

<b>ADDRESS:</b> South Marsh, Hackney Marshes, Homerton Road, London, E9 5PF	
<b>WARD:</b> Haggerston	<b>REPORT AUTHOR:</b> Russell Smith
<b>APPLICATION NUMBER:</b> 2009/1052	<b>VALID DATE:</b> 13/05/2009
<b>DRAWING NUMBERS:</b>	
<b>APPLICANT:</b> London Borough of Hackney	<b>AGENT:</b> Firstplan
<b>PROPOSAL:</b> Erection of part 1, part 2 storey building to provide changing room facilities with associated café, office and education room and associated car parking and landscaping (including green roof).	
<b>RECOMMENDATION SUMMARY:</b> Grant conditional planning permission subject to S106 legal agreement.	

#### ANALYSIS INFORMATION

ZONING DESIGNATION:	(Yes)	(No)
CPZ		X
Conservation Area		X
Listed Building (Statutory)		X
Listed Building (Local)		X
DEA		x

LAND USE DETAILS:	Use Class	Use Description	Floorspace sqm
Existing	D2	Assembly & Leisure	1498
Proposed	D2	Assembly & Leisure	3062 (+1564)

PARKING DETAILS:	Parking Spaces (General)	Parking Spaces (Disabled)	Bicycle storage
Existing	205	0	0
Proposed	162	18	106

**CASE OFFICER'S REPORT****1. SITE CONTEXT**

- 1.1 The application site forms part of Hackney Marshes, a large area of open recreational land which has the largest concentration of football pitches in Europe and is used by local leagues, clubs and schools. Over 900 football matches are played on the marshes annually with the majority being played at the weekend.
- 1.2 The application site currently comprises a single storey changing room facility providing 20 changing rooms, a hard surfaced car park of 205 spaces, and the edge of the area set out as football pitches. There are a number of trees on the site.
- 1.3 The site abuts the southern boundary of the football pitches area, and is bounded to the north and east by the River Lea. To the south of the site is a Parks Depot and Plant Nursery. The site is accessed from Homerton Road.
- 1.4 On the opposite (eastern) bank of the River Lea is the East Marsh. This area falls within the Olympic Delivery Authority area and will be used in conjunction with the 2012 Olympics and subsequently returned to green space. The existing changing rooms at East Marsh will be demolished and will not be rebuilt. We understand that a footbridge may be constructed across the River Lea between East Marsh and South Marsh, however, no planning application had been submitted for the footbridge at the time of this application.

**2. CONSERVATION IMPLICATIONS**

- 2.1 The application site is not located within a conservation area and there are no listed buildings on or near the site.

**3. HISTORY**

- 3.1 Site: Hackney Marshes, Land bordered to the west by the River Lea Navigation/Hackney Cut, to the south by Homerton Road. To the east by Eastway and new Spitafields Markets and the River Lea. And Mabley Green, bounded by Homerton Road and the Lea Conservation Road.

Development Description: Demolition and erection of a single storey changing room building on North Marsh, the demolition of a single storey changing room building, and erection of a two storey changing room building including ancillary activities on South Marsh. The demolition and erection of a single storey changing room building on Mabley Green. The temporary relocation of the East Marsh pitches to the North and South Marshes and the reconfiguration of sporting pitches; the resurfacing of one of the two existing all weather sports pitches at Mabley Green including the addition of 15m high flood lighting to replace existing floodlights. Associated landscaping.

Decision: Granted

Decision Date: 25/07/2008:

**4. CONSULTATIONS**

- 4.1 Date Statutory Consultation Period Started: 18/05/2009
- 4.2 Date Statutory Consultation Period Ended: 29/07/2009
- 4.3 Site Notice: Yes
- 4.4 Press Advert: Yes
- 4.5 652 letters were sent to adjacent occupiers. 1 letter of objection received, objecting to the proposal on the grounds that it will create traffic and noise. 1 response received in support of the application.

**4.6 *Local Groups***

- 4.6.1 Hackney Marshes Users Group  
No response received

**4.7 *Statutory Consultees***

- 4.7.1 Thames Water  
No objection with regard to sewerage or water infrastructure.

- 4.7.2 Transport for London  
Support the reduction in car parking spaces and would encourage a further reduction. Accept that the development will not lead to change in the trips generated by the site. Bus stop No. 35256 on Lee Conservancy Road is likely to be used in connection with this development. TfL therefore requests mitigation to bring this stop up to full accessibility standards. A contribution of £5,000 is therefore requested. TfL welcomes the provision of 106 cycle parking spaces. The developer should also consider additional security measures for the cycle parking area such as CCTV coverage. TfL requests that the applicant provides a financial contribution towards improving the pedestrian and cycle routes along the Hackney Marsh which form part of the London Cycle Network (LCN) and Strategic Walk Network (SWN). TfL welcomes the developer's commitment to producing a Construction Logistics Plan (CLP) which should be secured by condition. A Travel Plan Statement has been submitted with the application and is considered as acceptable in accordance with TfL's Workplace Travel Plan guidance.

