

PLANNING AND REGULATORY COMMITTEE

26th July 2017

PLANNING APPLICATIONS FOR DETERMINATION

Item 1: 07/16/1369/F

Location: Cheshunt Football Club, Theobalds Lane, Cheshunt

Description: Hybrid application comprising part full, part outline for:

A new stadium with up to 5,192 seats, 66 no. one bedroom apartments, 70 no. two bedroom flats, 22 no. three bedroom houses and 28 no. four bedroom houses, highway access works, internal works and supporting infrastructure [Full application]

New facilities for Cheshunt Football Club in use classes, D1, D2 and sui generis - [Outline Application - matters reserved relating to internal layout and external appearance].

Western Block – New sports, community, leisure and commercial use in use classes A1, A3, A4, A5, B1, D1 and D2 [Matters relating to internal layout reserved]

Applicant: Mr Dean Williamson

Agent: Waller Planning

Date Received: 14.12.2016 **Date of Committee:** 26.07.2017

Officer Contact: Peter Quaile **Expiry Date:** 16.03.2017

Ward Councillors: Cllr Crump, McCormick and Cllr Siracusa

RECOMMENDED that: planning permission be granted subject to, submission to and clearance by the Secretary of State, the applicant completing a planning obligation under s.106 of the Town and Country Planning Act 1990 (as amended) for the terms set out in this report and the conditions at the end of this report.

1.0 CONSULTATIONS

- 1.1 HCC Highways – no objection subject to conditions [see paragraphs 8.28-8.36].
- 1.2 HCC Environment – Requests planning obligation contribution to fire hydrants

- 1.3 HCC Flood Risk Management – Response to amended scheme awaited and a verbal update can be provided at committee.
- 1.4 Highways England – No objection subject to an attendance limit of 2000 persons
- 1.5 Environment Agency – No objection subject to a condition requiring details of an 8 metre buffer zone either side of the Trinity Marsh Ditch
- 1.6 Herts & Middx Wildlife Trust – No objection
- 1.7 Natural England – No response
- 1.8 Historic England – No objection
- 1.9 Environmental Health – No objection in principle subject to conditions and financial contribution towards air quality management in the vicinity of the site.
- 1.10 Thames Water – Requests a condition to deal with sewage disposal and piling methods
- 1.11 Sport England – No objection as statutory consultee as the proposal meets Exception 4 as set out in their terms of reference: but subject to conditions and legal agreement in relation to timing and delivery of the new stadium, 3G pitch and community facilities
- 1.12 The Womley and Turnford Society – Objects to the development in the Green Belt served by a narrow road and with implications for traffic generation on the A10 leading to Junction 25 of the M25.
- 1.13 CPRE – Objects to inappropriate development within the Metropolitan Green Belt and comments that the Council will need to satisfy itself as to the necessity of the proposed number of dwellings in relation to the enabling nature of the proposal.

2.0 PUBLICITY

- 2.1 The application was advertised by means of three site notices at and around the site, newspaper advert and individual neighbouring letters to 137 adjacent residents including properties in Montayne Road, Theobalds Lane, Friends Avenue and Albury Ride. The consultation period expired on 10th January 2017.

3.0 REPRESENTATIONS

- 3.1 208 letters of objection and comment have been received from local residents along with a petition from 131 households opposing the scheme. 120 letters of support have also been received from residents and from others who use the existing sports facilities. The objectors raise concerns in the following terms:
 - There will be increased noise from the stadium and new houses
 - There are not enough doctors and good schools have waiting lists
 - Social housing will bring its own problems
 - What revenues will the Council gain from the development?

