<table>
<thead>
<tr>
<th>Barking and Dagenham Council Planning Committee</th>
<th>Date: 3 June 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Application No.: 19/00319/FUL</td>
<td>Wards: Parsloes, Alibon and Mayesbrook</td>
</tr>
<tr>
<td><strong>Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution:</strong></td>
<td>This is a major application from the Council or a Council owned company and an application which is recommended for approval and considered to be contrary to a material aspect of the Local Plan.</td>
</tr>
<tr>
<td><strong>Site Address:</strong> Parsloes Park, Gale Street, Dagenham</td>
<td></td>
</tr>
<tr>
<td><strong>Proposed Development:</strong> Redevelopment of Parsloes Park including the following works:</td>
<td></td>
</tr>
<tr>
<td>• the demolition of the existing changing facility;</td>
<td></td>
</tr>
<tr>
<td>• reconfiguration of the roadway entrance and route to the building and amendments to car parking provision;</td>
<td></td>
</tr>
<tr>
<td>• 3 full size artificial grass pitches which are fenced and floodlit;</td>
<td></td>
</tr>
<tr>
<td>• 4 covered seating stands to one pitch and 2 No. dugout shelters to all pitches;</td>
<td></td>
</tr>
<tr>
<td>• a replacement and enhanced changing pavilion including a gym and studio space;</td>
<td></td>
</tr>
<tr>
<td>• ancillary buildings to include two covered cycle stands, electricity sub-station and refuse and recycling store; landscaping and associated works;</td>
<td></td>
</tr>
<tr>
<td>• associated drainage and engineering operations; on and off-site supporting infrastructure as necessary to facilitate re-development of the site.</td>
<td></td>
</tr>
<tr>
<td><strong>Applicant:</strong> London Borough of Barking and Dagenham</td>
<td></td>
</tr>
<tr>
<td><strong>Link to Application Documents:</strong> Planning Application File</td>
<td></td>
</tr>
<tr>
<td><strong>Contact Officer:</strong> Nasser Farooq</td>
<td><strong>Title:</strong> Principal Development Management Officer</td>
</tr>
<tr>
<td><strong>Contact Details:</strong> 020 8227 5834 <a href="mailto:nasser.farooq@befirst.london">nasser.farooq@befirst.london</a></td>
<td></td>
</tr>
</tbody>
</table>

**RECOMMENDATION**

1. That planning permission be GRANTED subject to any direction from the Mayor of London and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision, including any other conditions that may be required as a result of referral to the Mayor of London).
### Summary of Conditions

1. Time limit
2. Development in accordance with approved plans
3. Samples of materials
4. Details of landscaping
5. Bat surveys
6. External lighting
7. Contaminated land
8. Cycle parking and refuse
9. Noise controls
10. Hours of use
11. Construction Environmental Management Plan and Site Waste Management Plan (SWMP)
12. Crime prevention measures
13. Section 278 Highways Act Agreement
14. Tree and root protection
15. Travel Plan
16. Retention of accessible parking bays
17. Compliance with Energy Strategy
18. Electric vehicle charging points
19. Community Use Agreement
20. Drainage Strategy

### KEY PLANNING CONSIDERATIONS

#### Neighbour Consultation (see section 4.4)

- There have been 2 objections to the proposed development and one letter neither objecting nor supporting the proposal.
- The matters raised include noise; transport and parking; and impact on park, ecology and bats.

#### Principle of Development (see section 7.1)

- Proposal results in development on Metropolitan Open Land, which is subject to the same planning policies as Green Belt.
- The principle has been assessed against the relevant policies and it is considered that exceptional circumstances exist to support the principle of the development in this instance.