- 4.7.3 London Fire and Emergency Planning Authority

Deficiencies relating to public safety:

- Suitable and sufficient access for fire brigade appliances is to be provided and maintained.
- Compliance with Section B5 of The Building Regulations will deem to comply.
- Particular attention is to be paid to width and height restrictions on access

road.

- Suitable and sufficient water supplies for fire-fighting purposes are to be available and maintained.

#### 4.7.4 Sport England

No objection. Access condition recommended.

#### 4.7.5 Natural England

Supportive of the aims of the development as set out in Section 2 of the Design and Access Statement, in particular those which relate to biodiversity and landscape. Generally concur with the recommendations set out in the Extended Phase 1 Habitat Survey Report.

### 4.8 ***Other Council Departments***

#### 4.8.1 Conservation and Design:

The direct views from the proposed low-rise linear building to the green, grand football grounds are very successful, whilst the relationship between the building and the River Rea seems to be ignored. While it successfully reinforces the edge of the playing field, forming a boundary between the South Marsh and the car park, the huge car park, placed between the River Rea riverside walkway and the community hub, weakens its potential since a hub should also consider connecting pedestrian movement routes and provide appropriate pocket squares for potential activities. In addition to serving the users, the community hub could generate additional activities by exploiting the advantage of its proximity to the River Lea. It is a pity that the car park is the solution to the spatial relationship between the community hub and the River Lea.

The building design matches up the requirements of functionality and good spatial quality. The entrance, located in the centre with the linear building form, provides efficient circulation for changing rooms. The upper storey is certainly best located at the northern end of the site towards the taller trees adjacent to the river bank, and the entrance is properly addressed by the joining of the two box volumes with different heights. In addition, the variation of the heights from one storey at the south end to two storeys at the north end is also considered to be properly integrated into the landscape.

The proposed elevations and materials successfully deliver a deliberately restrained palette of highly durable materials that will weather gracefully in the setting of Hackney Marshes and blend into the surrounding landscape. The two main materials, gabion walling and weathered steel cladding, compose the two different high volumes respectively. The gabion walling is used for the ground floor envelope of the one storey volume. It is proposed that this is viewed as a landscape wall, similar to an agricultural dry stone wall. The weathering steel is an industrial material, reminiscent of industrial structures found in the Lea Valley. The design of the elevations and the choice of the materials are a very creative solution to integrating the building into Hackney Marsh.

We have no objections to this scheme since the building quality is more than

satisfactory. The arrangement of external layout is functional, and it is a pity that a better considered external arrangement could have provided a more active entrance square to generate more activities for Hackney South Marsh Community Hub.

4.8.2 Highways

No representation received.

4.8.3 Policy:

No representation received.

4.8.4 Pollution:

With regards to the proposed A3 use the applicant has not provided any information on how the noise and odour will be mitigated. I therefore recommend the following condition:

**VENTILATION SYSTEM INSULATION**

No development shall commence on site until detailed plans and a specification of the appearance of and the equipment comprising a ventilation system which shall include measures to alleviate noise, vibration, fumes and odours (and incorporating active carbon filters, silencer(s), and anti-vibration mountings where necessary) have been submitted to the local planning authority. After the system has been approved in writing by the authority, it shall be installed in accordance with the approved plans and specification before the development hereby approved first commences, and shall thereafter be permanently maintained in accordance with the approved specification.

Reason

To safeguard the amenities of the adjoining premises and the area generally.

With regards the construction of the changing room facilities I recommend the following informative:

**CONSTRUCTION HOURS**

No deliveries shall be taken at or despatched from the site and no work shall take place on the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays, and not at all on Sundays or Public Holidays.

Reason

In order to safeguard the amenities of adjoining occupants at unsocial periods.

4.8.5 Transport:

No objection subject to conditions.