- Neighbours are really concerned about increased traffic volumes, it is nightmare when Spurs play matches, it will be impossible to get to Cedars Park and the gym will cause additional traffic.
- Theobalds Lane is a racetrack and the A10 junction is an accident waiting to happen
- There will be noise, vibration, dust and pollution from the construction works
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- All trees on the boundary should be retained/replaced/infilled if damaged
- Houses will be more susceptible to burglary while building work is in progress
- This area is a flood plain and the development will reduce the area for heavy rain to be absorbed
- The new three storey houses and boundary trees will overshadow nearby houses and change the openness of the area by extending into high quality Green Belt
- The stadium is overbearing and significantly larger than it needs to be
- This scheme would build into the Green Belt open area which separates Broxbourne and Enfield - all the open space in the Borough is being lost
- This land will only make a limited contribution to the Borough's housing allocation
- Train and bus services are already inadequate – will these be improved?
- There is already congestion in the morning at the Theobalds Lane/A10 junction so this scheme will be a danger to cyclists and school children
- House values on Montayne Rd will be reduced and there will be noise and dust from the major construction
- There will be pressure on local sewerage systems
- Montayne Rd will become a rat run when traffic congestion gets worse
- How many more sports facilities are needed at the cost of loss of green space?
- If there are going to be 5192 spectators will there be a park and ride scheme?
- The scheme is just a money-making venture at the expense of local people
- There will be a serious impact on the beauty of Cedars Park from the development and it will be harder to access the Park
- The A10/Theobalds Lane junction is already an accident blackspot and this scheme will make it worse – it is too narrow for lorries
- The traffic will make the bad air pollution even worse
- Traffic will travel even faster if the chicane is removed
- The townhouses would be ugly and characterless
- Giving permission would make this into valuable land and the benefits should go to the whole community
- The development would make the current littering even worse
- A transport plan will be needed if the stadium of this size is approved
- The area is inundated with traffic on match days
- There should be another access/roundabout on the A10 to take new traffic
- Is there enough parking for the houses? This is already a problem on the Lane
- The yellow lines in Montayne Rd should be kept
- The traffic on the Lane is almost as bad as before the A10 by-pass was built
- The density is inappropriate and out of context with the local area
- The design of the townhouses is out of keeping with the local neighbourhood
- There could be dual access by connecting with Albury Ride
- The developer should not be allowed just to build the residential – the committee should ensure that the planned stadium goes ahead

- The tree screening will take time to mature
- The range of housing should be inclusive for the community including the elderly and young
- More spectators will mean more anti-social behaviour
- The consultation period should not have been undertaken over Christmas
- If the Club is successful it would be a major problem for the local area
- There could be additional traffic queuing onto the link road
- People already park in surrounding streets for the Club and Cedars Park

4.0 RELEVANT LOCAL PLAN POLICIES

4.1 The following policies of the Borough of Broxbourne Local Plan Second Review 2001-2011 (adopted December 2005) apply:

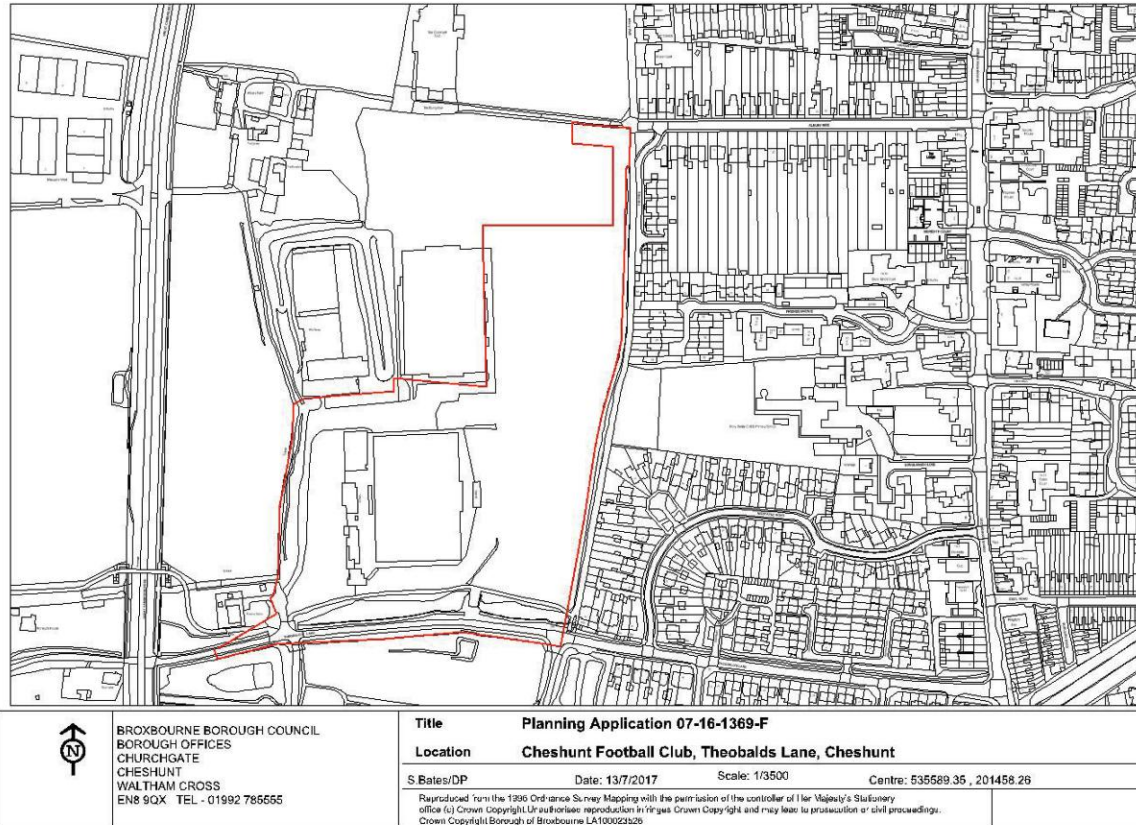
GBC2	Development within the Metropolitan Green Belt
SUS6	Air Quality
SUS10	Noise Sensitive Development
SUS11	Light Pollution
SUS12	Development on Contaminated Land
SUS17	Flood Prevention
SUS18	Surface Water Drainage
H2	Maximising the Development Potential of Sites
H8	Design Quality of Development
H11	Housing Densities in New Development on Unallocated Sites
H12	Housing mix
H13	Affordable Housing
HD13	Design Principles
HD14	Design Statement on Local Character
HD16	Prevention of Town Cramming
HD18	Trees, Hedgerows and Woodlands
HD22	Community Safety
RTC1	Hierarchy of Town and Local Centres
T3	Transport & New Development
T10	Cycling Provision
T11	Car Parking
IMP2	Community & Infrastructure needs linked to new development

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.

4.4 The Borough of Broxbourne Draft Local Plan July 2016 was agreed by Cabinet for consultation 12th July 2016 and is a material consideration in determining this application. In particular, draft Policy CH5: Cheshunt Football Club and CH6: Albury Farm Landscape Protection Zone are of relevance to this current application.

5.0 LOCATION AND DESCRIPTION OF SITE



- 5.1 The application site lies to the north of Theobalds Lane and just to the east of the A10 within the Cheshunt South and Theobalds ward. To the east of the site, running north – south connecting Albury Ride with Theobalds Lane is Albury Walk which is a public right of way [Cheshunt 011]. To the west of the site are a strip of arable farm land which separates the club from the A10, a pumping station associated with Theobalds Brook and the access to the Paul Cully Bridge. To the south of the site across Theobalds Lane is The Cedars Park while to the north is land in the club's ownership which has football pitches and the recently-constructed 3G pitch. Also to the north, outside the applicant's land ownership is the club building of Cheshunt Rifle and Pistol Club. Bounding the site to the east are dwellings on Montayne Road and Albury Ride along with the playing field of Holy Trinity Primary School.
- 5.2 The roughly L-shaped site has an area of just over 7.5 hectares and has a natural fall to the south and east. The entire application site lies within the Metropolitan Green Belt (MGB). Theobalds Brook runs west – east through the southern edge of the site and is a main river tributary. The southern part of the site [including the land which is proposed for houses] is made ground, being a former landfill site which was backfilled with inert waste. The southern part of the site also falls within Flood Zone 2 as designated by the Environment Agency. A Tree Preservation Order was imposed 3rd July 2017 on and around the south of the site LT6-298 [No.10] 2017 which in terms of the proposed development covers a small group of trees and a single sycamore near to the south-eastern corner of the site. The existing stadium which has a standing a seated capacity of around 2000 runs on a north-south alignment with the existing club rooms, function suite and changing rooms along the western side of the pitch facing the car park. The existing access from