#### Design (see section 7.2)

- 1 single storey building.
- Core external materials – brick slips, timber effect panels, cladding and render finishes.
- Subject to a condition requiring material samples, officers consider the design and appearance to be satisfactory and in accordance with the Local Plan.
<table>
<thead>
<tr>
<th><strong>Amenity Issues (see section 7.3)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Noise / lighting – subject to conditions any impacts are deemed acceptable.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Transport / Parking (see section 7.4)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Public Transport Accessibility Level (PTAL) of site = 2 (low).</td>
</tr>
<tr>
<td>• 132 car parking spaces including 14 wheelchair accessible spaces.</td>
</tr>
<tr>
<td>• Net loss of 69 car parking spaces.</td>
</tr>
<tr>
<td>• 54 cycle spaces provided.</td>
</tr>
<tr>
<td>• Electric vehicle charging points = 20% active and 80% passive.</td>
</tr>
<tr>
<td>• Transport matters are acceptable and accord with the London Plan and Local Plan.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Energy (see section 7.5)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Minimum 35% reduction in carbon dioxide emissions achieved through on-site provision.</td>
</tr>
<tr>
<td>• This is acceptable and accords with the London Plan and Local Plan.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Drainage and Flooding (see section 7.6)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• The drainage strategy has taken into account the principles of sustainable drainage, with the incorporation of a linear sustainable drainage basin.</td>
</tr>
<tr>
<td>• Subject to a condition securing this, the drainage strategy is acceptable and accords with the London Plan.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Ecology (see section 7.7)</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• The application proposes the retention of all the trees and the planting of additional trees.</td>
</tr>
<tr>
<td>• A condition is recommended requiring the installation of a minimum of four boxes (two bird boxes and two bat boxes) to enhance ecology and biodiversity.</td>
</tr>
<tr>
<td>• Subject to conditions, the tree protection and biodiversity enhancements are supported by the London Plan and Local Plan.</td>
</tr>
</tbody>
</table>

1.0 **SITE AND SURROUNDINGS**

1.1 The application site is located within the south eastern part of Parsloes Park between Parsloes Avenue, Ivyhouse Road and Meadow Road. Parsloes Park is designated as 'Metropolitan Open Land’ (MOL) within the development plan.

1.2 Parsloes Park is a 59 hectare Metropolitan Park, centrally located within the Borough, to the north of Becontree and Dagenham Heathway neighbourhood centres. The park straddles three wards - Parsloes, Alibon and Mayesbrook. The majority of the development proposed falls within the Alibon Ward.

1.3 The Park is served by two tube stations at Becontree and Dagenham Heathway, as well as bus routes along Gale Street and Parsloes Avenue to
the west. The Park is bordered by quieter residential streets to the south, east and north.

1.4 The Sydney Russell Secondary School and Porters Avenue Health Centre are located to the north of the Park and there are a range of other facilities in the surrounding area including Parsloes, Southwood, Valence and Roding Primary Schools, the Adult College of Barking and Dagenham, the Sydney Russell Leisure Centre, Fanshawe Hall Community Centre and Markyate, Dagenham and Fanshawe Libraries.

1.5 A new Youth Zone building called 'Future' has recently opened. This is located in the north eastern part of the park, at the junction of Gale Street and Porters Avenue.

1.6 The site is generally level and has an open park feel. A dilapidated single storey pavilion building from the late 1960s/early 1970s is located in the south eastern part of the site close to the centre and contains showers and WCs. It has been concluded that this building is at the end of its life; provides a poor standard of amenity; does not meet the Football Association performance requirements, Building Regulations or accessibility standards and has been subject to repeated vandalism. It is this building and the immediate area that is the subject of this application.

2.0 THE PROPOSAL

2.1 This proposal seeks to demolish the existing changing facility and, in its place, erect a single storey replacement changing pavilion building. The proposed building is to include a gym and studio space.

2.2 In addition, 3 full size artificial grass pitches are proposed which are to be fenced off and floodlit. One pitch will include 4 covered seating stands and all three will include dugout shelters.

2.3 As part of the proposal the roadway entrance, routes and car parking will all be reconfigured. Lastly, other works include cycle stands, electricity sub-stations, provision for the storage of refuse, landscaping and associated drainage and engineering operations.

2.4 The proposal is part of the ‘Parklife’ programme which has been specifically designed to deliver financially sustainable football hubs which do not need future subsidies.

2.5 ‘Parklife’ as a programme has been developed by The Football Association, Sport England and the Premier League and is delivered by the Football Foundation in a response to the general decline in the quality of Local Authority facilities across the country.

2.6 The site has been identified as a suitable location for 3G / all-weather pitches in the Arup Parsloes Park Masterplan (March 2016). The LBBD Parks and Open Spaces Strategy (including the Arup Masterplan) was adopted by Cabinet on 11 July 2017.
2.7 The Parsloes Park Masterplan was commissioned by LBBD in response to new funding opportunities which present an opportunity to re-imagine and reinvigorate the park in a financially sustainable way. The Youth Zone and ‘Parklife’ projects were specifically mentioned within the masterplan as potential avenues to explore.

