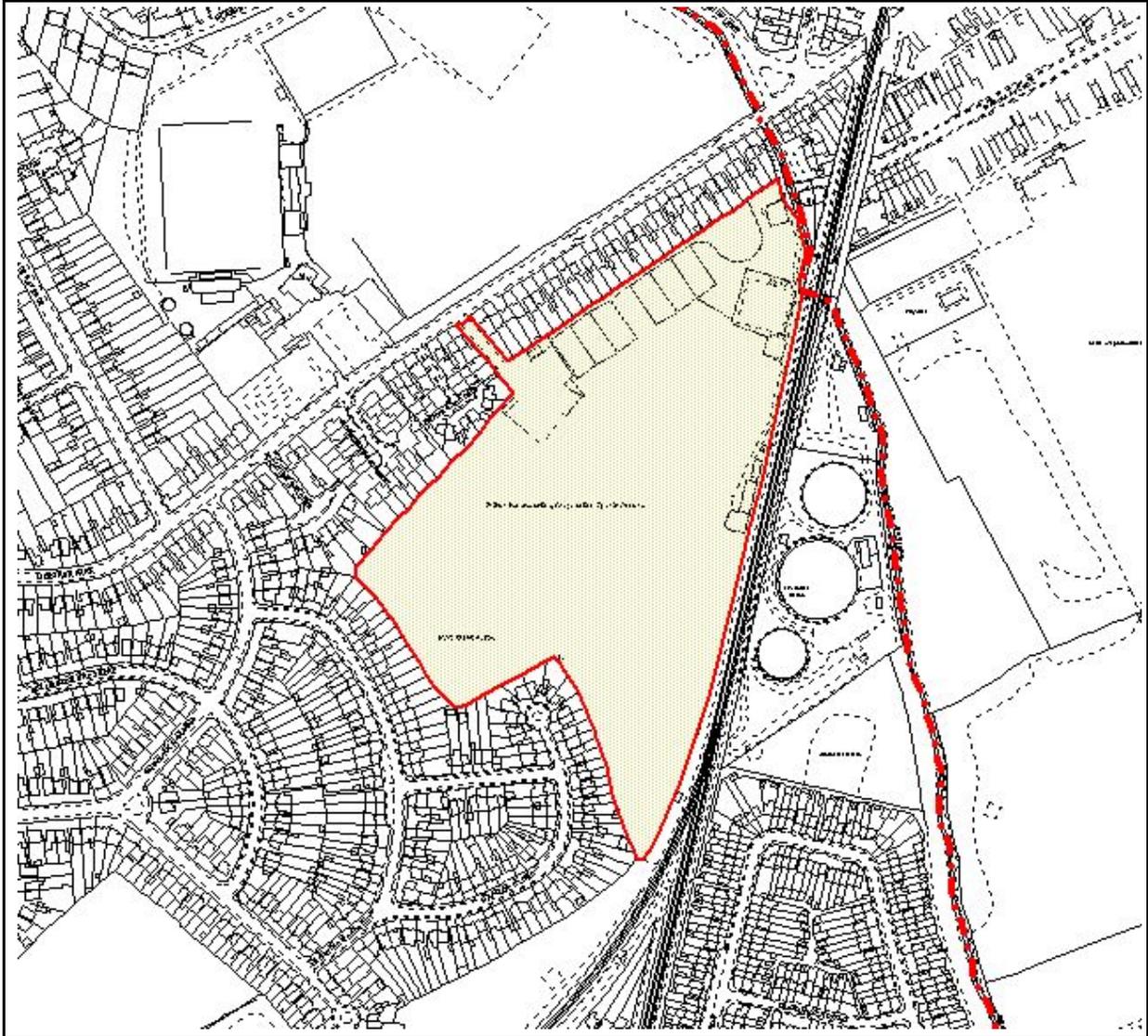


Date of Meeting: 3rd April 2019

A Register No:  
Address:

18/15124/FUL  
FORMER BBC SPORTS GROUND,  
MOTSPUR PARK, NEW MALDEN, KT3 6PF



(c) Crown Copyright. All rights reserved. Royal Borough of Kingston 2007. Licence number 100019285.

[Please note that this plan is intended to assist in locating the development it is not the site plan of the proposed development which may have different boundaries. Please refer to the application documents for the proposed site boundaries.]

Executive Summary:

The proposal is inappropriate development in the MOL and by definition harmful to it.

Policy 7.17B (Metropolitan Open Land) of The London Plan (March 2016) states “The strongest protection should be given to London’s Metropolitan Open Land and inappropriate development refused, except in very special circumstances, giving the same level of protection as in the Green Belt. Essential ancillary facilities for appropriate uses will only be acceptable where they maintain the openness of MOL.”

Paragraph 143 of the NPPF states “Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”

Paragraph 144 of the NPPF states “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 resulting from the proposal, is clearly outweighed by other considerations.”

Officers concluded that the consideration put forward relating to sporting need, community benefit and the lack of an alternative site would clearly outweigh the harm to MOL, and any other harm, so as to amount to very special circumstances.

Officers have carefully considered the representations made by third parties and have addressed these in the relevant sections of the report.

Officers conclude that the proposed development would accord with the aforementioned thrust of national, regional and local planning policy.

Ward: St James

Description of Proposal: Demolition of existing derelict buildings, erection of a two storey building to provide essential welfare, changing, sports science and ancillary office facilities (Class D2). Erection of a single storey security building, security gate cabin and alterations to existing buildings to allow use for storage of groundsman's equipment (Class D2). Provision of CCTV, floodlighting, refurbishment/repair works to internal access roads, reconfiguration of car park and service layout. Pitch enhancement works consisting of 5no. full sized football pitches, 2no. goalkeeping training areas and 3no.

fast feet training areas, including alterations to levels, pitch construction and subsoil, replacement drainage, ducting for services including under soil heating, pitch irrigation, associated fencing and ball stop netting, boundary treatments and hard and soft landscaping. All works are associated with the continued use of the site for sporting purposes (Use Class D2).

