

Item 3: 07/13/0574/F

Location: Cheshunt Football Club, Theobalds Lane, Cheshunt, Herts, EN8 8RU

Description: Remodelling of existing football pitches to bring them in line with Football Association's recommended standards and the installation of an all weather synthetic pitch with floodlighting

Applicant: Mr Lee Williamson

Agent: Weller Designs Ltd

Date Received: 05.07.2013 **Date of Committee:** 08.10.13

Expiry Date: 30.10.2013 **NG Ref:** 535467 201339

Officer Contact: Paul Cavill

RECOMMENDED that: planning permission be granted subject to the conditions at the end of this report.

1. CONSULTATIONS

- 1.1 Herts Highways – no objection subject to conditions being imposed relating to: (1) wheel washing; (2) a limited number of heavy goods vehicle movements of 100 per day (50 in and 50 out); (3) construction works to be carried out in strict accordance with the submitted 'Construction Traffic Management Plan' and 'Lorry Management Plan'; (4) on-site turning space for construction vehicles; (5) on-site parking for public use to be retained at the existing level; and (6) the submission of a before and after road condition survey.
- 1.2 Environment Agency – No objection subject to conditions being imposed relating to: (1) the submission of a remediation strategy should any contamination not previously identified be found; (2) there to be no infiltration of surface water drainage into the ground without the prior approval of the Local Planning Authority; (3) the submission of a detailed surface water drainage scheme prior to the commencement of any works; and (4) the submission of a contamination monitoring plan for Theobalds Brook.
- 1.3 Sport England – no objection subject to the imposition of conditions requiring the submission of: (1) a Sports Pitch Feasibility Study; (2) further details of the design and layout of the proposed artificial pitch; (3) details of the pedestrian access arrangements to the proposed artificial pitch; and (4) details of the proposed phasing programme.
- 1.4 Broxbourne Property Services – notwithstanding any planning permission that may be granted, consent would also be required under the terms of the lease between

the applicant and Broxbourne Council as the landowner. Consent may also be required from Hertfordshire County Council as the holder of the main head lease for the site.

- 1.5 Environmental Health – following a review of the submitted plans and specifications EH agrees with the comments made by the Environment Agency and Hertfordshire Highways and strongly recommends that conditions are imposed in line with their recommendations and that appropriate systems are put in place to monitor compliance.

2. PUBLICITY

- 2.1 The application was advertised by means of site notices and letters to the occupiers of the neighbouring properties. The consultation period expired on 4th September.

3. REPRESENTATIONS

- 3.1 To date no letters of objection have been received from local residents.

4. RELEVANT PLANNING POLICY

- 4.1 The following policies of the Borough of Broxbourne Local Plan Second Review 2001-2011 (adopted December 2005) are considered to be of particular relevance:

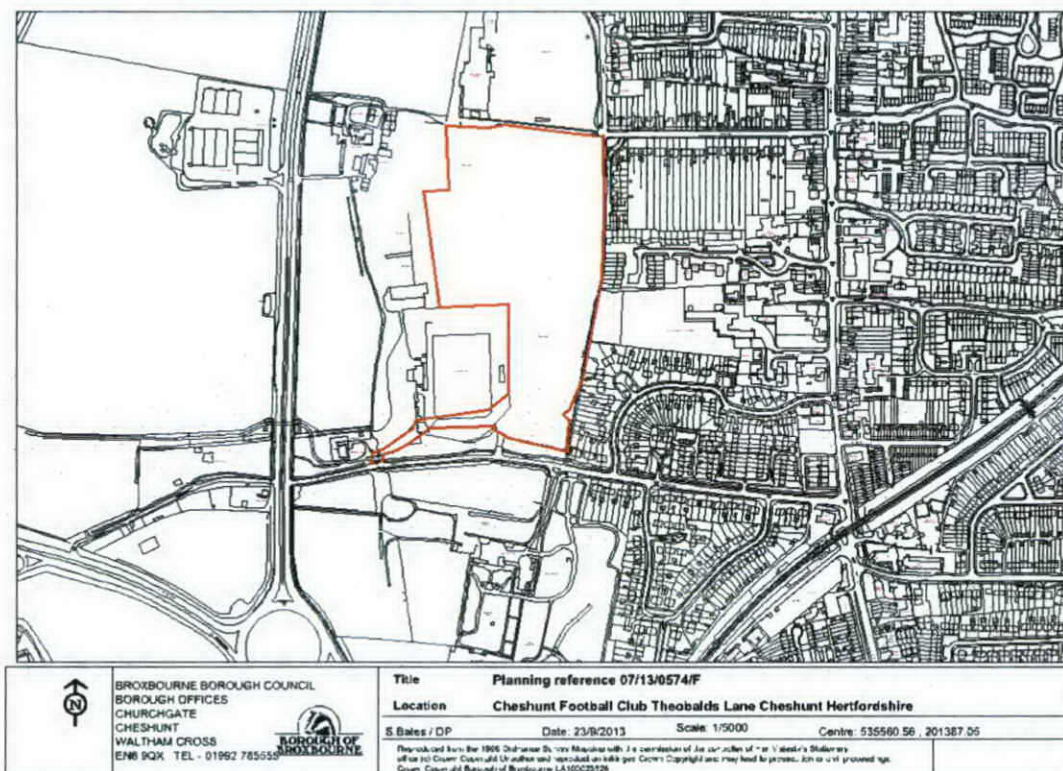
SUS5 Pollution
SUS8 Noisy Development
SUS11 Light Pollution & Floodlighting
SUS12 Development on Contaminated Land
SUS14 Water Supply, Waste Water Treatment & Water Conservation
SUS15 Ground and Surface Water Protection
SUS17 Flood Prevention
SUS18 Surface Water Drainage
GBC2 Development within the Green Belt
GBC6 Proposals for non-agricultural uses of Green Belt land
GBC7 Buildings required in association with predominantly open uses of Green Belt land
GBC16 Landscape Character Areas & Enhancement
CLT1 Community, Open Space and Recreational Facilities
HD2 Requirements for evaluation of heritage asset
HD13 Design Principles
HD14 Design Statement on Local Character
HD17 Retention/enhancement of landscape features
T3 Transport & New Development
T11 Car Parking

- 4.2 The Borough Supplementary Planning Guidance (SPG) (August 2004) is relevant in this case as it provides design guidance for all forms of development.

4.3 The National Planning Policy Framework (NPPF) 2012 also needs to be considered as it sets out the Government's planning policies for England and how these are expected to be applied. The chapters of particular relevance in this case are 8 (Promoting Healthy Communities), 9 (Protecting Green Belt Land) and 11 (Conserving and Enhancing the Natural Environment).

5. LOCATION AND DESCRIPTION OF SITE

5.1 The application site is located within the Green Belt to the east of the A10 (Great Cambridge Road) and north of Theobalds Lane. The north western part of the site is also located within an Area of Archaeological Significance.



5.2 The site, which covers an area of 6.66ha, forms part of the Cheshunt Football Club site and is currently used for football matches and training. It also includes an area of scrub/trees immediately to the north of the main stadium. The site is adjoined to the north by The Cheshunt Club, to the east by residential properties, to the south by Theobalds Lane and to the west by Cheshunt Rifle Range and Albury Farm. Vehicle access is provided via an existing entrance onto Theobalds Lane which serves a large open car park on the west side of the main stadium.

5.3 The site was subject to gravel extraction during the early 1900's and was subsequently landfilled. The site appeared to have been completely filled by the late 1940's when it became open land used as football pitches.

5.4 In 2011 the football club was taken over by Cheshunt Sports & Leisure Ltd who are looking to invest in the club both on and off the pitch so as to create a Conference standard football club and academy.

- 5.5 The existing football pitches to the east of the main stadium that are used for coaching, training and matches are in a poor condition that is not commensurate with the standards expected by the FA or Sport England. The state of the existing pitches is primarily due to the underlying landfill material that creates both poor drainage and an uneven playing surface.



Figure 1: Application site (southern end)



Figure 2: Application site (northern end)

6. RELEVANT PLANNING HISTORY

- 6.1 There is no planning history that is considered relevant to the consideration of this proposal.

