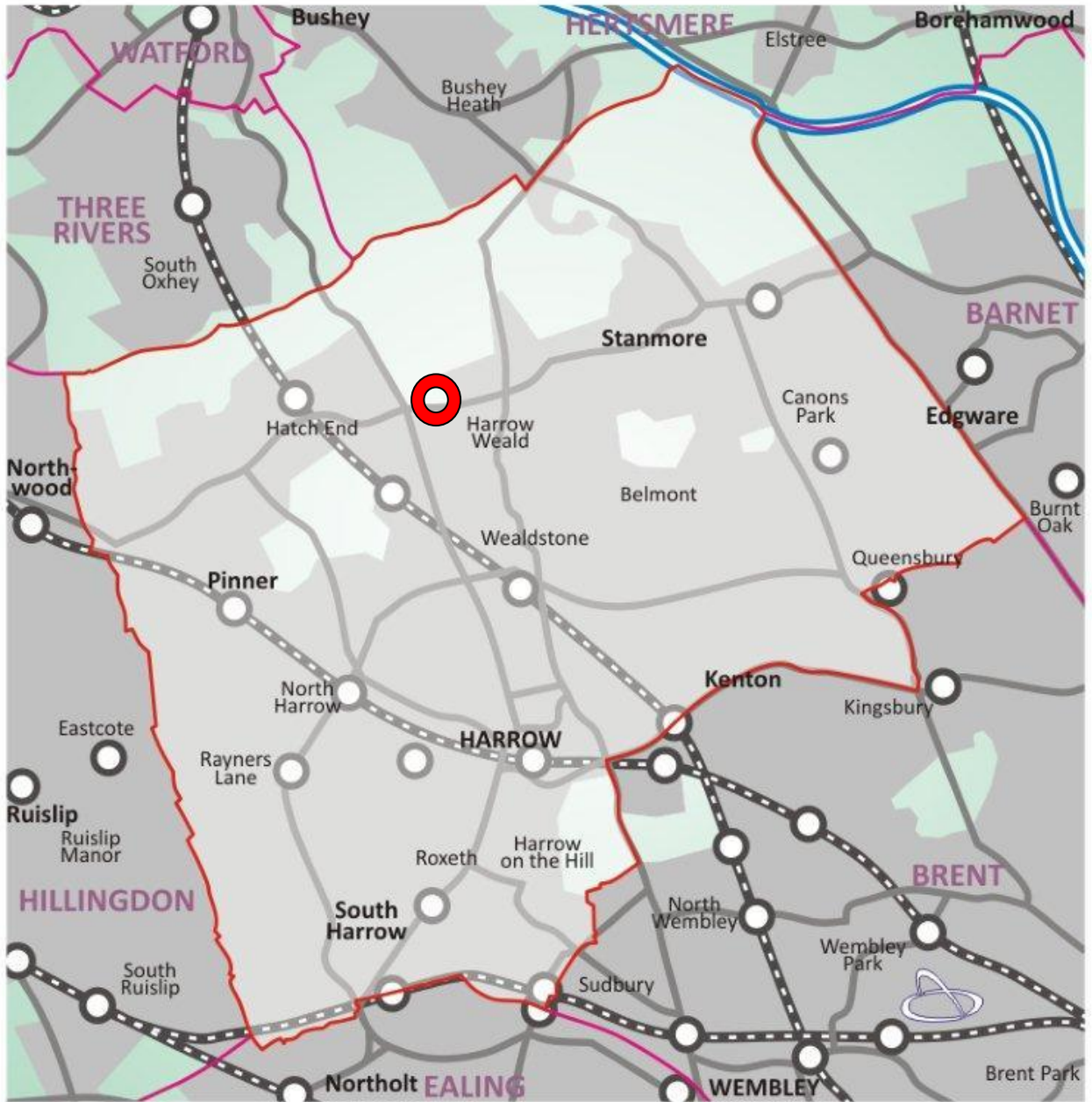


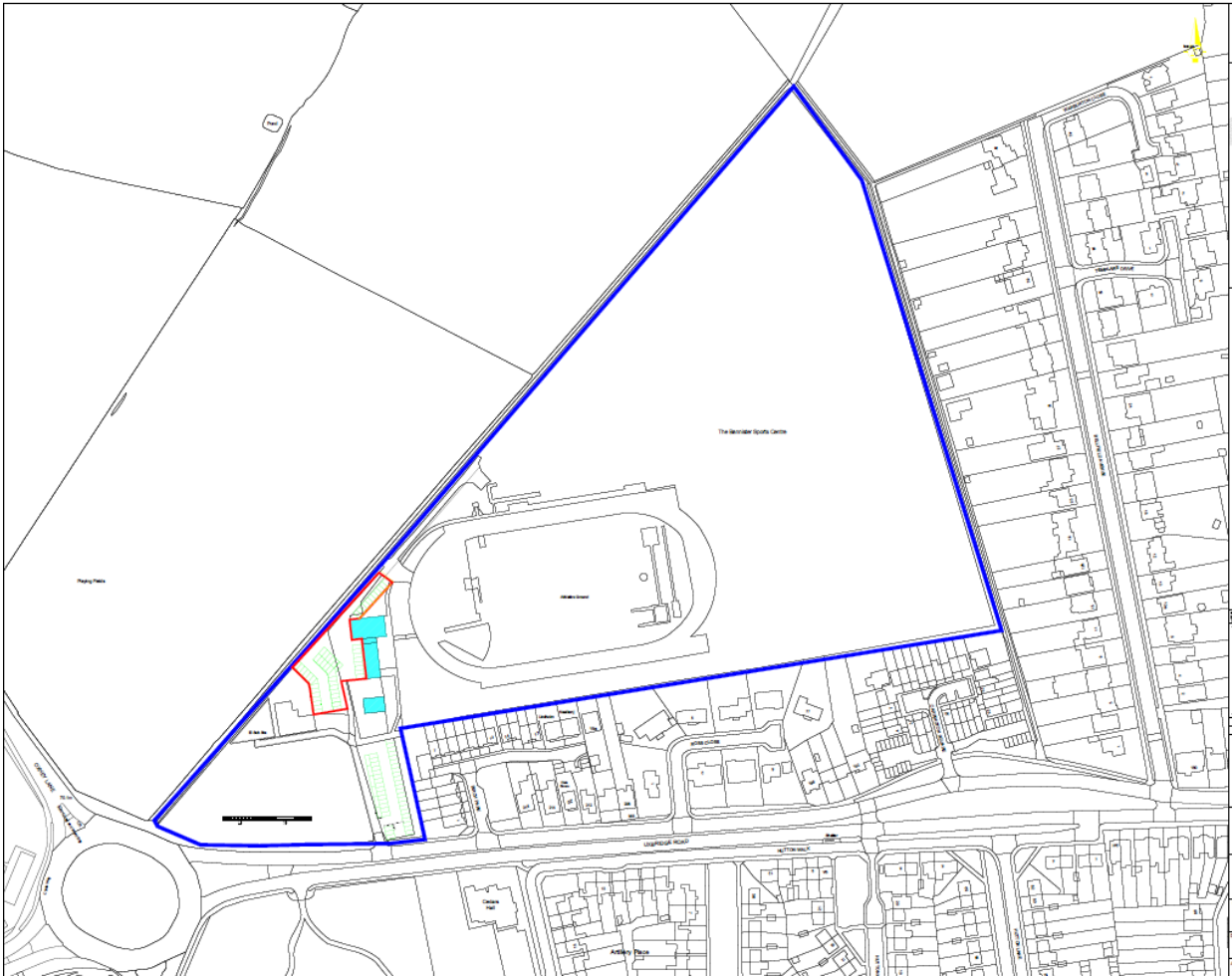
Agenda Item ***

 = application site



Roger Bannister Sports Centre, Harrow, HA3 6SW	P/3959/19
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Roger Bannister Sports Centre



LONDON BOROUGH OF HARROW

PLANNING COMMITTEE

30TH JUNE 2021

APPLICATION NUMBER: P/3959/19
VALID DATE: 23/09/2019
LOCATION: ROGER BANNISTER SPORTS CENTRE,
WARD: HARROW WEALD
POSTCODE: HA3 6SW
APPLICANT: LONDON BOROUGH OF HARROW
AGENT: N/A
CASE OFFICER: TOM BLACKMAN
EXTENDED EXPIRY DATE: 2/07/2021

PROPOSAL

Creation of 49 additional car parking spaces (inclusive of 2 blue-badge spaces); replacement of path

RECOMMENDATION

The Planning Committee is asked to:

- 1) agree the reasons for approval as set out in this report, and
- 2) grant planning permission subject to the conditions listed in Appendix 1 of this report:

REASON FOR THE RECOMMENDATION

The proposal would provide necessary overspill parking capacity for the wider Bannister Sports Centre site on larger event days. The proposed car parking would support the outdoor sport and recreational uses of the site and would preserve the openness of the Green Belt and would therefore not be considered inappropriate development within the Green Belt. Furthermore, the proposal would have an acceptable impact on the character and appearance of the locality and upon the residential amenities of the adjoining occupiers. The Council's Highways Officer has raised no objection to the proposal.