Theobalds Lane lies in the south-western corner of the site but there is another, currently unused, vehicular access over the brook which is around 80 metres from the eastern boundary.

The northern boundary wall to The Cedars Park is grade 2 listed and the site of Theobalds Palace which is a scheduled ancient monument lies immediately to the south of that boundary wall.

Existing Stadium



Existing Club Buildings and Entrance



6.0 PROPOSAL

- 6.1 This is a hybrid application in which the majority of the development, namely the houses, flats, stadium core, parking areas and accesses is the subject of a detailed planning application. The clubhouse and facility block to the north side of the new stadium along with the office/community building to the west of the new stadium are the subject of an outline application with their internal layout and external appearance reserved for future detailed submissions. The applicant has submitted an indicative internal layout of the clubhouse building at the north of the site but the western block is proposed for a wide range of flexible uses as set out in the description with the final layout and balance of uses to be determined in a future application, The 50 houses would be laid out to the south-eastern corner of the site. The 136 apartments would be to the southern and eastern sides of the new stadium with their rear walls being shared with the structure of the stadium and there would be four corner towers of 19 flats each. The residential accommodation is proposed as enabling development which would allow construction of the stadium with an eventual seated capacity of 5192 spectators along with provision of the club house/function rooms at the north end of the stadium and the office/community space which flanks the west part of the proposal.



- 6.2 The proposed new stadium building would be constructed initially with its concrete base, rear structural wall and roof in place along with 1000 seats. The apartments to the southern and eastern sides would be set out over four floors while the corner towers would be ground and five upper floors. The club facilities would be on three storeys and the office/community block facing west would rise to four storeys. The 50 houses to the south-eastern part of the site would be three storey town houses. The design for the stadium, western block and associated flats would be modern with flat roofs and considerable areas of feature glazing. The houses would be constructed of facing brickwork with a parapet and flat roof. The design would be relatively conventional but with modern over-sized window openings and rusticated ground floors as key elements in their composition.

6.3 Access for vehicles to the stadium and the associated club facilities and office/community space would be via the existing opening to Theobalds Lane while the houses and majority of the apartments would be reached by re-opening the entrance further to the east along Theobalds Lane, using the existing culvert over the brook. As part of a package of road improvements, there would be traffic calming features and signage along Theobalds Lane from the mini roundabout with Dudley Avenue up to the main site entrance and an amended junction radius at the A10/Theobalds Lane junction to improve access from the dual carriageway for larger vehicles. Car parking would be mainly in-curtilage for the housing areas while there would be a combination of surface car parking and parking underneath the southern and eastern blocks which would serve the apartments, stadium, clubhouse and office/community space.

6.4 The application is supported by a comprehensive suite of documents as follows:

- Design and Access Statement
- Planning Statement
- Economic Viability Statement (confidential)
- Transport Assessment
- Drainage Strategy
- Air Quality Assessment
- Land Contamination Risk Assessment
- Flood Risk Assessment
- Habitat and Bio-diversity Survey
- Travel Plans for the residential and commercial elements
- Stadium Event Management Plan

6.5 The applicant undertook pre-application consultation with local residents, Council officers and elected representatives.