Plan Type: Full Application

Expiry Date: 04/03/2019

National Planning Policy Framework (NPPF) 2019  
National Planning Practice Guidance (web based resource)

Development Plan: Mayor for London  
London Plan March 2016  
LDF Core Strategy Adopted April 2012  
RBK Sustainable Transport SPD

## Policies

### **London Plan 2016**

LP 2.8 Outer London: transport  
LP 6.10 Walking  
LP 3.19 Sports facilities  
LP 4.6 Support for and enhancement of arts, culture, sport and entertainment  
LP 6.13 Parking  
LP 6.3 Assessing effects of development on transport  
LP 6.9 Cycling  
LP 7.15 Reducing noise and enhancing soundscapes  
LP 7.2 An Inclusive environment  
LP 7.17 Metropolitan Open Land  
LP 7.4 Local character  
LP 7.5 Public realm  
LP 7.6 Architecture  
LP 8.2 Planning obligations  
LP 8.3 Community infrastructure levy

### **LDF Core Strategy Policies**

CS 03 The Natural and Green Environment  
CS 05 Reducing the Need to Travel  
CS 06 Sustainable Travel  
CS 08 Character, Heritage and Design  
CS 11 Economy and Employment

### **LDF Core Strategy Development Management Policies**

DM01 Sustainable Design and Construction Standards  
DM02 Low Carbon Development

DM03 Designing for Changing Climate  
DM04 Water Management and Flood Risk  
DM05 Green Belt, Metropolitan Open Land (MOL) and Open Space Needs  
DM08 Sustainable Transport for new Development  
DM09 Managing Vehicle Use for New Development  
DM10 Design Requirements for New Developments  
DM11 Design Approach

### Previous Relevant History

17/15279/FUL	Erection of temporary single storey buildings to provide welfare, changing and security facilities (Class D2). Alterations to existing buildings to allow use for storage of groundsman's equipment (Class D2). Provision of CCTV, refurbishment/repair works to internal access road and car park to provide temporary car park and service layout. Pitch enhancement works including alterations to levels, pitch construction and subsoil, replacement drainage, ducting for services including under soil heating and pitch irrigation and associated temporary fencing and ball stop netting.	Planning Permission Approved 13/04/2018
08/14168/FUL	Change of Use of former private sports ground to cemetery with provision of internal circulation road and parking area and associated landscaping	Application Withdrawn 03/10/2008

### **Consultations**

1. The proposal was advertised in the press, a site notice erected on site and 170 neighbours notified. In response the Council has received the following: 1 letter of support and 2 letters of objection.

The following issues were raised

- Noise disturbance
- Light pollution
- Impact on biodiversity
- Impact on daylight / sunlight

<p>Greater London Authority (GLA) Stage 1 (See Appendix 1)</p>	<p><b>Principle of development:</b> The proposals are inappropriate development in the Metropolitan Open Land and by definition harmful to it. However, very special circumstances relating to sporting need, community benefit and the lack of an alternative site exist so as to justify the proposed development.</p> <p><b>Urban design:</b> The location of training centre on areas of previously developed land is supported. The proposals do not present any strategic design concerns.</p> <p><b>Sustainable development:</b> Further information and clarification is required on the energy strategy before compliance with the London Plan can be confirmed. Further information is required regarding flood risk and drainage.</p> <p><b>Transport:</b> The applicant is required to make submissions in respect to; cycle parking and car parking. The Council must secure by planning condition; a Parking Design and Management Plan, a Delivery and Servicing Plan and a Construction Management Plan. A Travel Plan must be secured, monitored, reviewed as part of a legal agreement.</p>
<p>RBK Highway Engineer</p>	<p>No Objection subject to planning conditions</p> <ul style="list-style-type: none"> <li>● Visibility Splays</li> <li>● 10k Measures to prevent parking on highway</li> </ul>
<p>RBK Environmental Health</p>	<p>No Objection subject to planning conditions</p> <p>1) Construction Management Plan</p>

	<ul style="list-style-type: none"> <li>2) Contaminated Land (unexpected)</li> <li>3) Hours of Use</li> <li>4) Mowing</li> <li>5) Mobile Lighting</li> <li>6) Mobile Lighting</li> <li>7) Details of lighting</li> <li>8) Details of fencing around the car park (minimise light spill and attenuate noise)</li> </ul>
RBK Lead Local Flood Authority	<p>No Objection subject to Planning conditions</p> <ul style="list-style-type: none"> <li>1) Sustainable Drainage</li> </ul>
RBK Tree and Landscape Officer	<p>No objections subject to planning conditions</p> <ul style="list-style-type: none"> <li>1) Landscaping Plan (including tree replacement)</li> </ul>
Environment Agency	No Objection
Transport for London Crossrail 2	Please be advised that whilst outside the limits of safeguarding the applicants should be aware that in the event that proposals are brought forward for the future delivery of Crossrail2 this site may be impacted by future Crossrail 2 works in order to deliver the scheme.
Highways England	No Objection
Health and Safety Executive	No Objection
Network Rail	No Objection (informatives required)
London Playing Fields Foundation	Supports
Sport England (In a non-statutory role)	Surrey FA and Football Foundation, on behalf of The FA support this planning application. Surrey FA has confirmed

	<p>they would welcome the opportunity for community use of this site or at the Football Club's existing training ground.</p> <p>Sport England is concerned that whilst the site will be brought back into use, it will not deliver any community access and will only benefit one sport.</p> <p>It is further noted that the applicant proposes a Section 106 contribution towards new facilities at Manor Park (£95,000). The Club has also offered to provide grounds staff to assist with improvements to the pitches for a period of 3 years.</p> <p>Sport England wishes to place a holding objection on this application.</p>
--	---

### **Site and Surroundings**

3. The application site, known locally as the former BBC Sports Ground, is located on the southern side of Motspur Park. The site is set behind a row of houses fronting onto Motspur Park road and three small residential cul-de-sac developments. There is a further area of housing to the south west. The site is bound on the south east by a railway line and further by three large gas holders, currently disused. A small watercourse (Beverley Brook) runs along part of the northern boundary. Access to the site, for both vehicular and pedestrian traffic, is gained off Motspur Park next to No 98, a secondary access point, used predominantly by maintenance vehicles, is located to the north of the main access point, running alongside the Beverley Brook, next to No 152.
4. The site is designated as Metropolitan Open Land and benefits from a blanket TPO.
5. The site does not contain any Listed Buildings and is not located within a conservation area. The northern extreme of the site is located within Flood Zone 2 and 3a.
6. The site is located in an area with a Public Transport Accessibility Level ranging from very poor to poor, although the site is located within 600m of Motspur Park Railway Station, and along the Hail and Ride section of the K5 (Morden to Ham) bus route.