Accordingly, weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out below, officers conclude that the proposed development is worthy of support.

PROCEDURAL ISSUES

The application is also made under Regulation 3 of the Town and Country Planning Regulations 1992 (as amended). Regulation 3 permits a local authority to make an application to itself for planning permission to develop land within its area and to then also determine the application

INFORMATION

This application is reported to Planning Committee at the request of members following a previous application on this site, to ensure appropriate parking on the site overall.

Statutory Return Type:	(E)18 Minor, All Other
Council Interest:	The land is owned by the Council
Net Additional Floorspace:	n/a
GLA Community	
Infrastructure Levy (CIL):	n/a
Local CIL requirement:	n/a

HUMAN RIGHTS ACT

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

EQUALITIES

In determining this application the Council has regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

For the purposes of this application there are no adverse equalities issues.

S17 Crime & Disorder Act

Policy D11 of The London Plan and Policy DM1 of the Development Management Policies Local Plan require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal. It is considered that the proposed access does not adversely affect crime risk.

1.0 SITE DESCRIPTION

- 1.1 The application site consists of an area of hard standing and grass turf between the former civil defence building and the sports hut within the Roger Bannister Sports Complex.
- 1.2 The application site adjoins playing fields to the west. Planning permission (reference P/4748/18) was granted on 2nd August 2019 for the upgrading of the sports field to provide two natural grass pitches and one 3G synthetic pitch with floodlights. A further two grass pitches would be provided to the east of the athletics track
- 1.3 The application site is located within the Green Belt and Harrow Weald Ridge Area of Special Character. The application site is also within a Critical Drainage Area
- 1.4 The application site has a Public Transport Accessibility Level (PTAL) of 2. Vehicular access is provided to Bannister Sports Ground via a designated crossover from Uxbridge Road and the main parking area is located to the south of the application site.

2.0 PROPOSAL

- 2.1 The application seeks to re-provide the overspill car parking serving the Bannister Sports Complex. A total of 49 additional car parking spaces would be provided including two blue-badge spaces.
- 2.2 The provision of an overspill car park is also a prerequisite requirement for the commencement of the use of the grass football pitches granted under planning permission P/4748/18

3.0 RELEVANT PLANNING HISTORY

- 3.1 A summary of the relevant planning application history is set out in the table below:

Ref no.	Description	Status and date of decision
P/4830/18	Creation of 39 Car Parking Spaces	Withdrawn

- 3.2 A summary of other relevant planning applications within the wider site:

Ref no.	Description	Status and date of
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		decision
P/0672/18	Creation of an 18 hole golf adventure experience facility including theme props and ancillary kiosk; refuse storage in car park area.	Grant 23/09/2019
P/4748/18	Upgrading and regrading of existing sports pitches to create four natural grass pitches and one 3g synthetic pitch with floodlights maintenance equipment store & two team dugouts.	Grant 02/08/2019
P/3823/19	Conversion of civil defence building (use class b8) to cafe (use class a3); single storey storage unit; external alterations	Grant 07/02/2020

4.0 CONSULTATION

- 4.1 A total of 96 consultation letters were sent to neighbouring properties regarding this application. The minimum statutory consultation period expired on 14th October 2019.
- 4.2 A general site notice was placed outside the entrance on 14th October 2019.
- 4.3 Two objections to the application have been received to the application
- 4.4 A summary of the response received is set out below with officer comments in Italics

Summary of Comments on original consultation

Application lacks in detail with missing documents and decision cannot be made without this; no mention of area being gated an locked to be only used on event days; should be permeable paving and not tarmac; replacing concrete roadway to gas substation will not offset loss of permeable surface of the grass area for parking and may disturb gas pipeline; no information on the wider development strategy for the site of which the proposal would support; 92 less neighbours notified compared to previous application; does not compensate for actual amount of overspill parking which takes place on former overflow car park field; significant soakaway granted in application P/2981/20 not shown on plans; will exacerbate flooding if covered by car park