7.0 RELEVANT PLANNING HISTORY

7.1 There is an extensive planning history at this site in connection with the long term operation of the football club and associated activities. The most recent planning history is as follows:

- Planning permission granted 9th January 2017 for “erection of ball stop netting around playing pitches at Cheshunt Football Club” [Ref: 07/16/1255/F]
- Planning permission granted 9th January 2014 to “replace existing 8no.18m floodlight columns with 4no. new 18m floodlight columns, demolition of existing main stand and erection of new spectator stand” [ref: 07/13/1015/ F].
- Planning permission granted 25th October 2013 for “re-modelling of existing football pitches to bring them in line with the Football Association’s recommended standards and the installation of an all-weather synthetic pitch with floodlighting” Ref: 07/13/0574/F]. Phase1 of this permission has been implemented and the second phase is under way.

8.0 APPRAISAL

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

- i. Principle of enabling residential development and construction of a new stadium and associated facilities;
- ii. Green Belt and Playing Fields;
- iii. Principle of retail and other proposed uses
- iv. Impact on amenity of neighbouring residential properties;
- v. Design, layout, and scale;
- vi. Highway safety and Parking;
- vii. Drainage and Flood Risk;
- viii. Heritage assets;
- ix. Trees, landscaping and Ecology;
- x. Other matters
- xi. Affordable Housing; and Planning Obligations

Principle of development at the football club site

8.2 Members will be aware that the Council is the long [999 years] leaseholder of this site and that Hertfordshire County Council is the freeholder. The existing club tenant has a 30 year lease from this Council with 23 years remaining. Prior to the draft allocation in the new Local Plan there was considerable discussion with the Football Club about future prospects for the stadium. The long term aspirations of the current football club owners, in partnership with this Council have been recognised by the Council through its provisional allocation for the redevelopment of the stadium and the enabling commercial and residential development within the draft Broxbourne Local Plan 2016. The draft Policy CH5; *Cheshunt Football Club* envisions a new community stadium enabled via residential and commercial development [albeit the draft Policy proposes a development of c. 120 new homes]

Green Belt

8.3 In terms of the broader policy context, the entire site falls within the Green Belt and Members will be aware that under the policy framework of the adopted Local Plan and the NPPF, new buildings, save for specified exceptions, constitute inappropriate development. Paragraph 89 of the NPPF notes six categories of operational development which are exceptions to the general prohibition including bullet 2 which supports "*appropriate facilities for outdoor sport, recreation and cemeteries, as long as it preserves the openness of the Green Belt....*" Although the redeveloped stadium clearly provides new sporting facilities, it is equally apparent that the overall development significantly reduces the openness in this part of the Green Belt. The consequence is that the proposal represents inappropriate development for which the applicant is required to demonstrate very special circumstances given that inappropriate development in the Green Belt is by definition harmful. Although the areas of the site which have been subject to mineral extraction constitute previously developed [brownfield] land, the current proposal could not be characterised as not having a greater impact on openness than the existing uses.