4.8.6 Waste management:

No response received

**5. POLICIES**

**5.1 Hackney Unitary Development Plan (UDP) (1995)**

EQ1 - Development Requirements

EQ21 - Metropolitan Open Land

EQ48 - Designing Out Crime

- E14 - Access and Facilities for People with Disabilities
- E18 - Planning Standards

#### **5.2 Supplementary Planning Guidance /Document**

- SPG11 - Access for People with Disabilities

#### **5.3 London Plan (2004)**

- 2A.1 - Sustainability criteria
- 3C.1 - Integrating transport and development
- 3C.2 - Matching development to transport capacity
- 3C.3 - Sustainable transport in London
- 3C.23 - Parking strategy
- 3D.10 - Metropolitan Open Land
- 4A.1 - Tackling climate change
- 4A.3 - Sustainable design and construction
- 4A.4 - Energy assessment
- 4A.6 - Decentralised energy: Heating, cooling and power
- 4A.7 - Renewable Energy
- 4B.1 - Design principles for a compact city
- 4B.2 - Promoting world-class architecture and design
- 5C.1 - The strategic priorities for North London

#### **5.4 National Planning Policies**

- PPS1 - Creating Sustainable Communities
- PPG13 - Transport
- PPS22 - Renewable Energy

#### **6. COMMENT**

The proposed scheme comprises new changing rooms and ancillary activities at South Marsh. The facilities to be provided are 26 changing rooms, a cafe/bar, offices, educational facilities and a terrace overlooking the pitches. The existing changing room building will be demolished.

The new facilities would be provided in a part 1, part 2 storey building. The proposed building is linear in form with a strong horizontal emphasis. The overall ground floor footprint is 117.46 x 23.36m, giving a gross external area of 2389m<sup>2</sup>. The overall height of the proposed building is 7.1m to the top of the upper floor parapet (and 8.1m to the top of the flues). The overall height occurs at the double storey volume only, which is approximately a third of the length of the overall building. The single storey height is 4.0m. The principle materials proposed for the external envelope are gabion walling for the ground floor, weathered steel cladding primarily for the two storey volume and glazing.

The proposed café is located at first floor and provides an internal seating area of approximately 160m<sup>2</sup>. Additionally the café connects to an external terrace of approximately 200m<sup>2</sup>. The mechanical extract systems for the proposed café would vent via 4 flues located on the roof of the proposed building, these flues extend 1m above the parapet level. The proposed café will be predominantly used in association with the football matches, for example for players wanting refreshments after a game, the café opening hours will therefore be restricted from 09.00 – 17.00 hours in the winter and 09.00 – 20.00 hours in the summer.

The proposal includes 2no. office spaces located on the first floor of the building for use by LBH officers in connection with the management of the football pitches and facilities. One of these offices provides a permanent space for 5no. full time users, whilst the other is more flexible and can be used on an occasional basis or as an extension to the café space.

The proposal includes 2 open plan teaching spaces, which can be used for a range of uses including use by local schools. Both of the open plan teaching spaces are of sufficient size to accommodate typical class sized groups of 32 persons. An acoustic central partition can be folded back to provide a single larger space.

## **Considerations**

The main considerations relevant to this application are:

- 6.1 The principle of the use.
- 6.2 Design and appearance of the proposed development.
- 6.3 Loss of trees and other ecological impacts
- 6.4 Traffic and transport considerations.
- 6.5 Response to objectors.

Each of these considerations is discussed in turn below.

### **6.1 The principle of the use**

- 6.1.1 The July 2008 planning permission, detailed in the planning history section of this report, established that the redevelopment of the changing facilities at South Marsh is acceptable in terms of: relocation of facilities to the application site; the principle of demolition of the single storey existing facility and erection of a two storey facility in a similar location; the principle of the building having a larger footprint than the existing building; and the provision of ancillary facilities on the site including café, offices and educational facilities.
- 6.1.2 Policy 3D.10 of the London Plan states that essential facilities for appropriate uses on MOL are considered acceptable where they do not have an adverse impact on the MOL itself. PPG2 also reiterates the statement of essential facilities for outdoor sport and recreation being acceptable. The site is part of

Hackney Marshes South Marsh, which is designated as MOL and dedicated to the provision of formal sports and recreation.