2.8 Reviving Parsloes Park has the potential to address a number of the Borough’s challenges, including improving health and well-being, inclusive access and recreation, active and sustainable travel, adapting to climate change, and conserving and enhancing its biodiversity and heritage. Importantly the regeneration of the Park also has the potential to deliver upon the three key aspects of the Borough’s strategic vision and priorities which are: encouraging civic pride, enabling social responsibility and growing the Borough.

2.9 The masterplan has been consulted on and is adopted supplementary planning guidance to the adopted Local Plan.

3.0 RELEVANT HISTORY

3.1 16/01990/FUL - Land at the junction of Porters Avenue and Gale Street - Erection of two storey Youth Zone facility including sports hall, skate park, floodlit kick pitch, service yard, plant, minibus and blue badge parking and associated landscaping. Approved on 19 September 2017. This application whilst not directly linked, has allowed construction of a Youth Zone facility within the north western part of the park.

4.0 CONSULTATIONS

**Applicant’s Own Consultation**

4.1 The applicant has submitted a Statement of Community Involvement which details a range of engagement with the local community, businesses and local and national organisations from July 2017 until submission of the application. This level of consultation is supported by officers.

4.2 **Publicity**

| Site Notice | Yes - 15 notices around Park dated 6 March 2019 |
| Press Notice | 13 March 2019 |

4.3 **Neighbouring Properties**

| Date of consultation | 28 February 2019 |
| Total letters sent | 698 |
| Total responses received | 5 (3 from same residents) |
| Number of objections | 2 |
| Number in support | 0 |
| Number of other representations (neither objecting nor supporting) | 1 |
### 4.4 Summary of Representations

<table>
<thead>
<tr>
<th>Summary of response</th>
<th>Officer response</th>
</tr>
</thead>
</table>
| **79 Davington Road, Dagenham**  
A development of this size should be accompanied by a Preliminary Ecological Assessment (PEA), particularly as it is adjacent to Parsloes Park Site of Borough Importance for Nature Conservation (SINC) (B&DII04) and within Metropolitan Open Land.  
The PEA should comprise a detailed phase 1 habitat survey, protected species assessment, desktop study including analysis of protected/priority species and habitats, conclusions (including impact on protected/priority species and habitats and the adjacent SINC), recommended mitigation and suggested biodiversity enhancements.  
General landscaping plans are insufficient to make a significant improvement to local biodiversity value.  
There is a good possibility that bats will use The Squatts and lake to forage and commute. Bats may roost near the lake and in the surrounding housing estate. | An Ecology Report has been sent directly to the responder. No further comments have been received.  
The Ecology Report also confirms that there was no evidence of bat roosts within the application site.  
The applicant has also agreed to three additional surveys on bats which will be secured by condition.  
See condition 5. |
| **Residents at 35 and 36 Terrace Walk**  
*1st letter*  
Request site visit to understand the proposal.  
*2nd letter*  
Strongly object to proposal which will cause a nuisance; should have a one-way entry system for vehicles; loss of views and impact on park.  
*3rd letter following site visit*  
Quite happy with proposal; main concern is parking and impact on Terrace Walk outside controlled parking hours which are due to come into force. | The concerns have been noted. The main issue being parking stress. This is discussed within this report. |
| **Resident at Ivywalk**  
The proposed floodlit pitches will be intrusive to the surrounding residents and cause light pollution.  
The proposal will result in a loss of view and restrict the area for recreation. | Loss of view is not considered a material planning consideration. The remaining issues are covered within the main body of this report. |
<table>
<thead>
<tr>
<th>Consultee response</th>
<th>Officer response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Greater London Authority (GLA)</strong></td>
<td>The applicant has responded to a number of issues raised by the GLA and officers are satisfied these matters have/will be addressed prior to the application returning to the GLA for a Stage 2 report.</td>
</tr>
<tr>
<td><strong>Sport England</strong></td>
<td>Noted.</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------</td>
</tr>
<tr>
<td>Despite a reduction in natural playing field land, the proposed development would increase the sporting capacity of the site and would also introduce a wider health and fitness offer. Sport England, therefore, considers that the overall benefits to sport outweigh the reduction in playing field land.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Designing Out Crime Officer</strong></th>
<th>See condition 12.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Designing Out Crime Officer has met with the project architects and is reassured to see some of the police recommendations are going to be adapted into the current design. A secure by design condition is recommended on the consent.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>London Fire Brigade</strong></th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No additional hydrants required and no objections.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Environmental Health</strong></th>
<th>See conditions 6, 7 10 and 11.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No objections subject to various conditions.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Planning Policy</strong></th>
<th>The surveys have been agreed by the applicant.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bat foraging surveys are required as there is potential harm to bats that roost a short distance from the Park. Three surveys should be required as a condition, to take place between May and September. The results need to influence the lighting strategy and the soft landscaping. There will need to be specific soft landscaping conditions.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Natural England Access Officer Lead Local Flood Authority</strong></th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No comments received from the above consultees.</td>
<td></td>
</tr>
</tbody>
</table>