7. PROPOSAL

- 7.1 The proposed development consists of the following four elements:

1. The remodelling of the existing pitches with around 100,000m³ of imported soils and sub-soils at an increased depth of up to 2.7 metres. This would involve around 11,000 deliveries over a 9-12 month period. The proposed layout of the upgraded playing fields would consist of one large pitch (90m x 60m), two medium pitches (75m x 50m), two 7-a-side pitches (55m x 35m) and six 5-a-side pitches (35m x 36m);
2. The removal of the existing woodland to the north of the main stadium, the raising of the land by around 1m and the construction of a new artificially surfaced all-weather 3G football pitch with perimeter fencing and floodlights; and
3. The installation of a comprehensive subsurface drainage system beneath the pitches together with the creation of strategic drainage features including a drainage ditch/swale running through the site and a runoff pond (detention basin). This drainage system will also form part of a rainwater harvesting scheme to meet the irrigation needs of the football club;
4. The planting of a new soft landscaping scheme throughout the site.



Figure 3: Proposed site layout

7.2 It is proposed to carry out the works in following three phases:

Phase 1

Installation of the artificial pitch

Phase 2

Remodelling of the 3 full size football pitches at the northern end of the site and the installation of a new cricket square.

Phase 3

Remodelling of the remainder of the site and the construction of the detention basin

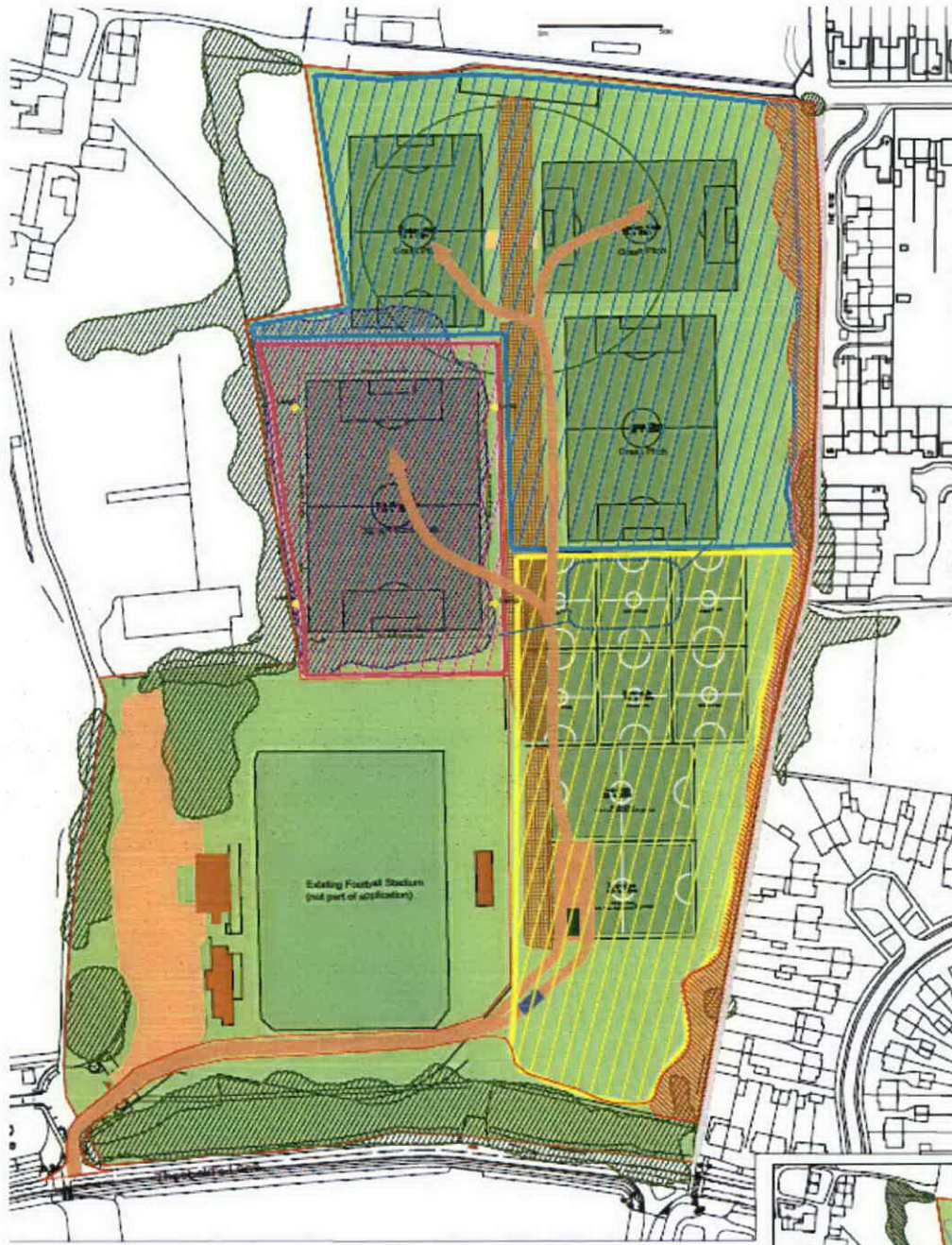


Figure 4: Phasing Plan – Phase 1 hatched pink, Phase 2 hatched blue and Phase 3 hatched yellow