- 6.1.3 Policy EQ21 Metropolitan Open Land of the adopted UDP states that any development on the MOL should be associated with the open space, nature conservation and/or recreational use of MOL and meet the following requirements: its prime function should be ancillary to the maintenance or use of the adjoining open land; new buildings should be sited close to existing built development or on the periphery of open land; and that it has a high standard of design and landscaping.
- 6.1.4 The proposed changing rooms are considered to be essential ancillary facilities to the continual successful use of the South Marsh for the provision of formal sporting and recreational grounds. The café is ancillary to the buildings primary function as a changing facility with the size of the café area considered commensurate to an ancillary facility given the number of changing rooms. Furthermore the café and adjoined terrace provide good views across the football pitches strengthening the connection with the sports/recreation use of the South Marsh. The café opening hours would be restricted from 09.00 – 17.00 hours in the winter and 09.00 – 20.00 hours in the summer to coincide with the use of the football pitches. The proposed office space would be used by LBH staff in connection with the administration of the football pitches and management of the Marshes and is therefore considered appropriate use on the MOL. The proposed teaching rooms would enhance the appropriate use of the Marshes for educational purposes. For example it is envisaged that local schools would be able to use these space following field trips to the marshes.
- 6.1.5 MOL is effectively afforded the same protection as green belt land by Policy 3D.10 of the London Plan and therefore the impact upon the openness of the Marshes should be considered. The proposed building is located on the periphery of what is currently green space. Whilst the existing changing room facilities would be demolished and the land reinstated as green space, overall the proposal would result in the net developed area of the site increasing. However, this must be weighed against the benefits of vastly improved community facilities that will support the recreational and educational use of the MOL. The proposed building reinforces the boundary with the playing fields and the car park and direct views from the open part of the Marshes are very successful. A detailed landscape plan has been submitted, which successfully integrates the building and car park into the wider landscape. Further discussion on the design and appearance of the building and landscaping can be found in section 6.2.
- 6.1.6 In light of the above it is considered that the proposed building and car parking are essential facilities for appropriate uses on the MOL. The proposal would enhance the open space by further encouraging the use of the Marshes, promoting sport and recreation, realise the educational potential of the space and provide a focus for local communities. The proposal is considered acceptable in line with Policy EQ21 of the adopted UDP. However, the proposal would impact upon the openness of the MOL this is considered acceptable for the reasons given above. Nevertheless the application has been advertised as

a departure from Development Plan policy due to the impact upon the openness of the MOL and has been referred to the GLA.

## **6.2 Design and appearance of the proposed development**

- 6.2.1 The site is land designated as Metropolitan Open Land (MOL) and also forms part of the area designated as the Lee Valley Regional Park. Developments within these designations must take into account the values of such areas. In particular, the visual impacts any development will have on these areas.
- 6.2.2 The Council's Conservation and Design (CD) team have viewed the proposal and do not object to the principle of the proposal. It is considered that the direct views from the proposed low-rise linear building to the green, open football grounds are very successful. The proposed building successfully reinforces the edge of the playing field, forming a boundary between the South Marsh and the car park.
- 6.2.3 The building design matches up the requirements of functionality and good spatial quality. The entrance, located in the centre with the linear building form, provides efficient circulation for changing rooms. The upper storey is certainly best located at the northern end of the site towards the taller trees adjacent to the river bank, and the entrance is properly addressed by the joining of the two box volumes with different heights. In addition, the variation of the heights from one storey at the south end to two storeys at the north end is also considered to be properly integrated into the landscape.
- 6.2.4 The proposed elevations and materials successfully deliver a deliberately restrained palette of highly durable materials that will weather gracefully in the setting of Hackney Marshes and blend into the surrounding landscape. The two main materials, gabion walling and weathered steel cladding, compose the two different high volumes respectively. The gabion walling is used for the ground floor envelope of the one storey volume. It is proposed that this is viewed as a landscape wall, similar to an agricultural dry stone wall. The weathering steel is an industrial material, reminiscent of industrial structures found in the Lea Valley. The design of the elevations and the choice of the materials are a very creative solution to integrating the building into Hackney Marsh.
- 6.2.5 CD comment that the relationship between the building and the River Lea seems to have been ignored and that a better considered external arrangement could have provided a more active entrance square to generate more activities for Hackney South Marsh Community Hub. However, the external arrangements are to an extent dictated by the car parking requirements (discussed in section 6.4). Furthermore they represent a significant improvement over the previously approved application as the design includes a pedestrian link from the building to the proposed new footbridge and a detailed landscape proposal.
- 6.2.6 The hard and soft landscape scheme is considered key to the successful integration of the building with the wider landscape of the Marshes. The hard landscaping has been developed to generate a contemporary design language

unique to this place and situation and in keeping with the design language of the new building. Planting design is an important element in the design of the external landscape serving a number of key functions such as defining spaces, creating clear and legible routes and providing enhanced amenity for both the development site and the wider landscape experience. Design proposals aim to ensure visual linkage and continuity and consistency in finished planting. Critically, the species chosen are appropriate to the flood plain environment and the local ecology.

- 6.2.7 The existing trees will make a strong positive contribution to the development, particularly in the early years as new planting becomes established, existing groups of trees are strengthened through extensive new planting blocks of *Alnus glutinosa*, *Fraxinus excelsior* and *Sorbus aucuparia*. The boundary between the car park and the existing maintenance depot and tree nursery will be clearly defined by substantial hedge planting. The utilitarian function of the car park and access routes will be broken up by a grid of hedge and tree planting. Planting is proposed that wraps around the cartilage of the building and climbing plants to the west elevation will create a living wall. A green roof is proposed which follows the desire to integrate the Hub building with the local ecology and make a strong link between the building and the Hackney Marshes complex. In summary it is considered that the landscape proposals successfully integrate the building into the wider landscape of the Marshes. Further discussion on the landscaping proposals can be found in section 6.5.