### **Proposal**

7. The application seeks full planning permission for the redevelopment of the site to include:

- Development of two storey training centre building comprising the following key facilities:
  - First Team, U23 Team and staff changing facilities.
  - Sports science facilities including:
    - Hyperbaric therapy area.
    - Cryotherapy area.
    - Treatment areas.
  - Physio area and treatment rooms.
  - Gymnasium.
  - Swimming pool.
  - Kitchen & Dining areas.
  - Offices and meeting rooms.
  - First Team, U23 Team and staff lounge areas.
  - Ancillary facilities (e.g. laundry)
  
- Formation of enhanced grass, fibre and sand pitches comprising:
  - 3no. full sized pitches approximately 100m x 65m.
  - 2no. full sized pitches approximately 105m x 68m.
  - 2no. goalkeeping training areas approximately 68m x 50m.
  - 3no. ancillary training areas for specialist exercises and fast feet work.
  
- Pitch improvement works to include:
  - New pitch surface, sub-layers and gravel base. A sand upper layer will be seeded with fibre sand for extra durability;
  - Installation of a gravel drainage and attenuation layer;
  - Pitch drainage and irrigation systems connecting to the main playing field drainage;
  - Under pitch heating pipework to selected areas;
  - Minor alterations to pitch levels to get the best gradients;
  - Lower and upper root zone; and
  - Ducting for services and floodlighting.
  
- Perimeter fencing and ball stop netting.
- Refurbishment of existing rifle range buildings to provide groundsman /maintenance facilities (including 2no. irrigation tanks) and associated compound.
- Security building with an access control barrier to the site.
- Refurbishment of the main and secondary access gates and access roads.
- CCTV cameras.
- Installation of 8no. 15m floodlighting columns around pitch no. 3.
- Formation of a car park to provide for players, staff and visitors car parking and service vehicles and deliveries
- Demolition of derelict buildings:
  - Plant room
  - Squash courts
  - Small plant building,

- Machine room,
  - Scorer's hut,
  - Activity hut, and
  - Store
- Boundary treatments comprising of refurbishment / upgrading of existing.
  - Hard and soft landscaping.
8. The applicant submits that the facility would be used by Fulham Football Club's first and under 23 teams, currently based at the existing facility on Motspur Park. In addition some of the senior management would relocate from the existing Motspur Park site to the offices which would form part of the new facility.
9. The existing facility would be retained for use by the Academy and by the community foundation. The space made available by the relocation of the first and u23 teams would allow an additional 400 hrs of community use at the existing facility, an increase from 1,200hrs to 1,600hrs per year.
10. It is proposed that the use of pitches would be restricted to
- Mon-Fri 0800 – 2100, and
  - Sat, Sun and Bank Holidays 0900 - 1800

### **Assessment**

The main considerations material to the determination of this application are:

- Principle of Proposed Development
- Design
- Impact on Neighbours' Residential Amenity
- Highways and Parking
- Flooding
- Sustainability
- Biodiversity
- Trees
- Legal Agreements
- Very Special Circumstances
- Planning Balance

### **Principle of Proposed Development**

11. The application site falls within Metropolitan Open Land (MOL). London Plan policy 7.17 and Kingston Core Strategy Policy DM5 indicates that MOL should have the same level of protection as designated Green Belt. In particular, this policy notes that "the strongest protection should be given to London's Metropolitan Open Land and inappropriate development refused, except in very special circumstances.

12. By direction of the London Plan the policy guidance of paragraphs 133-146 of the National Planning Policy Framework (NPPF) on Green Belts applies equally to Metropolitan Open Land (MOL) in London. Paragraph 143 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. In addition, paragraph 145 of the NPPF states that 'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt' and lists exceptions to this. These exceptions include *inter alia*
- The provision of appropriate facilities (in connection with the existing use of land or a change of use) 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;
  - The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
13. The guardians of the London Plan, The GLA, have concluded that the proposed development does not benefit from any of the exceptions listed above. Officers disagree with this position. Officers consider, having regard to relevant Case Law<sup>1</sup> that the proposed development would indeed meet the first and second bullet point above. However, to avoid confusion, Officers have adopted the position of the GLA. That is to say that the proposed development would amount to inappropriate development in MOL. The NPPF directs that inappropriate development, is by definition, harmful and that substantial weight should be attributed to that harm when considering any planning application. The NPPF further directs that inappropriate development should be refused unless the potential harm to the Green Belt [MOL] by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other circumstances, so as to amount to 'very special circumstances'.
14. The position with regard to 'very special circumstances' is discussed elsewhere in this report.

### **Design**

15. The NPPF states that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
16. Planning Policies contained within The Core Strategy 2012, and the London Plan attach great importance to the design of the built environment as a key part of sustainable development and that new development should have regard to the form, function and structure of an area the scale, mass and orientation of surrounding buildings.

---

<sup>1</sup> Turner v Secretary of State [2017] 2 P. & C.R. 1)  
Samuel Smith Old Brewery North Yorkshire County Council [2017] EWHC 442 (Admin)  
Tandridge District Council v Secretary of State [2015] EWHC 2503 (Admin)

17. The proposed development looks to demolish and replace a series of small existing buildings/structures and replace them with a new large, rectangular, flat roof, 2 storey pavilion in a similar location to the original pavilion. The original pavilion was demolished in 2016 alongside a series of smaller ancillary buildings around the site. The majority of the site remains open and allocated to football.
18. The proposal seeks to build on its natural context as an asset, enhancing where possible its green credentials including green walls, biodiversity corners and swales.
19. The main building, located close to the access road helps reduce the amount of hardscape whilst providing a nod to its historic location. The location allows the building to look out to the rest of the site, creating clear entrance and play areas and a well-defined site. This orientation also supports optimising pitch configurations as well as solar panels/gain.
20. The site is well laid out, minimising build impact on the natural environment as much as possible. There is a hierarchy to the site which is naturally surveyed from a number of buildings
21. The provision of a main access road and service road with independent entrances mean the site is not dominated by a tarmac route, this improves the setting of the buildings and pitches.
22. The buildings internal workings have been carefully thought out and have a degree of flexibility to adapt to change.
23. At a maximum of 2 storeys (G+1), the proposed structure is appropriate in terms of height and massing. It would not visually impact on the surrounding neighbours. At a maximum height of 10.5 metres, the proposed pavilion would sit below the height of the previous pavilion which had a maximum height of 11.2 metres.
24. The provision, enhancement and extension of landscape are key elements of the proposal and are fully supported. The provision of natural screening along the perimeter and low level planting around the parking and refuse elements is welcomed as a mechanism to soften the proposed development.
25. Retention of the flood risk area as a natural environment for ecology, the creation of another ecological area with wild planting to the SE corner, enhancements of perimeters to support wildlife habitats and corridors, provision of bird and bat boxes and the adoption of green/brown roofs and wall technology for the main building and part of the grounds man's facility is commendable and fully supported.