Officer response: The parking layout and detail were reviewed by the Council's Highways Authority who considered the detail

satisfactory to assess the application – a condition has been suggested for additional details regarding hard and soft landscaping and an informative relating to drainage; a condition has been included to provide further details on the management of the car park; the parking area is permeable with the use of bodpave and the council's drainage engineer has advised that it would not conflict with the approved soakaway for application P/2981/20; the planning history details the applications which form the wider development strategy of the sports and recreational provision; the consultation has been undertaken in accordance with statutory requirements and a site notice has also been placed outside the site; the impact of the proposal on the functioning and safety of the highway have been detailed in section 5.5 of the report.

4.5 Statutory and Non Statutory Consultation

4.6 The following consultations have been undertaken and a summary of the consultation responses received are set out below.

LBH Highways

The proposal to provide overflow car parking is welcomed. This proposal is considered based on it being a re-provision of the overflow parking that is lost as a result of the introduction of the adventure golf centre. Day to day, we are not anticipating a significant change in numbers accessing the sports centre and pitches; any increase in parking demand can be accommodated within the main car park (47 spaces). The key concern will be on large scale event days as there are existing problems with overspill parking on these occasions. It is understood through details submitted with application P/4255/19 that there are about 37 large scale events that take place throughout the year at the sports centre. We are aware that on large scale event days, parking does overspill on to the surrounding highway.

This application is not required to consider the overall capacity for the site as it is essentially seeking approval for a relocation of existing overflow parking which is used during large scale events. Based on there being no real net change in parking capacity and no anticipated increase in attendees, we cannot expect a significantly different impact for the highway network. The presence of the adventure golf centre will mean that there is an increase in traffic accessing the site as a whole at any time but the level of parking proposed is considered sufficient to meet the demand likely to be generated by that particular element of the site. Highways are satisfied with the layout and quantum of overspill parking proposed.

Landscape Officer

<p>The proposed use of Bodpave is welcome. Car park could be rationalised to make better use of the space which would also enable space for soft landscape and shrubs to soften the car park and enhance the biodiversity.</p>
<p><u>Biodiversity Officer</u> No Ecological assessment has been provided.</p> <p><i>Officer Note – See section 5.7 below addressing this comment.</i></p>
<p><u>Tree Officer</u> Has been previously stated that all trees would be retained. This doesn't remove the need to provide any information at all, so a tree survey and impact assessment is needed as standard. The use of impermeable hard surfacing within the RPA of existing trees is contrary to BS837 guidance and is not acceptable where trees are being retained. A no-dig tree friendly material '(cellweb or similar) would be required. It may be that existing trees will not be impacted by the proposals, but as no details have been provided its not possible to assess. Where new hardstanding is replacing an existing road or area of hard surfacing then the existing can be broken out and the new HS installed on existing ground levels without damaging underlying roots – but without more info on what is proposed and where, it's not possible to assess fully.</p> <p><i>Officer note – See section 5.7 below addressing this comment.</i></p>
<p><u>LBH Drainage</u> With regards to the above, please be advised that the application can be approved we have no objections. We can confirm that this application is for permeable paving parking details and the previously approved café is discharging into a soakaway that is located in this car park too, there is no conflict as such.</p>
<p><u>British Gas</u> No comment</p>

5.0 POLICIES

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:
- 5.2 '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.'
- 5.3 The Government has issued the National Planning Policy Framework [NPPF 2019] which sets out the Government's planning policies for

England and how these should be applied, and is a material consideration in the determination of this application.

5.4 In this instance, the Development Plan comprises The London Plan 2021 [LP] and the Local Development Framework [LDF]. The LDF comprises The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan 2013 [AAP], the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan [SALP] 2013 and Harrow Local Area Map 2013 [LAP]. The relevant policies are referenced within the report below and a summary within Informative 1

6.0 ASSESSMENT

6.1 The main issues are;

- Principle of the Development
- Character and Appearance
- Residential Amenity
- Transport and Parking
- Flood Risk and Drainage
- Landscaping, Trees, and Ecology

6.2 Principle of Development

6.2.1 The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2021): G2, S5
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM6, DM16, DM17, DM48

6.2.1 The application site is located within the Green Belt. Paragraph 143 of the National Planning Policy Framework (2019) states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

6.2.2 Paragraph 145 of the NPPF (2019) states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. However, it goes on to set out six exceptions to this, including the provision of appropriate facilities (in connection with the existing use of land) for outdoor sport, outdoor recreation cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. Paragraph 146 sets out that certain forms of development are not inappropriate development provided they preserve the openness of the Green Belt

and do not conflict with the purposes of including land within it. This includes engineering operations.