5.0 LOCAL FINANCIAL CONSIDERATIONS

5.1 If the proposal qualifies as a municipal leisure facility it would have a nil rate under the Borough’s Community Infrastructure Levy (CIL). In relation to the Mayoral CIL, a contribution of £15,175.00 would be applicable. However, the applicant may be able to claim a charitable exception.

6.0 PLANNING DOCUMENTS AND GUIDANCE

National Planning Policy Guidance

National Planning Policy Framework (NPPF) (February 2019)
Planning Practice Guidance

The London Plan (March 2016)
Local Plan

Core Strategy (2010)

Other

Draft new London Plan showing Minor Suggested Changes (August 2018)

Mayor of London’s Supplementary Planning Guidance:
Shaping Neighbourhoods: Character and Context (2014)
Sustainable Design and Construction (2014)

LBBD Parks and Open Spaces Strategy (including the Arup Masterplan) (2017).

7.0 ANALYSIS

7.1 Principle of Development

<table>
<thead>
<tr>
<th>PROPOSED USE</th>
<th>FLOORSPACE (GIA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial floorspace</td>
<td></td>
</tr>
<tr>
<td>Existing building to be demolished</td>
<td>1,028 sqm (1.8% of Park)</td>
</tr>
<tr>
<td>Proposed replacement building</td>
<td>1,627 sqm (2.5% of Park)</td>
</tr>
<tr>
<td>Total commercial floor space</td>
<td>1,627 sqm</td>
</tr>
<tr>
<td></td>
<td>(net increase in floor area of 599 sqm)</td>
</tr>
</tbody>
</table>

ASSESSMENT AGAINST KEY POLICIES

The proposed development lies within Metropolitan Open Land (MOL) and therefore is subject to the same policies as would apply within the Green Belt. The National Planning Policy Framework (NPPF) and policy 7.17 of the London Plan state that inappropriate development within the Green Belt should not be approved except in very special circumstances.

The proposal will increase or enhance the provision of sports and recreation facilities. *(London Plan policy 3.19)*

The proposed development results in the loss of an outdated facility, with a more modern, fit-for-purpose, well-designed building proposed that will enhance the provision of sport within the area. This is considered to accord with the specific function of this part of the open space. *(London Plan policy 7.17)*

The consultation response confirms that Sports England are satisfied in respect of the following five tests for developing on sports fields:

- Assessment of need;
- The proposed development is for ancillary facilities supporting the main use of the site as a playing field;
- The proposal affects only land incapable of forming part of a pitch;
- The replacement is of equivalent or better quality;
- The benefit of the proposal outweighs any loss.

**CONCLUSION**

Overall, it is considered that the proposal satisfies the above-mentioned tests and the development on Metropolitan Open Land (MOL) can be supported in this instance.

### 7.2 Design

#### 7.2.1

The facility has been designed to be as compact as possible. The existing building is approximately 3 metres high and with the roof additions rises to approximately 6.5 metres. This is to be demolished. The proposed replacement building will be approximately 5.6 metres at the highest point, with the majority of the building being 4 metres high. It will also cover a greater footprint at 1,627 sqm compared to the existing 1,028 sqm.

### ASSESSMENT AGAINST KEY POLICIES

#### Height, Scale and Massing

The proposed design has been informed by a visual assessment which considered the proposed single storey building to be the most appropriate form of development that minimises any impact on the Park. The other alternative was a two-storey option, which would have been more prominent in a number of views.

The proposed single storey structure is therefore considered acceptable in terms of height, scale and massing.

The stands, pitches and associated fencing all complement the function of the MOL and are considered acceptable in terms of design.

*(London Plan Policy 7.4 and local plan policy BP11)*

#### Design and Appearance

The facing material will include a combination of brickslip panels, timber effect panels, Plastisol coated cladding and render finishes. Doors and windows are proposed to be colour coated aluminium with a green roof. Samples of the proposed materials will be reserved by condition.