26. The design of the buildings have been thoroughly thought through and sit well in their surroundings. The applicant is advancing a simple elevational treatment of light render with large areas of glazing and timber paneling. The design of the building responds largely to the operational requirements of the development and would deliver a contemporary and robust development. The development would also benefit from green walls to either end of the clubhouse and part of the eastern elevation which faces out onto the pitches. These treatments cumulatively serve to reduce the prominence of the development, particularly in linear views across the open land and from the surrounding residential properties.

### **Impact on Neighbours' Residential Amenity**

27. The NPPF identifies that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

28. The London Plan 2015 directs at policy 7.6 that *inter alia* buildings should be of the highest architectural quality and not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings.

29. Policy DM10 of the Core Strategy 2012 states that development proposals should have regard to the amenities of occupants and neighbours, including in terms of privacy, outlook, sunlight/daylight, avoidance of visual intrusion and noise and disturbance.

30. The application is supported by a Landscape and Visual Impact Assessment, a Floodlight Design Assessment, a Daylight and Sunlight Report, and an Acoustic Planning Report.

### **Landscape and Visual Impact Assessment**

31. The Landscape and Visual Impact Assessment concludes<sup>2</sup> that from the 9 no. viewpoints assessed the visual impacts would be, 6 Neutral, 1 Minor Adverse<sup>3</sup>, and 2 Major Beneficial<sup>4</sup>. The Minor Adverse impact would be to the view from the public highway (Motspur Park) looking south-east towards the site. The impact stems from the addition of the proposed pavilion to the existing view. However, the view of the pavilion would be fleeting to the casual observer, with visibility provided through the gaps between the properties fronting onto Motspur Park. However, the proposed pavilion would become a permanent feature to the outlook for residents whose properties are directly north-west from the proposed pavilion. Also a permanent feature would be the 6m high ball stop nets, positioned around the pitches, in particular pitch 5 (running to the rear of Motspur Park) and along the railway line. Whilst the nets would, by their very nature, be permeable, the regular upstands would not be.

---

<sup>2</sup> Modification of criteria contained in the Guidelines for Landscape and Visual Impact Assessment 3rd Edition (April 2013) (Ref 1-1)

<sup>3</sup> Minor Adverse - Where the proposed changes to the site would be a minor component of the wider view and may be missed by the casual observer.

<sup>4</sup> Major Beneficial - Where the proposed changes to the site would be in keeping with, and would greatly improve the quality of the scene through the removal of visually distracting features.

32. Notwithstanding, given the distance of the proposed pavilion from the rear boundary of these properties (approx. 60m+), the height of the proposed pavilion (approx. 10.5m), coupled with the proposed simple palette of green walls, timber cladding and white render, and landscaping along the rear boundaries, Officers consider that the change in outlook, as a result of the Pavilion, would not result in significant harm. Furthermore, the ball stop nets, subject to the provision of landscaping along the boundary, would be absorbed into the wider view.

#### Floodlight Design Assessment

33. It is proposed that a central football pitch would be provided with permanent floodlighting, temporary mobile floodlights would be occasionally used on other pitches, and grow lights – low level lighting to aid grass growth, would be used. It is also noted that some low level lighting would be required within the car-park and possibly some lighting on the pavilion and security building. The Council's Environmental Health Team has assessed the application and subject to imposition of planning conditions consider that light spillage / light pollution could be controlled so as not to cause harm to the residential amenities of neighbouring properties.

34. The proposed car park for the development would be located on land previously used as tennis courts to the rear of the properties fronting Motspur Park, in order to minimise any light spillage into the gardens of those properties from vehicles using the car park, it would be necessary to include a condition requiring details of the perimeter fencing to be submitted to and approved by the local planning authority. This would also help in attenuating noise from the car park.

#### Daylight and Sunlight Report

35. The application is supported by a Daylight and Sunlight Report produced in accordance with BRE guidance. The report concludes that the proposal would not materially reduce levels of sunlight / daylight to neighbouring properties. The resultant levels of light would comply with guidance.

#### Acoustic Report

36. The submitted Acoustic Report concludes that the overall noise emission resulting from the proposed development is considered unlikely to result in a loss of amenity at the nearest noise sensitive receptors. Subject to conditions regarding hours of use (including mowing restrictions), the Council's Environmental Health team do not raise any objections.

#### **Highways & Parking**

37. Planning Policies contained within The Core Strategy 2012, The London Plan 2016, and the NPPF outline that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. National, regional and local planning policies direct that development should be located where the need to travel would be minimised and the use of sustainable transport modes can be maximised.
38. National planning policy directs that in considering developments that generate significant amounts of movements, Local Authorities should take account of whether safe and suitable access to the site can be achieved for all people; and improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. It continues by stating that Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network are severe.
39. The application proposes the provision of a car park of 68 spaces, including 4 blue badge spaces (6%) and 14 spaces with active electric vehicle charging points (20%) and 80% passive electric vehicle charging points. The development includes provision of 40 cycle parking spaces with an area identified for a further 22 if required. It is to be noted that as a result of comments from TfL the car parking figures have been reduced from 96 car parking spaces, and the cycle parking increased from 14 spaces. Cognisant of the possible displacement parking onto surrounding roads the applicant has agreed to make a financial contribution to the Council of £10,000 to fund parking control measures in the vicinity of the site.
40. The GLA have raised concerns that the Transport Assessment does not take into account the possible increase in trip generation as a result of the increased community use of the Academy facility. Whilst the Council's Highway Team are happy this has been addressed, further information has been submitted to the GLA for comment. Having reviewed the information, Officers are content that subject to conditions, the proposal would be acceptable in highway terms.