8. APPRAISAL

8.1 The main issues for consideration in this case are as follows:

- i) Principle of development;
- ii) Design and Layout;
- iii) Highways/Parking.
- iv) Impact on amenity of neighbouring residential properties;
- v) Existing/Proposed Landscaping;
- vi) Drainage/Flooding;
- vii) Pollution;
- viii) Ecology;
- ix) Archaeology.

Principle of development

- 8.2 Policy GBC1 of the Broxbourne Local Plan confirms that within the Green Belt there will be a presumption against development other than that defined in Policy GBC2. The allowed exceptions set out in Policy GBC2 include: (1) essential small scale facilities associated with outdoor sport or outdoor recreation; and (2) other uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. This is supported by paragraph 89 of the NPPF which also identifies facilities for outdoor sport and outdoor recreation as not being inappropriate development within the Green Belt.
- 8.3 The proposed development would not constitute inappropriate development within the Green Belt as it involves the provision of facilities for outdoor sport and recreation. In accordance with both Chapter 8 of the NPPF and Local Plan Policy CLT1 it is considered that the proposal would provide new and improved sports facilities that would significantly enhance the sporting facilities at Cheshunt Football to the benefit of both its members and the wider community.
- 8.4 Overall the principle of the proposed development is considered to be acceptable and would comply with paragraph 89 of the NPPF and Local Plan Policy GBC2.**

Design and Layout

- 8.5 The proposed all weather pitch would be sited directly to the north of the main football stadium in an area that is currently occupied by a small copse of trees. It is proposed that this pitch will have four 18m high floodlights, one in each corner, together with a 3m high perimeter fence. Although the design of the floodlights has been provided and is considered to be acceptable no details of the proposed fencing have been presented. A condition is therefore recommended requiring that these details be submitted for approval.

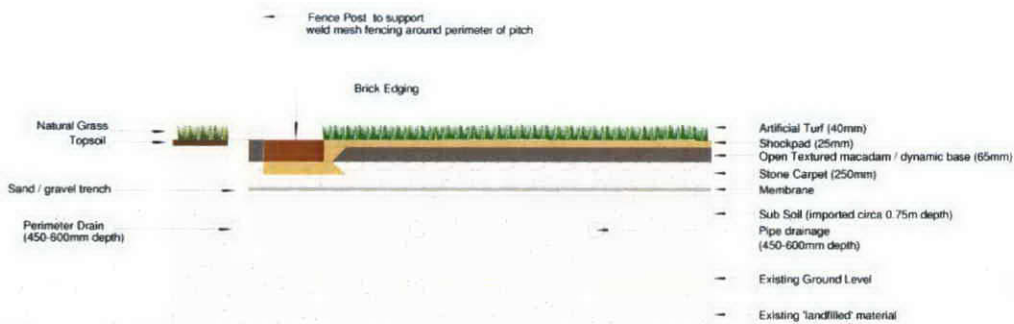


Figure 5: Artificial Pitch Construction – Typical Detail

- 8.6 The proposed remodelling of the existing grass football pitches would involve the importation of around 100,000m³ of inert Environment Agency approved soils and sub-soils. This would result in the ground level of the site rising by 0.5m-2.7m with the largest increase being in the north east corner of the site. The proposed increased site level is dictated by the minimum depth that the drainage pipes need to be set beneath the ground (approximately 600mm), together with the fall required in order to make the surface water drain effectively into the proposed central ditch and down to the detention pond at the southern end of the site.