*(London Plan policy 7.6 and Local Plan policy BP11)*

#### Internal Design

The internal design is considered to be well-designed. Within the main lobby, a small café, an accessible W/C, a community space and a club space are proposed. Access to the pitches is provided by turnstiles. Within the middle portion of the building, a number of changing rooms are proposed including dedicated changing rooms for officials.

A gym is proposed to the rear of the building. Several doors are located on the frontage facing the pitches and this will ensure direct access to and from the pitches for those participating.
The design facilitates inclusive access allowing the new facility to cater for a diverse range of needs and disabilities. This, along with the provision of flexible and adaptable spaces, is supported.

Overall it is considered that the internal design is well conceived and acceptable.

(Local Plan policy CP3)

Crime Prevention Measures
The proposal has taken on board secure by design principles in the design following discussions with the Designing Out Crime Officer. (Local Plan policies CP3 and BC7)

Landscaping
The proposal includes the creation of around 15 landscaped mounds of varying sizes and up to 1.5 metres in height. These will help create a varying landscape, provide informal seating and localised screening.

In addition, the application proposes additional planting and wildflower meadows. These will ensure there is a net increase in biodiversity within the Park.

Overall, the landscaping is considered acceptable.

(Local plan policy CP3)

CONCLUSION
Overall, the proposed design is considered an appropriate site-specific response that is well conceived and would result in a high-quality built environment.

7.3 Amenity Issues

ASSESSMENT AGAINST KEY POLICIES

Noise
A Noise Report has been produced which considers noise emanating from a variety of sources including:

- Noise from the sports pitches;
- Car park noise;
- Noise from fixed plant;
- Entertainment noise;
- Development generated road traffic noise.

The report has been reviewed by the Council’s Environmental Health Officer who is in general agreement with its findings and considers that any permission should be subject to conditions to limit plant noise and noise emissions from the pavilion.
Floodlighting
The lighting design has been specified in order to minimise the impact on the amenity of local residents and the potential impact on local wildlife. The luminaires will be controlled via an internal time clock maintaining a ‘lights out’ curfew between the hours of 22.00 and 07.00.

In view of the spatial separation between the floodlit pitches and the closest dwellings, it is unlikely that the floodlight installation will cause significant adverse impact to local residents.

Construction Related Noise and Air Quality
Construction impacts will be temporary and are considered acceptable, subject to conditions including restrictions on hours of work, dust suppression and a Construction Management Plan. (Local Plan policy BP8 and London Plan policy 7.6)

CONCLUSION
Overall, given the development is centrally located within the Park and the imposition of conditions to limit noise; and control construction hours of operation, lighting and dust, the proposed development will not have an unacceptable impact on the amenity of neighbouring properties.

7.4 Transport / Parking

7.4.1 The application site has a public transport accessibility level (PTAL) rating of level 2 on a scale of 1-6 where 6 is excellent.

7.4.2 The development proposes a total of 132 parking bays, including 14 accessible bays which is compliant with the London Plan and a drop-off area / setting down point adjacent to the new pavilion block. The proposed development results in a reduction of 69 spaces.

ASSESSMENT AGAINST KEY POLICIES

Car Parking
Concerns have been raised during the consultation process in relation to car parking and stress on the local highway network. It has also been suggested by a resident that the access route to and from the Park should be one-way.

However, the results of the parking surveys demonstrate that there is significant reserve parking capacity on the site and it is considered that there would not be any significant overspill parking demand as a result of the proposal. As such, it is considered that the car parking provision is acceptable.
It is also considered unnecessary to introduce a further access route into the site to create a dedicated exit. This would create a ‘rat run’ and is likely to increase the usage of cars within a greater area of the Park.

The trip generation exercise has shown that the proposed development will have a negligible influence upon the existing transport network in the vicinity of the site and it has been determined, because of the operational hours of use, that it will not meaningfully impact the surrounding highway network during weekday morning and evening peak hour periods. The number of delivery and servicing movements associated with the development is predicted to be nominal.

Overall, following advice from the Transport Development Management Officer, it is considered the car parking provision is acceptable.

### Cycle Parking
54 cycle parking spaces are proposed. This will be secured by the imposition of condition and is considered acceptable.