- 6.2.3 It is considered that the creation of the 49 car parking spaces with the required landscaping works would amount to engineering operations within the meaning of development in Section 55(1) of the Town and Country Planning Act 1990. Furthermore, the proposed car parking would support the outdoor sport and recreational uses of the site. The proposal would therefore meet the exceptions set out in the NPPF.
- 6.2.4 A fundamental aim of Green Belt policy, as set out in Paragraph 133 of the Framework, is to keep land permanently open. The Framework does not provide a specific definition of openness, but, in the Green Belt context, it is generally held to refer to freedom from development as well as any visual impact. The openness of the Green Belt therefore has a visual as well as a spatial aspect.
- 6.2.5 The extent of the hard landscaping would have a modest effect on the spatial openness of the Green Belt. This would likely be exacerbated to a degree by the use of the hardstanding for parking which would potentially result in an associated visual impact on openness. However, the use of the proposed car park would be limited to events days and therefore the visual impact would not be permanent. Officers therefore consider that on balance, the proposal would not have a materially harmful impact on the openness of the Green Belt.
- 6.2.6 The proposed overspill car park would support the larger event/activity days which take place at the Roger Bannister Stadium. The proposal would therefore meet the objectives of Policy DM48 of the Harrow Development Management Policies (2013) in this regard.
- 6.2.7 Officers therefore conclude that the proposal would comply with the relevant policies in this regard.

6.3 Character and Appearance

- 6.3.1 The relevant policies are:
- National Planning Policy Framework (2019)
 - The London Plan (2021) D3
 - Harrow Core Strategy (2012): CS1
 - Harrow Development Management Policies (2013): DM1, DM22
- 6.3.2 The proposed car park has been amended during the course of the application from tarmac to Bodpave. The latter is a permeable surface and can be infilled with a soil/sand mix and grassed so that it would allow for a more sympathetic appearance given the Green Belt context and the proposed occasional use. On this basis, officers

consider that the proposal would not harmfully detract from the character or appearance of the area and would accord with the relevant policies in this regard.

6.4 Residential Amenity

6.4.1 The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2021): D3
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM1

6.4.2 The nearest residential properties (within Birch Park) are located approximately 40m to the south of the application site. Given the separation distance, officers consider that the proposal would not have a detrimental impact on the residential amenities of the nearest occupiers and would therefore comply with the respective policies in this regard.

6.5 Transport and Parking

6.5.1 The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2021) T4, T5, T6
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM42,

6.5.2 The Council's Highways officer has advised that the proposal to provide overflow car parking is welcomed and would provide additional parking capacity on large scale event days at Bannister Stadium. The Council's Highways officer has therefore raised no objection to the proposal and would comply with the relevant policies in this regard, subject to a condition requiring a car park management plan.

6.6 Flood Risk and Drainage

6.6.1 The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2021): SI13
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM10

6.6.2 The application site is located within a Critical Drainage Area. The Council's Drainage Officer has reviewed the proposal and raised no objection to the proposal, subject to conditions. The proposal would therefore comply with the relevant policies in this regard.

6.7 Landscaping, Trees, and Ecology

6.7.1 The relevant policies are:

- National Planning Policy Framework (2019)
- The London Plan (2021): G6, G7
- Harrow Core Strategy (2012): CS1
- Harrow Development Management Policies (2013): DM21, DM22

6.7.2 The proposed use of Bodpave would be a more appropriate surface treatment in the context of the application site and the intermittent use of the car park based on its need. While it is appreciated that the car park layout could be reorganised to provide a more efficient layout to give more planting opportunities, given the intermittent use of the car park and the use of a permeable and sympathetic surface treatment which would enable replacement grass to be provided, it is considered that the proposal would be acceptable in this instance. Given the proximity of the adjacent trees, tree protection conditions are included. Subject to conditions, the proposal would accord with the relevant policies in this regard.