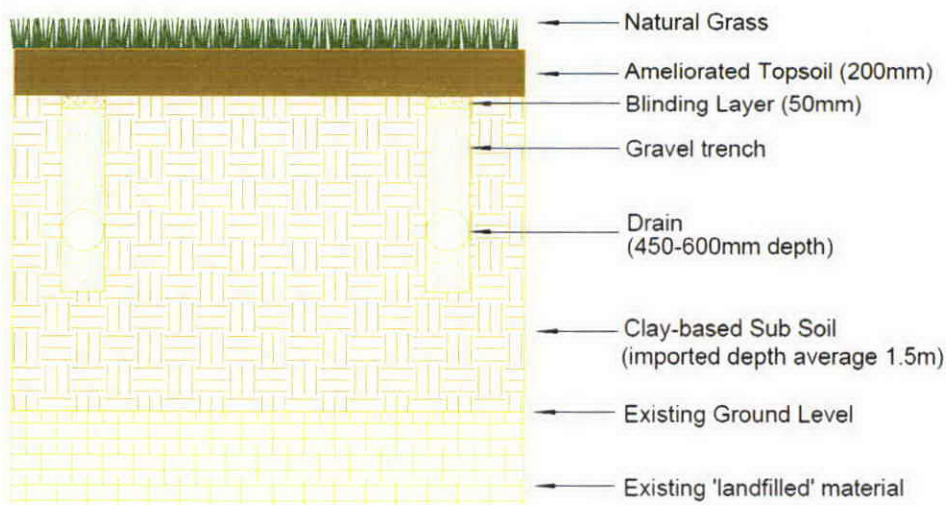


Figure 6: Grass Pitch Construction – Typical Detail

- 8.7 Although the proposal would result in a significant increase in land level the visual impact from public view points in Albury Ride and the adjacent public footpath would be minimised by gradually sloping the land up from the northern and eastern site boundaries. Further mitigation would be provided by proposed new landscaping around the perimeter of the site. The gradual increase in the height of the land, together with its continued use as grass football pitches would help to preserve the openness of the Green Belt.
- 8.8 **Overall the design and layout of the proposal are considered to be acceptable and comply with Local Plan policies HD13 and HD14.**

Highways/Parking

- 8.9 The proposed remodelling of the football pitches would involve the importation of almost 100,000 cubic metres of soil/sub-soil, resulting in around 11,000 deliveries over a 9-12 month period. This equates to 50 vehicles a day or around 6 to 7 an hour with the total number of 100 daily vehicle movements. The projected period of construction would of course be dependent on both the weather conditions and there being a continuous supply of material.
- 8.10 It is proposed that all lorries will access Theobalds Lane directly from the A10 so as to minimise the impact on the amenity of nearby local residents. Although this would create no issues for vehicles approaching from the north any vehicles coming from the south would have to travel up the A10 to the Turnford junction and back onto the south bound carriageway of the A10 via the roundabouts adjacent to Canada Fields and The Marriott Hotel. It is proposed that this routing would be identified via the use of temporary signage. Taking into account the long detour that north bound lorries would have to take in order to access the site it is considered that deliveries of soil during the proposed construction phase could potentially exacerbate congestion on the surrounding highway network, especially during peak hours. A condition is therefore recommended preventing the delivery of soil during the hours of 7.30 – 9.30 and 16.30 – 18.00 Monday to Friday.
- 8.11 An initial assessment of the proposal carried out by Hertfordshire Highways raised concerns regarding the construction phase of the development and the suitability of Theobalds Lane to accommodate the type and level of HGVs proposed due to its narrow width and tight kerb radius onto the A10. The submitted vehicle tracking diagrams show that an HGV turning into Theobalds Lane from the A10 would 'overtrack' significantly onto the opposite side of the carriageway. This would not create a significant issue if cars are encountered at the junction as an approaching HGV could slow down to let them exit and then turn unimpeded into Theobalds Lane. It would, however, have the potential to adversely affect the free and safe flow of traffic along both Theobalds Lane and the A10 if it meets another HGV that has just exited the site.