- 8.4 The applicant has put forward a case which is framed within their long-term aspirations to move the football club upwards in the FA pyramid while providing a new community stadium with up-to-date changing, physio, training and community facilities along with club, educational and function rooms at the northern end of the stadium. New offices and community space would also be provided for the Borough in the western block. The new stadium complex would be developed by means of the enabling residential accommodation and the income derived from the function rooms, offices and community space would in turn help the Club to progress on the football field while it developed still further the youth development and other associated activities which are integral components of a community-based sports facility.
- 8.5 The residential element is also a material consideration in dealing with this proposal and which would go some way to meet the housing land supply requirements identified in the draft Local Plan 2016. However, Members should be aware that central Government advice [reflected in appeal decisions] is that a shortfall against a five years housing land supply is not a good reason on its own to justify residential development in the Green Belt.
- 8.6 The case advanced by the applicant is relatively straightforward and explicitly entails enabling development as a key part of its justification for undertaking inappropriate development in the Green Belt. It is considered that the principle of the scheme is broadly in accordance with the corporate and planning aims and objectives of the Council which were set out in the July 2016 Consultation Draft of the Local Plan. In particular, draft Policy CH5: *Cheshunt Football Club* underpins the principle of allowing enabling development around and to the east of the current football stadium in order to provide funds to construct a new community asset. Whilst the Local Plan has yet to be adopted, the existence of this policy would in itself constitute a very special circumstance to enable a favourable consideration of this planning application.
- 8.7 Against this backdrop it is considered that very special circumstances exist that would clearly outweigh the harm to the Green Belt and therefore justify permitting this inappropriate development in the Green Belt, in accordance with national planning policy.
- 8.8 The impact on the wider Green Belt has been assessed over the course of several site visits and is examined below. Members will note that if the scheme does gain planning permission, it will be necessary for the County Council to lift the Green Belt Deed to allow construction of houses on the eastern part of the application site.
- 8.9 The impact on the local and wider Green Belt relates to views into the site from the A10, Theobalds Lane, the built up area which includes Montayne Road and Friends Avenue along with vistas looking south and west from the public footpath Albury walk which links Albury Ride and Theobalds Lane. The tallest elements of the scheme would be the residential towers on the corners at 18.75m, while the town houses would rise to a height of 9.75m. The most open views of the site would be from the north across the football training pitches which would provide clear views of the development. The main public views from the east would be from the public right of way but the visual impact would be mitigated by the c.2m level difference on this side. Houses in Albury Ride, Friends Avenue, Montayne Road and Theobalds Lane would all have views of the development and the outlook from these

houses/gardens would be altered by the gable ends of the housing element along with the stadium and flats at a greater separation distance [circa 90m at the nearest point to the flatted block at the south-eastern corner of the stadium]. From the south, views into [especially in summer/autumn] would be heavily screened by the mature tree screen which runs along Theobalds Lane adjacent to the brook. From the east, the setting is dominated by the footbridge over the A10 and there are some trees and hedgerows to act as partial cover.

- 8.10 Overall, despite the existing trees, especially to the south and proposals for additional boundary trees and landscaping, there will be a significant change to the vistas from most viewpoints around the site. Although there is an existing football stadium with 18m floodlight columns, modest spectator stands and single storey clubhouse and changing facilities and the site for the houses is chiefly landfill, there would undoubtedly be a very significant change to the openness of the Green Belt in this part of the Borough. Members, however, should bear in mind that there is already significant activity on this site with associated impacts from traffic, floodlighting and noisy activity.
- 8.11 The overall planning context includes this Council agreeing the principle of enabling development at the site via the consultation draft local Plan. There would certainly be significant impacts on the openness of the Green Belt but this was explicitly envisaged by the draft local plan and is inevitable if the football club's aspiration to move up the football pyramid is to form part of the Borough's vision over the period of the new Local Plan up to 2033.
- 8.12 **It is considered that the applicant has demonstrated that there are very special circumstances which justify the proposed inappropriate development in the Green Belt and clearly outweigh the harm which would be caused. The enabling development is considered to be essential to the expansion and enhancement of the football stadium and the ancillary supporting facilities and income streams for the club's development. The scheme is considered to comply with paragraphs 87 and 88 of the NPPF and to accord with draft Local Plan Policy CH5 which envisions the redevelopment of the application site.**

Principle of retail and other uses

- 8.13 The scheme includes within its proposed scope, a unit of commercial floorspace on the western side of the stadium. This accommodation would be used to generate income to help fund the future development of the football club and the application has been made in terms of a flexible range of uses including retail, restaurant, offices and assembly/leisure activities. Such uses are normally directed towards established town centres by adopted Policy RTC1 and by the NPPF. There is a requirement in local and national policy to apply a sequential test to proposals for town centre uses and it is also important to demonstrate that the scheme would not have a materially adverse impact on the nearby town centre in Waltham Cross. The proposal set over four floors has a substantial floorspace of just over 8000sqm which would be a net increase of over 7000sqm when set against the existing club facilities.