6.7.3 As the use of Bodpave enables replacement grass to be provided following the future removal of the current temporary tarmacked construction access route through the application site, officers consider the ecological impacts from the proposal are deemed minimal, and the proposal is considered acceptable in the context of the relevant ecological policies.

7.0 CONCLUSION AND REASONS FOR RECOMMENDING APPROVAL

7.1 The proposal would provide necessary overspill parking capacity for the wider Bannister Sports Centre site on larger event days. The proposed car parking would support the outdoor sport and recreational uses of the site and would preserve the openness of the Green Belt and would therefore not be considered inappropriate development within the Green Belt. Furthermore, the proposal would have an acceptable impact on the character and appearance of the locality and upon the residential amenities of the adjoining occupiers. The Council's Highways Officer has raised no objection to the proposal.

7.2 For all the reasons considered above, and weighing up the development plan policies and proposals, and other material considerations including comments received in response to notification and consultation as set out above, this application is recommended for grant.

APPENDIX 1: Conditions and Informatives

Conditions

1. Timing

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans and documents

The development hereby permitted shall be carried out, completed and retained in accordance with the following approved plans and documents:

C17-001E, Transport Post Application Technical note (September 2019), Design and Access Statement (August 2019 Rev B)

REASON: For the avoidance of doubt and in the interests of proper planning.

3. Arboriculture

The development shall not commence until a site-specific tree protection plan and Arboricultural method statement has been submitted to and approved in writing by the Local Planning Authority.

Details shall include:

- a) Specification and finalised location of tree protection barriers, indicated on a plan
- b) Details of demolition & construction within the RPA of trees
- c) Details of any facilitation pruning required for access, working space etc
- d) Details of all areas of new paving to be constructed using no-dig methodologies. Where no-dig is proposed, cross sections should be provided to show that raised levels can be accommodated in finished levels across site
- e) Details of site access, material / storage areas, contractor parking, site hut etc
- f) tree protection monitoring and supervision, including clerk of works schedule that specifies arboricultural supervision at appropriate stages of the development process

The development shall be carried out in accordance with the approved details or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: to safeguard the protected trees adjacent to the application site during construction

4. Landscaping Implementation

All hard landscaping shall be carried out prior to the occupation of any part of the development or in accordance with a programme that has been submitted to and agreed in writing by the Local Planning Authority. All soft landscaping works including planting, seeding or turfing comprised in the approved scheme of landscaping shall be carried out no later than the first planting and seeding season following the completion of the development, whichever is the sooner. Any existing or new trees or shrubs which, within a period of 5 years from the completion of the development, die, are removed, or become seriously damaged, diseased or defective, shall be replaced in the next planting season, with others of a similar size and species, unless the local authority agrees any variation in writing.

REASON: To ensure that the development makes provision of appropriate soft landscaping

5. Car Park Management Plan

The development hereby approved shall not come into use until a car park management plan has been submitted to, and agreed in writing by the local planning authority. The car park management plan shall detail when the overspill car park will be made available, the measures to prevent any parking taking place outside that time and the management of parking on event days. The development shall be carried out in accordance with the approved details

REASON: In the interests of highway safety

Informatives

1. Planning Policies

The following policies are relevant to this decision:
National Planning Policy Framework (2019) (NPPF)
London Plan (2021): D3, S5, G2, G6, G7, SI13, T4, T5, T6,
Core Strategy (2012): CS1
Development Management Policies (2013): DM1; DM6, DM10,
DM16, DM17, DM21, DM22, DM42, DM43, DM48,

2. Considerate Contractor Code of Practice

The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.

3. The Party Wall etc. Act 1996

The Party Wall etc. Act 1996 requires a building owner to notify and obtain formal agreement from adjoining owner(s) where the building owner intends to carry out building work which involves:

1. work on an existing wall shared with another property;
2. building on the boundary with a neighbouring property;
3. excavating near a neighbouring building,

and that work falls within the scope of the Act. Procedures under this Act are quite separate from the need for planning permission or building regulations approval. "The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236 Wetherby, LS23 7NB. Please quote Product code: 02 BR 00862 when ordering. Also available for download from the CLG website: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf> Tel: 0870 1226 236, Fax: 0870 1226 237, Textphone: 0870 1207 405, E-mail: Ucommunities@twoten.comU4T

4. Pre-application engagement

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedure) (England) Order 2015. This decision has been reached in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow Council has a pre-application advice service and actively encourages applicants to use this service. Please note this for future reference prior to submitting any future planning applications.