- 8.12 In response to this the applicant has put forward additional measures as part of an amended Construction Management Traffic Plan that would avoid two HGVs servicing the site meeting one another at the Theobalds Lane/A10 junction. This would involve a manual 'traffic light' system managed from the site office which will only allow vehicles to exit the site if other lorries are not in the near vicinity approaching the site. It will be possible to track each lorry via a central computer as they would all be fitted with a satellite navigation system. Whilst it is possible that HGVs associated with the proposed development may come into contact with other lorries using Theobalds Lane it is considered that this would not occur on a regular basis as larger vehicles are far more likely to utilise the wider roads that connect with the A10 to the north and south of the site, namely College Road and Winston Churchill Way.
- 8.13 Hertfordshire Highways has considered the above mitigation measures and has confirmed that they are satisfied that they would be effective in overcoming their initial concerns as they have been successfully used at other sites around the county.
- 8.14 It is not considered that any parking issues would arise during the construction phases as the existing car park is large enough to accommodate the vehicles of both contractors and other visitors to the site, whilst also providing ample manoeuvring space for all vehicles including lorries. Whilst the existing car park is considered to be large enough to absorb any additional parking demands that might arise as a result of providing the proposed all-weather pitch this has not been demonstrated as part of the application. A condition is therefore recommended requiring further details of existing and proposed on-site parking for both contractors and the general public to be submitted for approval.
- 8.15 **Overall the proposed access and parking provision are considered to be acceptable and comply with Local Plan Policies T3 & T11.**

Impact on amenity of neighbouring residential properties

- 8.16 The site level at the eastern site boundary would remain as existing with a gradual increase up to the highest point of the proposed new ground level (2.7m). This would result in the new pitch level being set back around 40m from the residential properties in The Ride, 35m from the flank elevation of the nearest dwelling in Friends Avenue and 30m from the rear elevation of the nearest property in Montayne Road. The proposed remodelling of the pitches would not have an adverse impact upon the residential properties at Albury Farm as they are all located at least 70m from the western boundary of the application site.



Figure 7: Residential properties in The Ride



Figure 8: Residential properties in Friends Avenue



Figure 9: Residential properties in Montayne Road

- 8.17 The proposed flood lights would not result in any direct light intrusion onto neighbouring land occupied by any residential properties. The applicant's lighting engineer has also undertaken a number of source intensity calculations for the residential properties to the east and this has demonstrated that the flood lights meet with the requirements of Environmental Zone E1 (Intrinsically dark areas such as National Parks, AONBs, etc) as set out in the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light.
- 8.18 **Overall it is considered that the proposal complies with Policies SUS11 and H8 as it would maintain adequate privacy for the neighbouring properties to the east, whilst also minimising light pollution.**

Existing/Proposed Landscaping

- 8.19 The construction of the proposed artificial pitch would require the removal of a number of existing trees from the western boundary of the site. Whilst the loss of these trees would be regrettable none are considered to be of significant amenity value.



Figure 10: Trees/shrubs to be removed

- 8.20 The loss of the existing trees would also be mitigated by the proposed scheme of replanting which would consist of over 4500 native trees, with the majority planted as 50cm high whips and 10% being standard trees. A condition is recommended to ensure that this landscaping is planted during the first available planting season that follows the completion of each phase.
- 8.21 **Overall it is considered that the proposed development would not result in the loss of any significant landscape features, whilst the proposed landscaping scheme would positively enhance the character and appearance of the surrounding area. It would therefore comply with Local Plan Policy HD17.**

Drainage/Flooding

- 8.22 Although the site is not located within a flood zone a Flood Risk Assessment has still been submitted as part of the application and this has concluded that no mitigation is required in this case as the site is not at risk from flooding.
- 8.23 There are no existing surface water drainage arrangements for the football pitches to the north and east of the main stadium. These pitches are therefore prone to water logging, particularly at the southern end of the site.
- 8.24 The proposed drainage system would consist of a number of pipe drains in a herring-bone arrangement beneath the pitches. In accordance with the Sport England and Football Association guidelines the pipes will need to be set around 450-600mm below ground level. In order for surface water to drain the full 350m distance from the northern end of the site to the proposed detention basin it is proposed that the pitches will fall towards a central connecting ditch (approximately

700mm deep) that will carry water from north to south. A small swale is also proposed around the perimeter of the site so as to intercept surface water run off from the graded banks along the northern and eastern boundaries of the site.

- 8.25 The proposed detention basin would be approximately 50m long and 35m wide, and would have maximum water depth of 750mm. It would be constructed using a geotextile membrane that is covered with 300mm of compacted fill. A piped drain would allow any excess water to flow into Theobalds Brook to the south.
- 8.26 A temporary 1200m² detention basin with connecting pipes/swales is proposed to be constructed at the northern end of Phase 3. This area would sit below the site levels of Phases 1 and 2 thereby allowing the basin to be created using mounding rather than excavating into the landfill. Upon completion of phases 1 and 2 the permanent detention basin at the southern end of Phase 3 will be created and any remaining water in the temporary basin will be pumped or gravity fed into this and the temporary one backfilled.
- 8.27 **Overall it is considered that the proposed development would comply with Local Plan Policies SUS14, SUS15, SUS17 and SUS18 as it would significantly improve drainage across the site without increasing the risk of flooding to any existing watercourses or adjoining land/property.**