### Travel Plan
A Travel Plan has been submitted with the application and this will be secured by condition to ensure sustainable modes of transport are promoted and encouraged.

### Refuse Servicing
The application has been designed to incorporate dedicated refuse areas which can be easily accessed. This is acceptable.

### CONCLUSION
The proposal is considered to be acceptable in terms of transport/parking matters. Conditions will secure the cycle and refuse facilities, the Travel Plan, electric vehicle charging points, accessible parking bays and a S278 Highways Agreement.

7.5 Energy and Sustainability

### ASSESSMENT AGAINST KEY POLICIES

**Energy and Sustainability**

Policy 5.2 of the London Plan requires each major development proposals to submit a detailed energy assessment in order to demonstrate that climate change mitigation measures are integral to the scheme’s design and evolution, and that they are appropriate to the context of the development. A carbon emission reduction target of 35% below Part L 2013 for commercial development is sought.

The development aims to follow the London Plan energy hierarchy of Lean, Clean and Green measures. Energy consumption of the building will be reduced through measures including optimising building fabric to achieve improved thermal efficiency, increasing airtightness, utilising air source heat pumps and the installation of 40 sqm of solar photovoltaic (PV) panels.
The proposed development will achieve an overall 35.8% reduction in regulated carbon emissions through a suitable combination of lean, clean and green measures.

The development will be assessed against the BREEAM 2014 ‘Other Buildings: Assembly and Leisure criteria’ to achieve a BREEAM rating of ‘Excellent’. This approach is acceptable.

(London Plan Policy 5.2, draft London Plan policies GG6 and SI2, the Mayor’s Sustainable Construction SPG and Local Policies CR1, BR1 and BR2.)

**CONCLUSION**
Subject to a condition securing the energy strategy, the proposed development accords with the above-mentioned policies.

### 7.6 Drainage and Flooding

**ASSESSMENT AGAINST KEY POLICIES**

**Drainage**
The drainage strategy has taken into account the principles of sustainable drainage, with the incorporation of a linear sustainable drainage basin. This is designed to collect and attenuate surface water filling up during periods of prolonged and heavy rainfall. This is considered acceptable.

(London Plan Policies 5.12 and 5.13 and Local Plan policies CR4 and BR4)

**Flood Risk**
The site is located in Flood Zone 1 and is not at risk of flooding. As such, a site-specific Flood Risk Assessment is not required.

**CONCLUSION**
Subject to a condition securing the drainage strategy, the proposed development accords with the above-mentioned policies.

### 7.7 Ecology

**ASSESSMENT AGAINST KEY POLICIES**

**Trees**
The submitted Tree Survey indicates that there are 21 individual trees and 13 groups of trees existing within the vicinity. The majority of these have moderate value.

<table>
<thead>
<tr>
<th>Categorisation</th>
<th>Individual Tree</th>
<th>Tree Group</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>B</td>
<td>15</td>
<td>12</td>
</tr>
<tr>
<td>C</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>U</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>21</strong></td>
<td><strong>13</strong></td>
</tr>
</tbody>
</table>
The application proposes the retention of all the trees and the planting of additional trees. This will ensure there is a net ecological gain.

*(London Plan policy 7.19 and Local Plan policies BR3, CM1, CR1 and CR2)*

**Biodiversity**

In terms of biodiversity, the Ecology Survey did not identify any protected species. The site is also not located within the direct vicinity of any protected nature reserves. No evidence of bats was found. In accordance with the recommendations of the Preliminary Ecological Assessment, a condition is recommended requiring the installation of a minimum of four boxes (two bird boxes and two bat boxes) at a height above 3 metres on buildings facing a southerly direction (adjacent to areas of newly created or existing greenspace).

Some meadow planting is also proposed to ensure there is an overall net gain of biodiversity.

**Bat Surveys**

Following comments from the Biodiversity officer, the applicant has agreed to do additional Bat Surveys. This will be conditioned, and the lighting strategy will also be conditioned to ensure it takes into account any findings of the bat survey.

**CONCLUSION**

Overall, the development would satisfy a number of the Local Plan and London Plan policies and strategic objectives: SO10 and policies CR2 and BR3 of the Local Plan and policies 7.19 and 7.21 of the London Plan.

8.0 **EQUALITIES**

8.1 It is not considered that there are any specific negative impacts of the development on the groups identified in section 149 (7) of the Equality Act 2010.