### **Flooding**

41. Paragraph 155 of the NPPF directs that's inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
42. Paragraph 163 states that development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that
- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
  - b) the development is appropriately flood resilient and resistant,
  - c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;

- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

43. The sequential test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding).
44. Informed by the Council's own Strategic Flood Risk Assessment (SFRA), the applicant has submitted a Flood Risk Assessment (FRA) demonstrating that the site falls within Flood Zones 1, 2 and 3. The part of the site to be proposed to accommodate the new Pavilion and security buildings is located within Flood Zone 1 (an area not prone to flooding), an area of land at the northern extreme of the site, the area for proposed pitch improvements, is located within Flood Zones 2 and 3.
45. The Flood Risk Assessment, along with the drainage assessment, has been assessed by the Environment Agency and the Council as Lead Local Flood Authority. No objections, subject to the imposition of conditions, have been raised by either party.
46. Notwithstanding the above, the GLA, through their Stage 1 response have raised the following concerns with regards to flooding,

*The Flood Risk Assessment provided for the proposed development does not fully comply with London Plan policy 5.12 and draft London Plan policy SI.12. The Applicant should provide additional information demonstrating that site grading will not increase flooding to properties on Bargate Close.*

*The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 and draft policy SI.13. The proposals do not give appropriate regard to the drainage hierarchy. The Applicant should provide a revised drainage strategy making use of green SuDS integrated into the site landscaping. Additional attenuation storage volume calculations should also be provided.*

*The proposed development generally meets the requirements of London Plan policy 5.15 and draft New London Plan policy SI.5. The Applicant should also consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.*

47. The comments of the GLA are noted, the applicant has submitted additional information to the GLA for them to assess as part of their Stage 2 process. Notwithstanding, Officers consider that the imposition of conditions regarding drainage and land profiling, would address these concerns, moreover, the GLA will also assess the additional information before they confirm whether a decision can be issued by the Council.

## **Sustainability**

48. In accordance with the principles of London Plan Policy 5.2 and Policy SI2 of the draft London Plan, the applicant has submitted an energy statement, setting out how the development proposes to reduce carbon dioxide emissions.
49. In summary the proposed strategy comprises: energy efficiency measures (including a range of passive design features and demand reduction measures); a site heat network driven by combined heat and power plant; and, renewable technologies (comprising 640 sq.m. of photovoltaic panels and air source heat pumps). The approach proposed would achieve a 64% carbon dioxide reduction.
50. In response the GLA have raised the following concerns:
- Further information and clarification is required before the carbon savings can be verified and London Plan compliance confirmed. Revised carbon emissions should be submitted for all stages of the energy hierarchy. The applicant is required to address issues in respect of the inclusion of CHP, renewable energy and overheating risk.*
51. The applicant has submitted the additional information to the GLA for comment, however, additional comments will only be received at Stage 2 i.e. after the Council has finished assessing the application. Notwithstanding it is considered that a planning condition requiring details of the Energy strategy to be submitted for the commencement of development would address this concern.

## **Biodiversity**

52. The NPPF states that the Planning System should contribute to and enhance the natural and local environment by minimising impacts upon biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
53. Paragraph 175 of the NPPF directs that When determining a planning application, local planning authorities should apply the following principles: *inter alia*
- a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
54. The application is supported by a number of reports by ASW Ecology – a preliminary Ecological Appraisal and ancillary bat and reptile/amphibian surveys. The reports conclude the following -

- The development has high potential to impact upon reptiles (slow worms and common lizard discovered) unless mitigation measures are implemented;
- The development has nil potential to impact upon great crested newts (none discovered);
- The development has high potential to impact upon bats (2 roosts discovered in the store building at the northern tip of the site) unless mitigation measures are implemented;
- The development has nil potential to impact upon badgers (none discovered);
- The development has moderate potential to impact upon nesting birds (potential for nests in the vegetation around the boundary) unless mitigation measures are implemented;

55. Given the potential value for bats and reptiles and the nature of the proposals, further bat and reptile surveys were undertaken which confirmed the presence of roosting bats at the stores building at the northern tip of the site along with foraging and community activity around the boundary tree line and across the site. In addition, slow worms and common lizards were also found, mainly around the site boundary.

56. Detailed mitigation measures are outlined in the reports; the following being the key elements:

- Installation of 8x Schwegler 2F Bat Boxes on the mature trees at the site;
- Implementation of a formal reptile translocation before site clearance;

57. In addition to the above, the following measures have been recommended to comply with best practice and enhance biodiversity:

- Removal of invasive plant species from the site;
- Management of the playing pitches (keep the grass short) to limit the potential for reptiles to migrate;
- Utilise wildlife friendly planting across the site;
- Install bird nesting boxes on trees across the site;
- Maintain dark corridors for bats through careful management of lighting across the site;
- Avoid disturbing bird nesting habitats during the nesting season; and
- A badger watch brief should be utilised on site by contractors at all times during the clearance and development works.

58. Officers raise no objection on Biodiversity grounds subject to conditions to ensure that the recommendations identified in the various ecological reports are carried out.

## **Trees**

59. The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of aged or veteran trees, unless the need for, and benefits of, the development clearly outweigh the loss. Policy DM10 of the Core Strategy and Policy 7.5 of the London Plan 2015 operate together to ensure that London's public spaces should be secure, accessible, inclusive,

connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

60. The application is supported by a fully informed Arboricultural Assessment. The assessment proposes to remove and undertake works to self-seeded trees of low value adjacent to the site entrance and access and to undertake work to boundary trees as part of the scheme.
61. The application proposes the removal of a number of Category C trees, and a couple of Category B trees, the majority of the trees to be removed are located in the northern part of the site. The majority of the perimeter trees would remain and would be supplemented by additional tree planting and landscaping. Tree protection measures are proposed.
62. Officers conclude, subject to the imposition of a suitable condition securing the protection of trees during the construction of the development, along with the submission, and subsequent delivery, of a landscaping plan, that the proposal would be acceptable in terms of its impact on Trees and would not have a detrimental impact on the important role the tree and hedgerow cover plays in the wider character of the area.