Pollution

- 8.28 The Environmental Risk Assessment that has been submitted as part of this application has identified that: (1) the site is landfilled with inert non-putrescible waste; (2) it is set within a low to moderate sensitivity environmental setting; and (3) the proposed development will provide a more adequate site cap to protect site users from physical injury. It has also concluded that "Given the inert nature of the fill at the site and time since deposition, the increased loading from the capping material proposed is not considered likely to significantly increase the potential for contaminant leaching or gas migration. Additionally, the proposed cap and engineered drainage will reduce water filtration through the fill material".
- 8.29 The Environment Agency has assessed the proposal and has raised no objection in respect of pollution subject to the imposition of conditions. Although the type of material imported onto the site would be controlled to a certain extent via Environment Agency permit it would appear that this would allow a wide range of waste types to be deposited on the site, including: waste from the preparation & processing of meat, fish and other foods of animal origin; pulverised fuel ash from power stations; waste ceramics, bricks, tiles, ballast and concrete; and dredging spoil. None of these materials are considered to be acceptable in this case and it is therefore recommended that a condition be imposed preventing them from being deposited on the site. It is envisaged that the type/quality of imported material would be monitored by the Council's Planning Compliance Officer on a regular basis with additional spot checks carried out by the Environment Agency under the terms of their permit.

- 8.30 The construction of the proposed detention pond and the southern part of the central swale would require some excavation into and removal of material from the existing landfill site. The Environment Agency has confirmed that they would have no objection to these works subject to the imposition of a condition that requires regular contamination monitoring of Theobalds Brook.
- 8.31 In order to minimise noise disturbance to neighbouring residential properties it is proposed to provide a buffer zone along the eastern site boundary within which there will be no movement of machinery or vehicles. It is recommended that a condition be imposed requiring details of noise mitigation measures to be submitted for approval. The hours of construction work will also be controlled via condition.
- 8.32 The proposed development does create the potential for dust generation. In order to prevent this from having an adverse impact on the amenity of local residents the following safeguards are being proposed: (1) the use of a mobile water bowser, particularly during periods of dry weather; and (2) all vehicles delivering or removing materials to/from the site will be fully sheeted.
- 8.33 It is not envisaged that the proposal would create any vibration issues as the proposed routing of construction vehicles will avoid local residential roads, whilst the on-site movement of lorries would be across a temporary access road/natural soil and not via any permanently constructed road surface.
- 8.34 **Overall it is considered that the proposed introduction of clay based sub-soils and engineered drainage would help to reduce the potential for contaminant leaching. Appropriate mitigation measures can be put in place to safeguard against noise and dust pollution, and no significant vibration issues would be created. It would therefore comply with Local Plan Policies SUS5, SUS8, SUS12 and SUS15.**

Ecology

- 8.35 The application is not located within or adjacent to any designated Wildlife Sites, Sites of Special Scientific Interest or Local Nature Reserves. An 'Ecological Walkover Assessment and Protected Species Survey' has been submitted as part of the application and this concludes that the site is "...species poor and of low biodiversity value" and that "the proposed woodland and wild flower planting will create habitat corridors...that will deliver a net biodiversity gain to the area".
- 8.36 The proposed areas of dense native tree planting (10,500m²), together with the additional 2,285m² of proposed meadow grassland with wildflower planting would compensate for the loss of the existing woodland area by providing a larger and more varied spread of habitats throughout the site.
- 8.37 **Overall it is considered that the proposed development would result in a net gain in biodiversity that would enhance the natural and local environment in accordance with the aims and objectives of Chapter 11 of the NPPF.**

Archaeology

- 8.38 Although the north western part of the site falls within an Area of Archaeological Interest it is considered unlikely that the proposed development would have an adverse impact upon any important archaeological remains as it would not extend beyond the area that has been previously landfilled. It would therefore be in accordance with Local Plan Policy HD2.