9.0 **CONCLUSION**

9.1 Officers consider that the proposal would result in a high-quality, well-designed facility and surrounding environment that meets all the exceptions for allowing development on Metropolitan Open Land (MOL).

9.2 In conclusion, it is considered that any impact on the openness of the MOL is outweighed by the nature and scale of the positive benefits which would be delivered to users of the facility, with the potential to make an important contribution to the health, well-being and employment prospects of young people in the local community together with an associated fall in anti-social behaviour.
For the reasons above, it is considered that ‘very special circumstances’ have been demonstrated which outweigh the harm to the openness of the MOL and justify the proposed development.

10.0 PLANNING CONDITIONS

1. Time Limit

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

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Development in Accordance with Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans:

19/BM255830217 01, 19/BM255830217 02, 19/BM255830217 03, 19/BM255830217 04, S-75 1, 02 A, 161209-310.02, PP-BWB-HKF-XX-DR-C-720 P1, 262-P-002 F, 262-P-003 D, 264-P-005 G, 264-P-006 D, 264-P-007, 161209-316.01, 161209-314.02 02, 161209-315.02 02, 161209-312.01, 161209-301.02 and 161209-306.03.

Reason: For the avoidance of doubt and in the interest of proper planning.

3. Samples of Materials

No development above ground level shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

Reason: To protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

4. Details of Landscaping

No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for the site which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be retained. The landscaping shall include provision of new trees and biodiversity enhancement measures including the provision of 2 bird and 2 bat boxes.

The landscaping scheme as approved shall be carried out in the first planting and seeding seasons following the occupation of the building or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with...
others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision and retention of the landscaping in the interests of the visual amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

5. Bat Surveys

No development shall take place until a bat survey comprising a dusk emergence and dawn re-entry survey has been undertaken. The survey shall take place on three separate days within three different calendar months. The reports should be submitted to and approved in writing by the Local Planning Authority. Any actions arising from the surveys shall be implemented prior to commencement of any relevant works.

Reason: The bat surveys are required prior to commencement of the development to ensure that protected species are surveyed, and mitigation measures are proposed at an appropriate point in the development process in accordance with policy CR2 of the Core Strategy, policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

6. External Lighting

Prior to the occupation of the development a lighting strategy must be submitted to and approved in writing by the Local Planning Authority. The lighting shall be informed by the findings of the Bat Survey (Condition 5) and be designed, installed and maintained to fully comply with The Association of Chief Police Officers - Secured by Design publication “Lighting Against Crime – A Guide for Crime Reduction Professionals”, ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, p25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations.

Reason: To secure the visual amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

7. Contaminated Land

a) A detailed remediation scheme which builds on the risk assessment presented in the report “London Borough of Barking and Dagenham Parsloes Park Dagenham, Phase 2 Geo-Environmental Assessment”, reference PPD-BWB-ZZ-XX-RP-YE-0002_Ph2_P1, dated December 2017, detailing mitigation measures and validation expectations for gas protection of the pavilion building and the quality assurance of any soils imported to the site must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental
Protection Act 1990 in relation to the intended use of the land after remediation.

b) The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

c) Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

d) In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part b), which is subject to the approval in writing of the Local Planning Authority.

Reason: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

8. Cycle Parking and Refuse Provision

The cycle parking and refuse provision as shown on the submitted drawing No. 264-P-005 G shall be implemented prior to the occupation of the development and thereafter retained permanently for the duration of the development.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and sustainable waste management and in accordance with policies BR11 and BR15 of the Borough Wide development Policies Development Plan Document.

9. Noise Controls

a) Noise from entertainment, including live and amplified music associated with the use of the Pavilion building hereby permitted, shall be controlled so as to be inaudible inside adjoining and other noise-sensitive premises in the vicinity. The initial test for compliance with the ‘inaudibility’ criterion will be that noise should be no more than barely audible outside those noise sensitive premises. In the event there is disagreement as to whether entertainment noise is or is not audible the following numerical limits shall be used to determine compliance with this condition:
• the LAeq (EN) shall not exceed LA90 (WEN) and;
• the L10 (EN) shall not exceed L90 (WEN) in any 1/3 octave band between 40Hz and 160Hz.

EN = Entertainment noise level, WEN = Representative background noise level without the entertainment noise, both measured 1m from the façade of the noise-sensitive premise

b) The combined rating level of the noise from any plant installed pursuant to this permission shall not exceed the existing background noise level outside the window to any noise-sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: In the interests of residential amenity, in accordance with policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document.