### **Legal Agreement**

63. In the event of an approval, the application would be subject to a legal agreement covering the following provision.
  - Community Use Agreement (for the Academy Site);
  - Review of the Increased Community Use over the first 3 years with a financial contribution payable if the increased usage is less than 400 hrs per annum;
  - Annual report setting out the community use in the previous year;
  - Travel Plan (and monitoring fee);
  - Car Parking Management Plan;
  - Personal permission for Fulham Football Club;
  - £10,000 towards introducing parking control measures surrounding the site
  - Contribution towards new facilities at Manor Park (£95,000).
  - Provision of grounds staff to assist with improvements to the pitches at Manor Park for a period of 3 years.

64. The development would be subject to the Kingston CIL and the London Mayoral CIL

### **Very Special Circumstances**

65. The proposed development would constitute inappropriate development within the Metropolitan Open Land. Inappropriate development in the MOL is, by definition, harmful, and should only be allowed in very special circumstances. Very special circumstances will not exist unless the harm by reason of inappropriateness and any other harm is clearly outweighed by other considerations. In addition to the harm to the MOL Officers concluded that the proposed development would have a Minor Adverse visual impact on the casual observer from Motspur Park (Road) and also on the Residents of Motspur Park (Road).
66. The applicant has put forward sporting need, significant community benefits arising from the proposal in terms of increased use of the Academy facilities for community groups (an increase in 400hrs), and the lack of an alternative site.
67. London Plan Policy 3.19 and draft London Plan Policy S5 both seek to ensure that the capital has a sufficient supply of good quality sports and recreation facilities. To this end these policies direct planning decisions to resist the loss or degradation of such facilities and to seek to secure their enhancement. These proposals seek to reinstate sporting use at a site (of the highest possible standard) which has been vacant for upwards of 10 years but which does benefit from historic use as playing fields. Whilst it is acknowledged that the redevelopment of this site is for private use, this is in line with the historic use at the site and allows for significantly increased public access at Motspur Park (discussed below). Planning policies support the provision of high-quality sports facilities. The applicant has demonstrated that the existing training facility at Motspur Park is no longer suitable for the intensity of use which is expected from the facilities. The existing facility is currently used for a variety of professional, youth and community activities with off-site facilities also being hired to accommodate the existing demand for the site. In this instance the proposals not only seek to enhance the sporting offer available at the application site but through the relocation of the first team and under 23 training facilities, the existing Motspur Park site will be able to optimise its offer. The capacity created at the former BBC sports ground will ease the pressure on the existing Motspur Park site. This will allow the existing community offer at Motspur Park to be improved creating an additional 400 hours of community use provision at the site. The proposed increase in community access of 400 additional hours per year would be secured by legal agreement.

68. The applicant has outlined that the vacation of the first team and under 23 squad from the Motspur Park site will enable significantly enhanced community access to that site. Currently the community uses are required to share the use of the facilities with the professional and youth components of the football club. These proposals seek to rationalise this arrangement by consolidating the professional team's activities to the former BBC sports ground creating additional capacity at Motspur Park. As part of an existing legal agreement the football club is required to make provision for 1,200 hours of community access throughout the year. By virtue of the additional capacity at Motspur Park generated by these proposals the applicant is proposing an additional 400 hours of community access a year, equivalent to an increase of 33% over the existing arrangement. This is welcomed and recognized as a significant benefit arising from the proposals.

69. The applicant has outlined that whilst it anticipates that the additional community provision would be assumed, and sufficient demand exists they are prepared to review this over the first three years on an annual basis. Should the additional capacity not be used the applicant has outlined that they would be willing to make an additional financial contribution (in addition to £95,000 proposed) to enhance community access to Manor Park (the nearest public park to the application site within Kingston upon Thames). The details of this review and potential additional community benefit payment would be agreed with the Council and is secured as part of the legal agreement.

70. The Motspur Park site is no longer able to accommodate the full range of activities required by the football club. The club currently leases 6.9 hectares of pitches on a temporary basis from the London School of Economics at Windsor Avenue to accommodate the excess capacity. The existing Motspur Park site is unsuitable for expansion given the absence of any available land and existing site constraints. The clubhouse at Motspur Park is locally listed and thus redeveloping the site is significantly constrained with respect to the wholesale redevelopment which would be required to modernise the existing facilities. The applicant has demonstrated that to accommodate the breadth of facilities required from the new facility the scheme depends on a significant area of open land. Further, the applicant is required to have facilities of a Category 1 standard as required by the Football Association. Given the space required and the quality that must be provided by any future space the applicant undertook a sequential site assessment to identify the suitability of the proposed site in comparison to other surrounding plots. The sequential site assessment considers 17 sites surrounding the application site. The 17 sites assessed have all been discounted on grounds ranging from; a lack of availability, the size of available land and the existing uses at the sites. GLA and RBK officers are satisfied that there are no alternative sites within the immediate vicinity of the plot which could accommodate the uses proposed and that of the sites included within the assessment the proposed plot is the most suitable to accommodate the proposals.

### **Planning Balance / Conclusion**

71. The proposal is inappropriate development in the MOL and by definition harmful to it. However, Officers concluded that the consideration put forward relating to sporting need, community benefit and the lack of an alternative site would clearly outweigh the harm to MOL, and any other harm, so as to amount to very special circumstances.

72. Officers have carefully considered the representations made by third parties and have addressed these in the relevant sections of the report.

73. Officers conclude that the proposed development would accord with the aforementioned thrust of national, regional and local planning policy.

**Recommendation:**

Subject to the applicant:

- 1) Entering into a legal agreement under Section 106 of the Town and Country Planning Act 1990, to secure a Community Use Agreement, a Car Park Management Plan, a Travel Plan, a fee to secure the monitoring of the Travel Plan, and a clause limiting the planning permission to Fulham Football Club as listed in the legal agreement section above; and
- 2) Subject further to a referral to the Mayor of London under the Town & Country Planning (Mayor of London) Order 2008, and
- 3) Subject to the planning conditions below to delegate to the Assistant Director Strategic Planning and Infrastructure powers to make any changes to conditions where necessary, including where required to conform with the agreed Section 106 agreement:

1	<p>The development hereby permitted shall be commenced within 3 years from the date of this decision. Reason: In order to comply with Section 91 of the Town and Country Planning Act, 1990. (As amended)</p> <p>Reason: In order to comply with Section 91 of the Town and Country Planning Act, 1990. (As amended)</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p>
	<p>Reason: For the avoidance of doubt and in the interests of proper planning</p>
3	<p>A sample of the facing materials to be utilised in the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before any above ground works on site are commenced. The development shall then be built in accordance with these approved samples.</p> <p>Reason: To ensure a satisfactory appearance on completion of the development in accordance with Policy DM10 (Design Requirements for New</p>

	Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.
4	<p>Detailed drawings at a scale of (1:10) of the building shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The development hereby approved shall be carried out in accordance with that approval in accordance with Policies DM10 (Design Requirements for New Developments including House Extensions).</p> <p>Reason: To ensure a satisfactory appearance on completion of the development in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
5	<p>The levels of buildings, roads, parking areas and pathways within the site shall only be in accordance with details which shall have previously been submitted to and approved in writing by the Local Planning Authority before the development is commenced.</p> <p>Reason: To ensure a satisfactory appearance on completion of the development in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
6	<p>Prior to the beneficial occupation of the development hereby approved details of the entrance gate shall have been submitted to and approved in writing by the Local Planning Authority. The entrance gate shall have been installed prior to the beneficial occupation of the development.</p> <p>Reason: To ensure a satisfactory appearance on completion of the development in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
7	<p>The roof of the Pavillion hereby permitted shall not be converted or used as a terrace and no access shall be gained except for maintenance purposes.</p> <p>Reason: To safeguard the amenities of the occupiers of neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
8	<p>No development shall commence until an Energy Statement has been submitted to and approved in writing by the Local Planning Authority.</p> <p>Reason: In the interests of sustainability and energy conservation in accordance with Policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design &amp; Construction) of the London Plan (July 2011) and Policy DM1 (Sustainable Design and Construction Standards) of the LDF Core Strategy Adopted April 2012.</p> <p>These details are required prior to commencement of development because:</p>

	<p>- the details would affect subsequent design of other elements of the scheme and must be agreed at the outset.</p>
9	<p>The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using Suds methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the site commencing and maintained thereafter for the lifetime of the development.</p> <p>Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal, in accordance with Policies 5.2 (Minimising Carbon Dioxide Emissions) and 5.3 (Sustainable Design &amp; Construction) of the London Plan (July 2011) and Policy DM1 (Sustainable Design and Construction Standards) of the LDF Core Strategy Adopted April 2012.</p>
10	<p>The development hereby permitted shall not be occupied or used until a strategy detailing the lighting scheme and predicted light levels on the site and at neighbouring residential properties has been submitted to and approved in writing by the Local Planning Authority. The lighting shall thereafter be carried out in accordance with the approved details and maintained in perpetuity.</p> <p>Reason: To safeguard the amenities of the occupiers of neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
11	<p>The flood lights shall be turned off within 15 minutes of the end of each session.</p> <p>Reason: To safeguard the amenities of the occupiers of neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
12	<p>Prior to the commencement of any development on site, a Construction Management Plan shall be submitted to the planning authority for written agreement outlining measures that will be taken to control dust, noise, vibrations and other environmental impacts of the development. The development shall only be implemented in accordance with the details and measures approved as part of the construction management plan, which shall be maintained throughout the entire construction period.</p> <p>Reason: In order to safeguard the amenities of the surrounding residential occupiers and to safeguard highway safety and the free flow of traffic in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>

	<p>These details are required prior to commencement of development because the relevant works would take place at the beginning of the construction phase.</p>
13	<p>If during implementation of this development, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and a specific contaminated land assessment and associated remedial strategy shall be submitted to and agreed in writing by the Local Planning Authority before the additional remediation works are carried out. The agreed strategy shall be implemented in full prior to completion of the development hereby approved.</p> <p><b>Reason:</b> To protect human health, controlled waters, and the environment in line with DM 1 (Sustainable Design and Construction Standards) of the LDF Core Strategy Adopted April 2012.</p>
14	<p>By the time the development hereby permitted is substantially complete, pedestrian/vehicular intervisibility splays of 2.8m x 3.3m shall have been provided in each direction where the access meets the back edge of footway, and shall be permanently retained free from any obstruction to visibility higher than 1.0m above ground level.</p> <p>Reason: To maintain pedestrian/vehicular intervisibility in the interest of highway safety.</p>
15	<p>By the time the development hereby permitted is substantially complete, visibility sight line splays of 2.4 metres x 43 metres shall be provided in each direction at the access to Motspur Park and shall be permanently retained free from any obstruction to visibility higher than 1.0 metres above the surface of the adjoining highway</p> <p>Reason: In the interests of vehicular and pedestrian safety</p>
16	<p>The building shall not be occupied or the use of the site commenced until all works to the public highway have been carried out in accordance with details, including the levels of buildings, roads, parking areas and pathways within the site, which shall have been approved by the local planning authority or by the Council as highway authority pursuant to Section 278 of the Highways Act 1980; and the widened carriageway and footway shall be retained permanently available for vehicular and pedestrian circulation only.</p> <p>Reason: In the interests of amenity, the free flow of traffic on the highway and road safety.</p>
17	<p>No development shall commence until a landscaping scheme including the retention of the existing trees, and a schedule of replacement planting to include species and age of replacement tree (of at least 100 trees) shall have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented within the first planting season following completion of the development and the tree planting and landscaping shall thereafter be maintained for five years to the satisfaction of the Local Planning Authority. Any trees or shrubs which die during this period shall be</p>

	<p>replaced in the first available planting season, and the area shown to be landscaped shall be permanently retained for that purpose only.</p> <p>Reason: In the interests of visual amenity and also that the Local Planning Authority shall be satisfied as to the details of the development in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because the details would affect subsequent design of other elements of the scheme and must be agreed at the outset.</p>
18	<p>No demolition, site clearance or building operations shall be commenced until tree protection to the standards set out in BS5837: 2005 "Protection of Trees on Construction Sites" (figures 4 and 5) has been erected around the trees shown on the approved drawings as being retained on the site. The fencing is to be not less than 1.5 metres in height and shall enclose either:-</p> <ul style="list-style-type: none"> <li>○ the area described by the limit set out in Table 1 or</li> <li>○ a radius as set out in Figure 2 of BS 5837: 2005, or A77 alternatively</li> <li>○ such an area as may have previously been approved in writing by the Local Planning Authority.</li> </ul> <p>Such tree protection shall be maintained during the course of development, and no storage, site structures, parking or any other operation shall be permitted within the area thereby protected. Within the protected area:</p> <ul style="list-style-type: none"> <li>a) levels shall not be raised or lowered in relation to the existing ground level, no roots shall be cut, trenches dug, or soil removed or drains and services laid,</li> <li>b) no buildings, site huts, roads or other engineering operations shall be constructed or carried out,</li> <li>c) no vehicles shall be driven over the area,</li> <li>d) no materials or equipment shall be stored.</li> <li>e) and the destruction by burning of any materials shall not take place on the site or adjoining land unless the fires are at a minimum distance from the protected area of 6.00 metres.</li> </ul> <p>Reason: To prevent unnecessary damage occurring to the trees during building operations, thereby safeguarding the visual amenities of the site in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because the relevant works would take place at the beginning of the construction phase.</p>
19	<p>A Travel Plan, containing a package of measures for reducing the number of vehicle trips to the site by staff and visitors, shall be implemented upon the development being brought into first use, and in accordance with details to be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of above ground development. The Travel Plan shall include an action plan with timescales for the implementation of the proposed measures, details of an ongoing programme of monitoring and review and</p>

