehicles and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

**Reason:** In order to comply with Policies T5, T6, T7, T15, T16 and T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 14 Prior to commencement of any part of the development, a surface water management strategy for the development shall be developed to a detailed design stage and shall incorporate the proposed mitigation measures set out in sections 7.7, 7.8 & 7.9 of the submitted Flood Risk Assessment carried out by Herrington Consulting dated 20.10.2015 Rev 3. The strategy should include detailed reference submissions relating to the following:
- o The original 450mm culvert shall be replaced with a 450mm culvert
  - o A minimum 4m buffer zone between the proposed structure and the Ordinary Watercourse will be provided and permanently retained in perpetuity.
  - o A 200 sqm storage tank shall be located beneath the proposed sub-base.
  - o The car park shall be surfaced using permeable materials with 300 sqm sub based and a permeable surface shall be permanently retained.

- o A swale to be situated west of the car park shall be constructed and have a capacity of 130 cubic metres.

The development shall be implemented in accordance with the approved strategy prior to the first occupation of any part of the development hereby permitted and permanently retained in full operational working order thereafter.

**Reason:** To ensure satisfactory implementation of the surface water drainage proposals and to accord with Policy ER13 of the Unitary Development Plan

- 15 Prior to commencement of any part of the development , a construction method statement covering details of sequential works of the new 450mm diameter Ordinary Watercourse to be submitted and approved by Local Planning Authority and the development shall be carried out in accordance with the approved details and permanently retained in full operational working order thereafter.

To ensure satisfactory implementation of the surface water drainage proposals and to accord with Policy ER13 of the Unitary Development Plan

- 16 Prior to the commencement of any part of the development details of the proposed bund and swale, including elevations, floor plans, cross sections, materials and landscaping shall be submitted to and approved by the local planning authority. The bund and swale shall be implemented and completed in accordance with the approved plans prior to the first use of any part of the development and permanently retained in operational order thereafter.

**Reason:** In the interests of the amenities of the occupants of nearby residential properties and to comply with Policy BE1 of the Unitary Development Plan.

- 17 Details of the provision of wheelchair space and facilities for spectators in the proposed stand and users of the indoor sports facilities shall be submitted to and approved by the local planning authority and the measures shall be implemented in accordance with the approved measures prior to the first use of the stand and permanently retained thereafter

**Reason:** To comply with Policy 7.2 of the London Plan and in the interest of achieving the highest standard of accessible and inclusive development.

- 18 The development hereby permitted shall incorporate measures to minimise the risk of crime and to meet specific needs of the application site and the development. Details of those measures shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted and implemented in accordance with the approved details. The security measures to be implemented in compliance with this condition shall achieve the Secured by Design accreditation awarded by the Metropolitan Police.

**Reason:** In the interest of security and crime prevention and to accord with Policy BE1 of the Unitary Development Plan

**19** Before the access hereby permitted is first used by vehicles, it shall be provided with ... visibility splays and there shall be no obstruction to visibility in excess of ... in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

**REASON:** In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

**20** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

**REASON:** In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the adopted Unitary Development Plan.

**21** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

**REASON:** In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport

**22** Before any part of the development is first occupied details of a scheme for the management of the car park shall be submitted to and approved in writing by the Local Planning Authority and the car park shall be operated in accordance with the approved scheme at all times unless previously agreed in writing by the Authority.

**REASON:** In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety

**23** Prior to the first use of any part of the development details of a smooth surface finish for the existing access road to Bromley Football Club from Hayes Lane to the car parking spaces shall be submitted to and approved by the local planning authority and the surface of the road shall be permanently retained in accordance with the approved details by the Bromley Football Club.

**Reason:** To accord with the requirements of the Stage 1 Road Safety Audit Report carried out by RKS Associates and dated January 2016 and in the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

**24** Before the first use of any part of the development commences the existing entrance walls to the Hayes Lane entrance to the Bromley Football Club shall be removed and a proposal for replacement walls not exceeding



0.6m high shall be submitted to and approved by the local planning authority. The walls shall be constructed in accordance with the approved plans prior to the first use of the development and permanently retained thereafter unless otherwise agreed with the local planning authority.

**Reason:** To accord with the requirements of the Stage 1 Road Safety Audit Report carried out by RKS Associates and dated January 2016 and in the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

**25** Before the first use of any part of the development commences details of a dedicated pedestrian route along the south side of the access road to Bromley Football Club from Hayes Lane with a suitable connection to the public footway on Hayes Lane shall be submitted to and approved by the local planning authority. The approved route shall be marked out in accordance with the approved plans prior to the first use of the development and permanently retained thereafter unless otherwise agreed with the local planning authority.

**Reason:** To accord with the requirements of the Stage 1 Road Safety Audit Report carried out by RKS Associates and dated January 2016 and in the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

**26** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development Order 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

**REASON:** In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

**27** Within one month of the first use of any part of the development hereby permitted, the 2 double storey portacabins that provide accommodation for the Bromley Football Club Youth Academy and are located on the south side of the site, adjacent to the 4G full size pitch, shall cease to be used for the Academy and shall be removed from the site in their entirety.

**Reason:** To cease the operation of any unauthorised use in an unauthorised building contrary to Policy G1 of the Unitary development Plan.

**28** Within one month of the first use of any part of the development, the marquee located on the west side of the football pitch shall cease to be used for soft play/gym use and shall be removed from the site in their entirety.

**Reason:** To cease the operation of any unauthorised use in an unauthorised building contrary to Policy G1 of the Unitary development Plan

**Education use only in connection with the Bromley Youth Academy and for no other use within Class D1**

- 29** Prior to installation of any fixed noise generating plant, including air conditioning, an acoustic assessment shall be submitted to and approved by the Local Planning Authority to prevent adverse effects from plant noise on local amenity. Once approved the plant shall be installed as approved and permanently maintained thereafter other than by the prior written approval of the Local Planning Authority

**Reason:** To comply with Policy 7.15 of the London Plan and in the interests of the amenities of occupants of nearby residential properties.

- 30** The applicant should ensure that storm waters are attenuated or regulated into the receiving public network through on and off site storage. When it is proposed to connect to a combined sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

**Reason:** In the interests of the protection of the sewerage system and to comply with Policy 5.14 of the London Plan.

- 31** Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 32** No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

- 33** No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

- 34** The ancillary leisure use shall not operate before 06:00 and after 23:00 on any day.

**Reason:** In the interests of the amenities of the occupants of nearby residential properties and to comply with Policy BE1 of the Unitary Development Plan.

**35** Details of a scheme of lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the means of construction and laying out of the cabling) shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced, and the approved scheme shall be implemented before the development hereby permitted is first occupied. Thereafter the approved scheme shall be permanently maintained in an efficient working manner and no further lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy ER10 of the Unitary Development Plan and in the interest of amenity and public safety.

You are further informed that :

- 1** You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and/or person(s) who have a material interest in the relevant land to pay the Levy (defined in Part2, para 4(2) of the Community Infrastructure Levy Regulations (2010))  
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on this site and/or take action to recover the debt.  
Further information about the Levy can be found on the attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL).
- 2** Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewerage flooding and pollution to local watercourses
- 3** Thames Water aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9litres/minute at the point where it leaves Thames Water pipes. The developer shall take account of this minimum pressure aim the design of the proposed development.
- 4** Thames Water recommend that all petrol/oil interceptor be fitted to all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.