- 8.14 It is considered that the scheme could not readily pass the sequential test as it is highly likely that much of the range of uses could be accommodated within the existing town centre where there are retail and restaurant premises available. However, there are material considerations in this particular case which weigh in favour of the proposal. First and foremost, the site is allocated in the consultation draft Local Plan for enabling development [including offices]. The Council's stated planning objective for the site is to promote residential and commercial development to fund a community asset in the form of a stadium along with assistance in improving the football into the future. This is a unique situation within this Borough and the club cannot develop enabling facilities anywhere apart from on their leased land and it is logical in this context to include it within the envelope of the new stadium complex. The commercial impact on Waltham Cross town centre needs to be considered in this assessment but it is difficult to be specific when the range of potential uses is wide and intentionally kept flexible to be able to respond to the needs of potential tenants. It is most likely that uses in the western block would have synergies with the club uses on the site and could include yoga studios, medical practitioners and other similar operations. There is also the potential for small office occupiers and similar users which would provide floorspace in the south of the borough similar to that being provided within the Ambition Broxbourne Centre in Hoddesdon. In order to mitigate any potential harm to retailing in the local town centre, it is proposed that a limit of 500sqm retail floorspace be imposed by condition to prevent a significant concentration of out of town shopping being established on this site which would be contrary to local and national policies. At the present time, it is impossible to be precise in the potential limitation of other uses. It is therefore recommended that the precise mix be deferred to a reserved matters application by condition. This subsequent application would be more determinant of the mix of uses.

On balance it is considered that, with the above limitation on retail floorspace, the scheme is worthy of Members' support in terms of the range of uses and impact on the vitality and viability of Waltham Cross town centre.

Design, layout and appearance

Stadium and Flatted Blocks

- 8.15 The existing low rise and functional buildings which characterise the football club are of little architectural merit, albeit they have limited visual impact given the set back from the road, tree screening to the south and level difference at the eastern boundary. The 18m lighting columns are the most widely-visible element of the site, especially at night. The proposed stadium, surrounded on all four sides by development has only been designed in detail for the purposes of this application on its southern and eastern flanks and the four corners which would contain the flatted development of 136 residential units. The design of the apartment blocks with flat roofs, extensive areas of glazing and a construction in brick with render accents is clearly modern. The deep balconies and render features would be tied together by traditional brick facades and the compositions would include plenty of visual interest and a good balance of vertical and horizontal visual cues. There would be feature full height glazed stair/lift cores to the corner blocks which would add visual impact to the prominent edges of the stadium. The flat roofed design would be modern and angular in its profiles and overall appearance but with the well-balanced composition and extensive areas of glazing it is considered to have the potential to be a good addition to the built form in the borough.

Flats and Stadium

Southern Facade



Eastern Facade



House Facades





Proposed Housing Layout

8.16 A similar design has been proposed for the western elevation which would echo the rhythms and materials of the detailed design around the eastern and southern flanks. The external appearance of this flank would be acceptable, subject to the approval and use of high quality materials. The design of the block to the north of the stadium would be reserved by condition for future determination by the Council.

Houses

8.17 The three storey townhouses proposed for the eastern part of the site would be in brickwork with flat roofs hidden by a parapet, modern over-sized glazing and rusticated brick features to the ground floors. Each house would have large patio doors to access its private garden. The front façades would have a good balance of vertical and horizontal elements, there would be vertical breaks in the terraces to add visual interest and there would be recessed access doors to add to articulation and provide weather protection for residents and visitors. Pale stock brick and modern access doors would provide suitable materials and design for the houses, albeit within a form which is of traditional appearance. The design, subject to submission of materials for approval, is considered to be suitable for its setting and overall to be acceptable.