	<p>targets for reductions in car use. Monitoring and review shall include the submission of annual travel plan update report for the approval of the Local Planning Authority which contains the results of annually repeated staff travel surveys and demonstrates progress towards meeting targets.</p> <p>Reason: To ensure that sustainable transport methods are encouraged and implemented in accordance with Policies CS5 (Reducing the Need to Travel) and CS6 (Sustainable Travel) of the LDF Core Strategy Adopted April 2012</p>
20	<p>No development shall take place until full details of measures for bat and nesting bird mitigation and conservation have been submitted to and approved by the LPA. These measures should include:</p> <ul style="list-style-type: none"> <li>● Inspection of existing trees on site within one month prior to their felling to determine presence or absence of roosting or hibernating bats.</li> <li>● No trees containing bats shall be felled until the bats have been safely excluded using such measures as have been previously submitted to and approved by the Council.</li> <li>● Retention of hedgerows and trees identified as being important for foraging bat within the development site.</li> <li>● Artificial lighting should not directly illuminate any features that are of value to foraging or commuting bats such as the boundary trees.</li> <li>● The works shall be implemented in accordance with the approved details and timing of the works, unless otherwise approved in writing by the local planning authority.</li> <li>● The submission of details of bat and bird boxes</li> </ul> <p>Reason: To safeguard and protect the sites biodiversity and nature conservation value in accordance with Policy DM6 (Biodiversity) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because the relevant works would take place at the beginning of the construction phase.</p>
21	<p>Notwithstanding the requirements of Condition 20 above the development shall be carried out in accordance with the recommendations of the ASW Ecology Report</p> <p>Reason: To safeguard and enhance the sites biodiversity and nature conservation value in accordance with Policy DM6 (Biodiversity) of the LDF Core Strategy Adopted April 2012. These details are required prior to commencement of development because the relevant works would take place at the beginning of the construction phase</p>
22	<p>The parking spaces identified upon the approved drawings shall be permanently retained for parking.</p> <p>Reason: To ensure that parking space is available at all times in accordance with Policies DM9 (Managing Vehicle Use for New Development) and Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>

23	<p>All plant and machinery shall be enclosed and soundproofed in accordance with a scheme which shall have been submitted to and approved in writing by the Local Planning Authority. Such sound insulation shall be provided before the plant and machinery is brought into use and thereafter permanently retained.</p> <p>Reason: In order to secure a reduction in the noise emanating there from and in the interests of the residential amenities of the area in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
24	<p>The rating level of the noise determined by the cumulative sound emissions of the plant hereby permitted shall be at least 5dBA lower than the existing background noise level at any given time of operation. The noise levels shall be measured or predicted 1m externally to any window at the nearest residential façade. Measurements and assessment shall be carried out in accordance with British Standard 4142:2014</p> <p>Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
25	<p>The training pitches shall not be used for the purposes hereby permitted before 08:00 or after 21:00 Monday to Friday and before 09:00 or after 18:00 on Saturdays, Sundays or Bank Holidays.</p> <p>Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
26	<p>Mowing of the pitches shall only take place between 08:00 and 17:00 Monday to Saturday and not at all on Sundays or Bank Holidays.</p> <p>Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
27	<p>The following details shall be submitted to and approved in writing by the Local Planning Authority, before the development commences:</p> <p>(a) boundary treatment, including walls, fences and gates (including their manufacturer's specification, colour and texture).</p> <p>The boundary treatment permitted shall be completed prior to use of the site.</p> <p>Reason: These details are required prior to commencement of development because the details would affect subsequent design of other elements of the scheme and must be agreed at the outset and to ensure a satisfactory appearance on completion of the development in accordance with Policy DM10</p>

	(Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.
28	<p>Prior to the beneficial occupation of the site, details of the use of any mobile lighting (to include grow lights) shall have been submitted to and approved in writing by the Local Planning Authority. Any mobile lighting shall only be used in accordance with the approved details.</p> <p>Reason: To safeguard the amenities of the occupiers of the neighbouring properties in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
29	<p>Refuse storage facilities and recycling facilities shall be provided prior to the occupation/ use of the development hereby permitted in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development, such facilities to be permanently retained at the site. The developer and/or their successors in title shall take all reasonable steps to ensure that all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area as shown on the approved plans, or internally within the building(s) that form part of the application site, and that no refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.</p> <p>Reason: To ensure the provision of refuse facilities to the satisfaction of the Council in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
30	<p>No building or use hereby permitted shall be occupied or the use commenced until details of cycle parking provision has been submitted to and approved in writing by the Local Planning Authority. The cycle parking shall be provided prior to occupation/ use of the site and thereafter, be kept free of obstructions and available for the parking of cycles only.</p> <p>Reason: To ensure the provision of adequate cycling facilities in accordance with Policy DM10 (Design Requirements for New Developments including House Extensions) of the LDF Core Strategy Adopted April 2012.</p>
31	<p>Notwithstanding the details submitted and prior to the occupation/ use of any part of the scheme details of the electric vehicle charging points (20% active/80% passive) and the accessible parking spaces shall be submitted to and agreed in writing by the Local Planning Authority. The car park shall then be laid out in accordance with these details.</p>

	<p>Reason: To ensure the development provides suitable and useable locations for sustainable travel in accordance with Policy DM9 Managing Vehicle Use for New Developments of the LDF Core Strategy Adopted April 2012.</p>
--	--