10. Hours of Use

The uses hereby approved shall only take place between the hours of 08.00 and 22.00 Monday to Friday and 09.00 and 22.00 at weekends, and any employees must leave the premises by 22:30 on any working day.

All external floodlighting shall be switched off between the hours of 22.00 and 07.00.

Reason: To protect the amenities of neighbouring residents in accordance with policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document.

11. Construction Environmental Management Plan and Site Waste Management Plan (SWMP)

a) No development shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These plans shall incorporate details of:

I. construction traffic management;
II. the parking of vehicles of site operatives and visitors;
III. loading and unloading of plant and materials;
IV. storage of plant and materials used in constructing the development;
V. the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
VI. wheel washing facilities;
VII. measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document “The Control of Dust and Emissions during construction and demolition”, Mayor of London, July 2014;
including but not confined to, non-road mobile machinery (NRMM) requirements.

VIII. a scheme for recycling/disposing of waste resulting from demolition and construction works;

IX. the use of efficient construction materials;

X. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer’s representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

b) No external construction works, deliveries, external running of plant and equipment or internal works audible outside the site boundary shall take place on the site other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

12. Crime Prevention Measures

No above ground new development shall take place until a scheme showing the provisions to be made for CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of security to future users and visitors to the site and to reduce the risk of crime in accordance with policies BC7 and BP11 of the Borough Wide Development Policies Development Plan Document.

13. Section 278 Scheme of Highway Works

No above ground new development shall commence until the developer has submitted to the Local Planning Authority for approval in writing, in consultation with the Local Highway Authority, a scheme of highway works (S278 agreement) associated with the development. The approved works shall be carried out prior to the occupation of the development, or as otherwise agreed in writing with the Local Planning Authority, in consultation with the Local Highway Authority.

Reason: In the interests of highway safety and in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document.
14. Tree and Root Protection

Before any works hereby permitted are commenced and until all such works are completed:

a) all trees to be retained shall be protected by secure, stout exclusion fencing erected at a minimum distance equivalent to the branch spread of the trees and in accordance with BS.5837;

b) any works connected with the approved scheme within the branch spread of the trees shall be by hand only. No materials, supplies, plant or machinery shall be stored, parked or allowed access beneath the branch spread or within the exclusion fencing. Any trees that are damaged or felled during construction work must be replaced with semi-mature trees of the same or similar species;

c) no development shall be carried out until a method statement identifying the root protection areas of all trees on and around the site, and giving details of any works to be carried out within the root protection areas of the trees and the method to avoid damage to the trees during these works has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that retained trees are identified prior to commencement of development and adequately protected during the construction phase in accordance with policy CR2 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

15. Travel Plan

The approved Travel Plan (prepared by BWB ref: PPD-BWB-GEN-XX-RP-TR-0003_ Travel Plan) shall be implemented and monitored in accordance with the approved scheme.

Reason: In order to encourage the use of sustainable transport and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document.

16. Retention of Accessible Parking

The accessible parking bays indicated on the submitted drawing 161209-316.01 shall be clearly marked with a British Standard disabled symbol prior to the occupation of the development and permanently retained for the use of disabled persons and their vehicles and for no other purpose.

17. **Compliance with Energy Strategy**

The development hereby permitted shall achieve as a minimum a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013).

Reason: To ensure compliance with the proposed energy strategy in accordance with policy 5.2 of the London Plan and policy BR2 of the Borough Wide Development Policies Development Plan Document.

18. **Electric Vehicle Charging Points**

Prior to occupation of the development, two electric vehicle charging points shall be provided within the car park. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the development, and thereafter retained permanently for the visitors of the premises and not used for any other purpose.

Reason: To encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

19. **Community Use Agreement**

Prior to occupation of the development a final Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall take the form of the submitted draft "Agreement in relation to arrangements for community use of sports facilities at Parsloes Park" and specify how affordable and accessible usage of the sports facility will be maintained for the duration of the development.

Reason: To ensure the proposal will increase or enhance the provision of sports and recreation facilities in accordance with policy 3.19 of the London Plan.

20. **Drainage Strategy**

The development hereby permitted shall be occupied until the sustainable drainage scheme for the site has been completed in accordance with the Drainage Strategy Statement prepared by BWB revision P3. The sustainable drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: To prevent an increased risk of flooding and to prevent pollution of the water environment and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document.