5. Compliance With Planning Conditions Requiring Submission and Approval of Details Before Development Commences

- You will be in breach of planning permission if you start development without complying with a condition requiring you to do something before you start. For example, that a scheme or details of the development must first be approved by the Local Planning Authority.
- Carrying out works in breach of such a condition will not satisfy the requirement to commence the development within the time permitted.
- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

6. Sustainable Urban Drainage

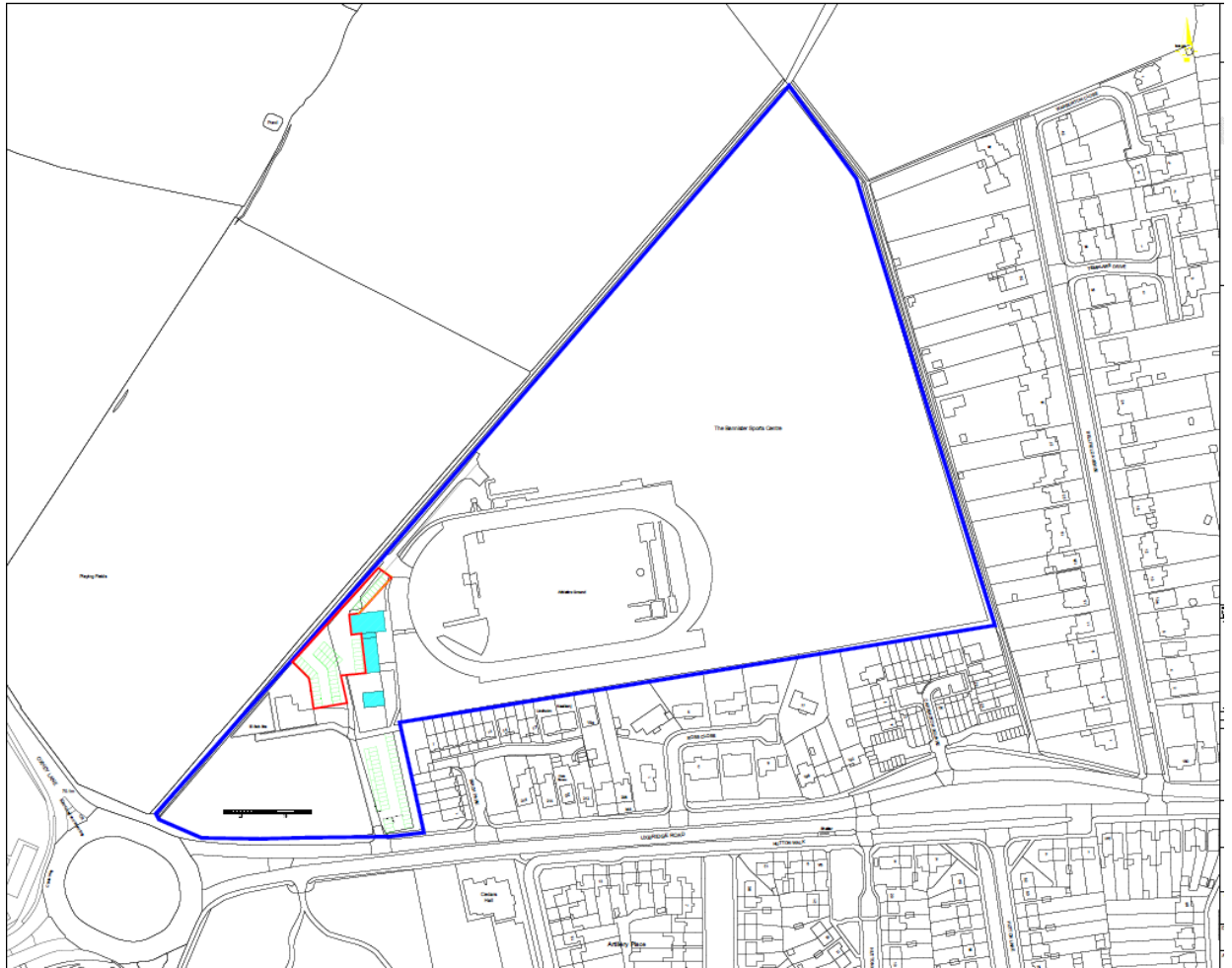
The applicant is advised that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. Where the intention is to use soak ways they should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365. Support for the SUDS approach to managing surface water run-off is set out in the National Planning Policy Framework (NPPF) and its accompanying technical guidance, as well as the London Plan. Specifically, the NPPF (2012) gives priority to the use of sustainable drainage systems in the management of residual flood risk and the technical guidance confirms that the use of such systems is a policy aim in all flood zones. Policy 5.13 of the London Plan (2012) requires development to utilise sustainable drainage systems unless there are practical reasons for not doing so. Sustainable drainage systems cover the whole range of sustainable approaches to surface drainage management. They are designed to control surface water run-off close to where it falls and mimic natural drainage as closely as possible. Therefore, almost any development should be able to include a sustainable drainage scheme based on these principles.