### Sustainability

- 6.2.8 The Mayor's '*London Plan 2008*' identifies six main objectives, one of which is, "*to make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city*". London Plan Policy 4A.1: *Tackling Climate Change* requires developments to make the fullest contribution to the mitigation of and adaptation to climate change and to minimise emissions of Carbon Dioxide (CO<sub>2</sub>). The following hierarchy should be used to assess applications:

- Using less energy, in particular by adopting sustainable design and construction measures (Policy 4A.3);
- Supplying energy efficiently, in particular by prioritising decentralised energy generation (Policy 4A.6); and
- Using renewable energy (Policy 4A.7).

Integration of adaptation measures to tackle climate change should most effectively reflect the context of each development – for example, its nature, size, location, accessibility and operation. According to Policy 4A.3: *Sustainable Design and Construction*, the Mayor will and boroughs should ensure future developments meet the highest standards of sustainable design and construction.

- 6.2.9 The Mayor's Supplementary Planning Guidance (SPG) on Sustainable Design and Construction sets out what can be done in the current policy framework to design and construct new developments in ways that contribute to sustainable development and provides a mechanism for addressing climate change impacts through new developments. It contains Essential Standards and the Mayor's

Preferred Standards.

- 6.2.10 The proposal includes a range of measures to improve the energy efficiency of the building. These measures include: passive solar design; natural ventilation; improved U-values; and increasing thermal mass. The building has been designed to be sustainable with gabion walls which will support climbing plants, a green roof to provide a habitat for local wildlife, and the use of rain water storage and grey water recycling.
- 6.2.11 In terms of renewable technology it is proposed to use 4 oil fired boilers firing B100 biodiesel to provide renewable energy for heating and hot water generation. Calculations show that providing all hot water generation and heating by means of B100 biodiesel fired equipment would reduce the buildings carbon emissions by 43%.

### **6.3 Potential impact on the amenity of residents**

- 6.3.1 There are no residential properties within the immediate vicinity of the proposed building. Furthermore the use of the proposed building is directly related to the use of the existing football pitches and would therefore not introduce any significant intensification of activity.

### **6.4 Traffic and transport considerations**

- 6.4.1 The site is located along the banks of the River Lea and is accessed via Homerton Road. Bus services W15, 308 and the N26 serve the site, just east of the site entrances on Homerton Road. Additional bus routes 276 and 236 can also be accessed 460m south west of the site along Lee Conservancy Road. Hackney Wick rail and Overground station is located approximately 1 km to the south. The nearest section of the Transport for London Road Network (TLRN) is the A12 Eastway. The site records a Public Transport Accessibility Level (PTAL) of 1b/2, where 1 is considered to be poor.
- 6.4.2 The proposed car parking provision will be below exiting provision (-25) however a parking occupancy survey was carried out in addition to a capacity survey on neighbouring streets. The results demonstrate that on the day of the survey 63 on site bays were available in addition to 73 on street spaces available during the busiest time of the survey. Based on the study submitted as part of the Transport Statement traffic and transportation are satisfied that the loss 25 bays will not have a significant impact on neighbouring roads. Traffic and Transport (TT) recommend that at this stage the proposed parking provision is not reduced any further as the survey does not reflect the worst case scenario as the site was not fully occupied (full pitch use) at the time of the survey. TT recommend that the occupancy is monitored as part of the travel plan and adjusted accordingly as travel patterns change as expected.
- 6.4.3 The car parking layout provides good lines of sight and minimises the amount of manoeuvring required to access the bays. The location of the disabled bays (18) are considered accessible and arranged in accordance with national guidance. The provision of formal minibus bays in place of vehicular parking is

welcomed as a more sustainable mode of travel; however the management of these bays must be part of an overall parking management's strategy in order to ensure the parking occurs in accordance with approved plans. It is expected that the disabled bays will be clearly signed, marked and provided prior to occupation and reserved for the sole use by users with mobility impairments. A parking management plan should also be submitted detailing how the applicant will manage the onsite parking including the use of disabled bays prior to occupation.