Other Issues

- 8.39 In order to minimise the visual impact and general disruption caused by the proposed development it is recommended that a condition is imposed requiring the development to be carried out in accordance with the submitted phasing plan, with Phase 2 not to be commenced until Phase 1 has been fully completed and Phase 3 not to be commenced until Phase 2 has been fully completed. A further condition is recommended requiring the lodging of a financial bond that could be used by the Council to remediate the land and reinstate the football pitches in the event that the applicant fails to complete the works.
- 8.40 The Council is proposing to install a new formal turning area at the entrance to the football club in connection with the use of the adjacent Paul Cully footbridge that crosses the A10. An appropriate contribution towards these works from the applicant is being sought through the lease negotiations.

9. CONCLUSION

- 9.1 The proposed development is not considered to be inappropriate development within the Green Belt as it would involve the provision of facilities for outdoor sport. It would provide new and improved sports facilities that would significantly enhance the sporting facilities at Cheshunt Football to the benefit of both its members and the wider community. The proposal would not have an unacceptable adverse impact on the openness of the Green Belt, the character of the surrounding area, or the amenity of any neighbouring residential occupiers. The proposed development has the potential to adversely affect the free and safe flow of traffic along both Theobalds Lane and the A10; however, it is considered that this is controllable by way of appropriately worded planning conditions. The proposal would also not result in the loss of any important landscape features. The critical matters for the completion of the scheme are considered to be the nature of the deposited material, the final depth of fill and the landscaping of the site, all of which can be appropriately managed via the imposition of the relevant recommended conditions.

RECOMMENDED that planning permission be granted subject to the following conditions:

- 1) GEN01A Standard Time Limit – 3 years
- 2) GEN07 Development in Accordance With Numbered Plans
- 3) Landscaping details to be submitted – maturity of trees
- 4) Approved landscaping to be planted in first available planting season following the completion of each phase
- 5) LS03 Replacement Planting
- 6) LS08 Implementation of approved landscaping
- 7) Hours of construction work (8-6 Mon-Fri, 8-1 Sat and not on Sundays or Bank Holidays)
- 8) No deliveries of material to be deposited on the site outside of the hours 09:30 - 16.30 Mon- Fri
- 9) Remediation Strategy to be submitted should any contamination not previously identified be found
- 10) No infiltration of surface water drainage into the ground without the prior approval of the Local Planning Authority
- 11) Detailed Surface Water Drainage scheme to be submitted prior to the commencement of any works
- 12) Details of wheel washing to be submitted
- 13) Details of the construction method and surfacing material of the proposed temporary access road to be submitted prior to the commencement of works
- 14) Survey of finished site levels to be submitted upon the completion of each phase with the method approved prior to the commencement of any works
- 15) Development to be carried out in accordance with approved phasing plan (551.07 rev A) with Phase 2 not commencing until Phase 1 has been fully completed to the satisfaction of the Local Planning Authority and Phase 3 not commencing until Phase 2 has been fully completed to the satisfaction of the Local Planning Authority.
- 16) Details of fencing around perimeter of artificial pitch to be submitted for approval
- 17) Flood lights not to be used any later than 22.00
- 18) Submission of a Sports Pitch Feasibility Study
- 19) Further details of the design and layout of the Artificial Pitch to be submitted
- 20) Details of pedestrian access arrangements to the proposed artificial pitch to be submitted
- 21) Heavy goods vehicle movements to be restricted to 100 per day (50 in and 50 out)
- 22) Construction works to be carried out in strict accordance with the submitted 'Construction Traffic Management Plan' and 'Lorry Management Plan'
- 23) On-site turning to be provided for construction vehicles
- 24) On-site parking to be retained at existing levels
- 25) Details of a before and after road condition survey to be submitted
- 26) Details of existing/proposed on-site parking for contractors and the general public to be submitted

- 27) Contamination monitoring plan – Theobalds Brook
 - 28) None of the following materials shall be deposited on the application site at any time: waste from the preparation & processing of meat, fish and other foods of animal origin; pulverised fuel ash from power stations; ceramics, bricks, tiles, ballast, concrete and other construction waste; or dredging spoil.
 - 29) Temporary detention basin to be constructed prior to the commencement of Phase 1 and it shall only be decommissioned once the permanent detention basin has been constructed
 - 30) Details of noise mitigation measures to be submitted for approval prior to the commencement of any works
 - 31) Mobile water bowser to be available on site at all times during the construction works for the purposes of dust suppression
 - 32) A financial bond to be lodged for the purposes of remediating the land and reinstating the football pitches in the event that the applicant fails to complete the works.
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