The applicant can contact Harrow Drainage Section for further information

CHECKED

Interim Chief Planning Officer	Beverley Kuchar 17/06/2021
Interim Corporate Director	Mark Billington 17/06/2021

APPENDIX 2: SITE PLAN



APPENDIX 3: SITE PHOTOGRAPHS



Aerial View of the general site area



Photo 1 – To the south of the site looking north towards the southern boundary

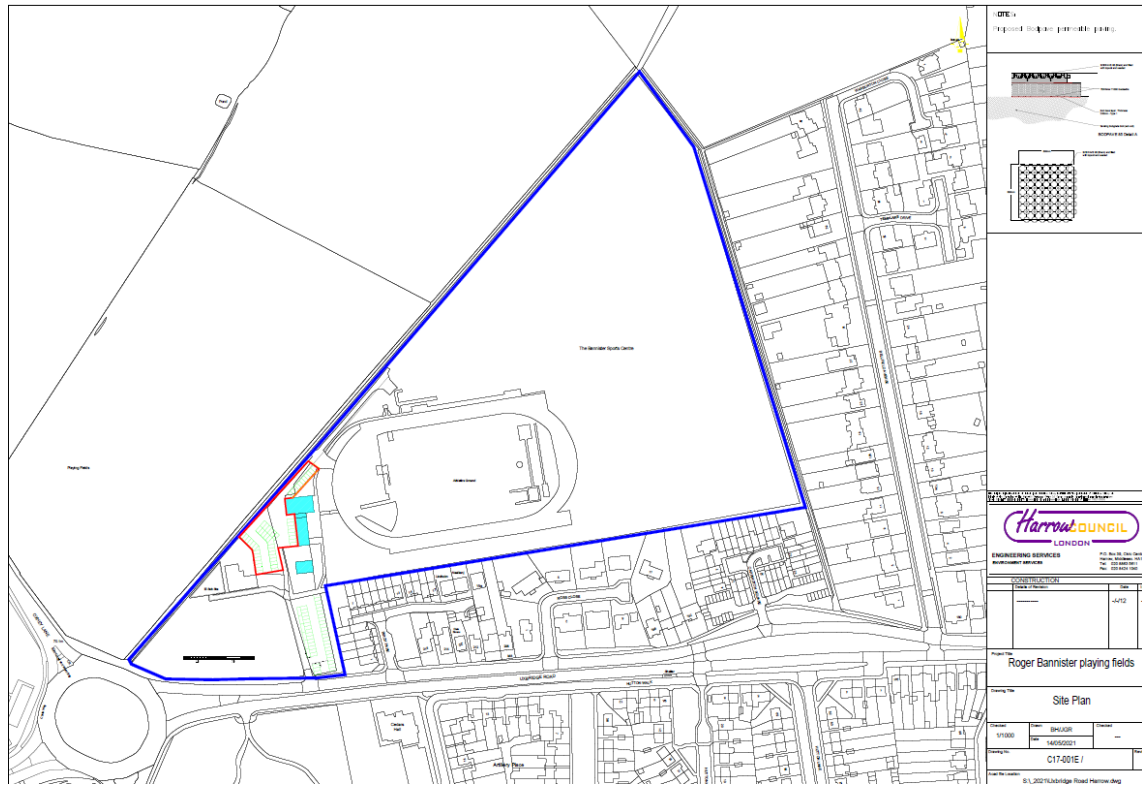


Photo 2 – Within the site facing north



Photo 3 - Within the site facing west

APPENDIX 4: PLANS AND ELEVATIONS



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