- 6.4.4 Vehicular tracking drawings for the largest vehicle expected to service the site demonstrates that the width of the site access as shown on drawing number PL\_004 P2 will provide sufficient access without causing a hazard to pedestrians, vehicles and cyclists. The site access is expected to provide sufficient pedestrian visibility splays along the back edge of the footway provided that an area measuring 1.5 meters at a height of no more than 0.6 meters is be kept clear on either side of the vehicular access. The kerb radiiuses as shown on the above drawing are considered excessive and may limit cyclist and pedestrian sight lines. In accordance with the councils transport objectives that include encouraging walking and cycling the above proposal should include the provision of works towards improving the design of the existing access in accordance with current standards.
- 6.4.5 The proposal accommodates 106 cycle parking spaces which should be kept under review as part of the travel plan monitoring process and increased accordingly. Prior to occupation the applicant should submit specific details of cycle parking to include 106 sheltered and secure cycle parking bays in order to ensure that adequate sheltered and secure cycle parking provision is in place prior to occupation.
- 6.4.6 The site has a low PTAL rating and whilst the trip rate analysis provides justification for the high level of car parking, this should not be used to assume that the predicted maximum vehicular trip rates represent an acceptable mode share. The applicant has submitted an outline travel plan with a number of measures contained within it that seek to ensure that the parking is managed in a way that contributes towards reduced vehicular trips by encouraging more sustainable means of travel. The measures contained within the outline travel plan are considered acceptable in accordance with TfL's Workplace Travel Plan Guidance, although there is a lack of commitment to a detailed marketing strategy and information on how the travel plan will be managed, funded and monitored, which should be addressed in the full travel plan.

## **6.5 Ecology and trees**

- 6.5.1 The site forms part of the East London Green Grid as set out in the East London Green Grid Framework Supplementary Planning Guidance (2008) and is identified as comprising part of a Regional Park (the Lea Valley) which forms the top of the open space hierarchy as set out in the guidance. The site falls within the Lea Valley sub area of the framework and a strategic corridor runs through the Regional Park. The River Lea which runs to the north and east of the site is designated as a Site of Metropolitan Importance for Nature

Conservation (SMI). The proposals fall outside of this designation but it is important that the SMI area is adequately protected during the works and enhanced by the proposed landscaping.

6.5.2 An Extended Phase 1 Habitat Survey prepared by Middlemarch Environmental has been submitted to support this application. This survey recommends that:-

- A habitat/ species enhancement scheme should be incorporated into the landscaping scheme of any proposed works to maximise the ecological value of the site;
- Any trees and/or hedgerows which are to be retained should be protected during construction;
- A bat survey should be conducted;
- A breeding bird survey should be conducted (if scrub or tree removal is to take place between March – August);
- A full invasive plant survey should be undertaken to assess the extent of giant hogweed, Japanese knotweed and Himalayan balsam.
- Any excavations that are to be left overnight should be covered or fitted with ramps to allow trapped mammals a means to escape.

Natural England have been consulted on the application and generally concur with the recommendations set out in the Extended Phase 1 Habitat Survey. It is recommended that the recommendations of the survey are secured by condition.

6.5.3 A detailed landscaping scheme has been submitted with the planning application. Planting design is an important element in the design of the external landscape serving a number of key functions such as defining spaces, creating clear and legible routes and providing enhanced amenity for both the development site and the wider landscape. Critically the species chosen are appropriate to the flood plain environment and the local ecology. Natural England have stated that they are generally supportive of the developments aims with regards to biodiversity and landscape. The proposed green roof is intended to integrate the building with the local ecology, although exact species have not been proposed, plants that compliment and are common to the local ecosystems will be selected. A condition requiring details of the proposed green roof is recommended.

6.5.4 An Arboricultural Survey has been submitted to support the application. The survey found the riverside trees to be a highly valued component of this major green network through Hackney and London itself and of a high ecological value. The riverside trees fall outside of the planning application boundary. It is not proposed to remove any of these trees and they will be protected during the construction phase. The survey also found that the trees near the entrance to the park (on either side of the entrance at the car park) are important for the creation of the mature woodland character. Similarly the application does not propose to remove any of these trees and they will be protected during the construction phase. It is recommended that appropriate tree protection measures be secured by condition.

6.5.5 The proposal will necessitate the removal of a number of trees on the boundary between the car park and the football pitches to enable the building to be

appropriately sited. Additionally a number of existing trees will be removed to facilitate the revised car parking arrangements. In total 39 trees will be lost as a result of the development. Quite a number of the trees to be removed (21 x category A & B) could be argued to be worthy of tree preservation orders while at least some of the others (category C) contribute to the landscape setting; tree loss must be balanced against the benefit of the new facilities. However, the loss of trees should be seen in the context of the overall landscape of this area. An extensive tree replanting scheme involving 125 replacement trees is proposed to compensate for the loss, this will be secured by landscaping condition.

## 7. CONCLUSION

- 7.1 In summary it is considered that the proposed building and car parking are essential facilities for appropriate uses on the MOL. The proposal would enhance the open space by further encouraging the use of the Marshes, promoting sport and recreation, realise the educational potential of the space and provide a focus for local communities. Whilst the proposal would impact upon the openness of the MOL this is considered acceptable for the reasons given above.

## 8. RECOMMENDATIONS

### Recommendation A

**8.1 That permission be GRANTED, subject to the following conditions:**

**8.1.1 SCB0 – Development in accordance with plans**

The development hereby permitted shall only be carried out and completed strictly in accordance with the submitted plans hereby approved and any subsequent approval of details.

REASON: To ensure that the development hereby permitted is carried out in full accordance with the plans hereby approved.

**8.1.2 SCB1 - Commencement within three years**

The development hereby permitted must be begun not later than three years after the date of this permission.

REASON: In order to comply with the provisions of Section 91(1) of the Town and Country Planning Act 1990 as amended.

**8.1.3 Materials to be approved**

Full details, with samples, of the materials to be used on the external surfaces of the buildings, including glazing, shall be submitted to and approved by the Local Planning Authority in writing before any work on the site is commenced. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure that the external appearance of the building is satisfactory

and does not detract from the character and visual amenity of the area.

**8.1.4 Ground surface treatment to be approved**

Full details of all ground surface treatment to the site shall be submitted to and approved, in writing, by the Local Planning Authority, in writing, before any work on the site is commenced. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To ensure the satisfactory development of the site

**8.1.5 NSC – Landscaping details to be approved**

A landscaping scheme illustrated on detailed drawings shall be submitted to and approved by the Local Planning Authority, in writing, before any work commences on site, for the planting of trees and shrubs showing species, type of stock, numbers of trees and shrubs to be included and showing areas to be grass seeded or turfed; all landscaping in accordance with the scheme, when approved, shall be carried out within a period of twelve months from the date on which the development of the site commences or shall be carried out in the first planting (and seeding) season following completion of the development, and shall be maintained to the satisfaction of the Local Planning Authority for a period of ten years, such maintenance to include the replacement of any plants that die, or are severely damaged, seriously diseased, or removed.

REASON: To accord with the requirements of Section 197(a) of the Town and Country Planning Act 1990 and to provide reasonable environmental standards in the interests of the appearance of the site and area.

**8.1.6 Tree/ hedgerow protection**

No development will take place on site until full details of existing tree and hedgerow protection measures have been submitted to, and approved in writing by, the Council and until such approved protection has been erected on site.

REASON: To safeguard the visual amenity and ecology of the site.

**8.1.7 Bat survey**

Prior to the commencement of demolition works on site a Bat Survey shall be conducted and the findings submitted to and approved in writing by the Local Planning Authority. The development to be carried out in accordance with any recommendations made in the approved survey report.

REASON: To safeguard protected species and the ecology of the site.

**8.1.8 Bird survey**

Prior to the commencement of any scrub or tree removal on site a breeding bird survey shall be conducted (if scrub or tree removal is to take place between March – August); and the findings submitted to and approved in writing by the Local Planning Authority. The development to be carried out in accordance with any recommendations made in the approved survey report.

REASON: To safeguard protected species and the ecology of the site.

**8.1.9 Plant survey**

Prior to the commencement of development a full invasive plant survey should be undertaken to assess the extent of giant hogweed, Japanese knotweed and Himalayan balsam. The findings of the survey to be submitted to and approved

in writing by the Local Planning Authority.

REASON: To safeguard the wildlife and ecology of the site

**8.1.10 Excavations left overnight to be covered or filled**

During construction works and excavations left overnight to be filled or securely covered or fitted with ramps to ensure that any trapped mammals can escape.  
REASON: To protect wildlife during construction.

**8.1.11 Green roofs**

Details (including planting specifications) of the bio diverse, substrate-based green roof (75mm minimum depth) as shown on the approved plans, to be submitted to and approved in writing by the local planning authority, prior to occupation of the development. The development shall not be carried out otherwise than in accordance with the details thus approved.

REASON: To enhance the character and ecology of the development, to provide undisturbed refuges for wildlife, to promote sustainable urban drainage and to enhance the performance and efficiency of the proposed building.

**8.1.12 NCS – Lighting Strategy**

A detailed lighting strategy shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. All external lighting within the application site to be in accordance with the approved lighting strategy unless otherwise agreed in writing by the Local Planning Authority.

REASON: To safeguard the ecology and visual appearance of the Metropolitan Open Land and adjacent River Lea corridor.

**8.1.13 SCM9 - No extraneous pipework**

No soil stacks, soil vent pipes, flues, ductwork or any other pipework shall be fixed to the elevations of the building other than as shown on the drawings hereby approved.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

**8.1.14 SCI4 – Roof plant**

No roof plant, including all external enclosures, machinery and other installations shall be placed upon or attached to the roof or other external surfaces of the building other than as shown on the approved drawings and/or details.

REASON: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area.

**8.1.15 SCD2 – Provision of access and facilities**

All provisions and facilities to be made for people with disabilities as shown on the plans and details hereby approved shall be implemented in full to the satisfaction of the Local Planning Authority before the use is first commenced.

REASON: In order to ensure that access and facilities for people with

disabilities are provided in order to ensure that they may make full use of the development.

**8.1.16 SCH8 – Parking for people with disabilities**

No part of the development shall be occupied until 18 car parking spaces shall be marked out for use by persons with disabilities and retained permanently for use by the vehicles of people with disabilities.

REASON: In order to ensure that a reasonable number of parking spaces are located conveniently for use by people with disabilities.

**8.1.17 SCH2 – Loading/ Unloading within the Site/ Building**

No loading or unloading of goods, by vehicles arriving at or departing from the premises shall take place otherwise than within the site.

REASON: To assist in ensure that the Public Highways is available for the safe and convenient passage of vehicles and pedestrians.

**8.1.18 SCH4 – Forward Vehicle Ingress/ Egress Only**

All vehicles shall enter and leave the site only in a forward direction.

REASON: In the interests of road safety generally and avoidance of obstruction of the highway.

**8.1.19 SCH5 – Provision of parking, turning and unloading space**

No part of the development hereby approved shall be occupied until accommodation for car parking, turning and loading/unloading has been provided in accordance with the approved plans, and such accommodation shall be retained permanently for use by the occupiers and/or users of, and/or persons calling at, the premises only, and shall not be used for any other purposes.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or public safety along the neighbouring highway(s) and to ensure the permanent retention of the accommodation for parking/ loading and unloading purposes.

**8.1.20 SCH9 - Marking parking areas**

Before the use hereby permitted first commences, appropriate markings shall be used to delineate all car parking spaces and service areas within the site/development as shown on the permitted plans, and such marking is to be retained permanently.

REASON: In the interests of orderly and satisfactory parking provisions being made on the site to ensure that the proposed development does not prejudice the free flow of traffic or public safety along the adjoining highway.

**8.1.21 SCH11 - Adequate visibility to Entrance**

Adequate visibility shall be permanently retained at a height of 0.6 metre from footpath level for a distance of 1.5 metres along the back edge of the footway on both sides of the permitted points of vehicular access, in accordance with the permitted plans.

REASON: To provide adequate indivisibility for drivers and pedestrians in the interests of road safety.

**8.1.22 Construction Traffic Management**

Details of the construction traffic route and a construction traffic management plan shall be submitted to the local authority in accordance with the details contained in the transport statement, prior to the commencement of construction works on site.

REASON: To ensure that the proposed development does not prejudice the free flow of traffic or public safety along the neighbouring highway(s)

**8.1.23 NSC**

Provision for 106 cycles within a covered secure facility. Details of which are to be submitted to and approved by the local planning authority, in writing, and subsequently installed in a satisfactory manner, before the development is first occupied/ use commences.

Reason: To ensure that a reasonable provision is made within the site for parking of cycles in the interest of relieving congestion in surrounding streets and improving highway condition in general.

**8.1.24 NSC**

A parking management plan shall be submitted prior to occupation/use detailing all marking, signage, security and management measures to be implemented.

Reason: To ensure that parking operations are implemented and maintained in accordance with the approved plans.

**8.1.25 NSC**

A full travel plan shall be submitted in accordance with the details contained in the transport statement hereby approved. Details of which are to be approved by the local planning authority, in writing, before the development is first occupied/ use commences.

Reason: In order to ensure that the development is implemented in accordance with the approved travel plan.

**8.1.26 Bio-diesel boilers**

Prior to the occupation of the development 4 equally sized oil firing boilers firing B100 biodiesel shall be installed and connected.

REASON: To secure the sustainable design and construction of the development.

**8.1.27 BREEAM**

Prior to the commencement of development a full BREEAM Assessment shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

REASON: To secure the sustainable design and construction of the development.

**8.1.28 Hours of operation**

The café/restaurant hereby approved shall only be open to members of the public between the hours of 09.00 and 17.00 in British wintertime and 09.00 and 20.00 in British summertime.

REASON: To safeguard the residential amenity of nearby occupiers.

**Signed.....****Date: 22 June 2009**

**Graham Loveland  
Interim Assistant Director - Planning  
Regeneration and Planning**