Living Conditions

- 8.18 With regard to the living conditions on site for future occupants, the applicant has submitted detailed information in relation to the amenity likely to be encountered by occupiers of the dwellings. Whilst there is obviously a potential for noise and light intrusion on the flats which sit to the southern and eastern flanks of the stadium and to each corner, future residents would be clearly aware of the situation of their flat and of the pattern of activity which would be associated with close proximity to a sports stadium. There have been examples of successful development of similar form and function, such as at Leyton Orient FC. Given that buyers would be well aware of the context, the intermittent disturbance to units adjoining the pitch is considered to be acceptable. The impact from light and activity would be less in the housing element of the scheme but the future residents would again be fully aware of the context in which their dwelling would be situated.
- 8.19 One side of the site would face the A10 across the car park and the intervening farmer's field. There would be impact from the A10 as the primary source of traffic noise but at the distance of more than 150m it is considered that standard double glazing would be sufficient to deal with road noise. The flats to the south side of the site would not be subject to excessive traffic noise from Theobalds Lane and overall the light and noise levels on site are considered to be acceptable.
- 8.20 With regard to space standards and levels of amenity for future occupants, all the flats and houses would comply with the local Supplementary Planning Guidance and Nationally Described Space Standards in relation to overall unit, bedroom and bathroom sizes and the flats would be logically stacked in respect of uses/noise disturbance. The garden sizes and privacy distances between the town houses similarly meet Council SPG standards and there would be no material impact on daylight/sunlight from adjacent houses within the layout. Although it has not been possible to provide open communal amenity space at ground level for the apartments, there would be a communal roof garden for residents in the southern and eastern blocks and each individual flat would have a balcony. Furthermore, residents would generally benefit from open views out from the apartments and Cedars Park is situated across Theobalds Lane for residents wishing to access an outdoor space. The density of development in the housing element of the scheme is less than 30 dwellings per hectare which is at the lower end of densities in the context of the local area.

Landscaping

- 8.21 The application proposes strong structural landscaping along the eastern western and part northern boundaries which would complement the existing mature tree screening which characterises the southern boundary along Theobalds Lane. There would also be trees planted in or next to house front gardens. There would also be planting along the internal access road which runs along the southern parking area and trees would punctuate the main car parking area to the west of the stadium complex. Planting is also indicated in rear gardens and next to the parking areas to the east of the stadium. In a scheme of this nature, there are natural limitations to the degree of tree and shrub planting which can be accommodated within the layout but the proposal would appear to offer a significant amount of landscaping in

and around the new buildings and the parking/access areas. The trees which are protected under the recently imposed TPO would not be adversely affected by the proposal. Subject to a condition requiring submission of technical details, the landscaping scheme is considered to be acceptable.

Air Quality

8.22 Turning to air quality, the applicant has submitted modelling data which has been verified by the Council's Environmental Health Officer [EHO] and which indicates that across the site there would be acceptable levels of air quality. However, as there is a proposed air quality management area close to the site on the A10 corridor the EHO has noted the likely impact of additional traffic and activity from the application site and while not raising objection on this matter, has requested a financial contribution of £2000 towards future monitoring of air quality levels in the local area. The issues around on-site air quality are considered in this context to be acceptable.

8.23 **Overall it is considered that this scheme represents a high quality standard of layout and modern design that would contribute to the character and appearance of the local area. The living conditions on site would be acceptable for future residents. The proposal therefore complies with Local Plan Policies H8, H11, HD13, HD14 and HD16.**

Impact on amenity of neighbouring properties

8.24 Local Plan Policies H8 and HD16 aim to ensure that new development proposals do not materially harm the amenities of existing residents. The nearest residential properties that are likely to be immediately affected by the proposed development are to the east along Theobalds Lane, in Montayne Road, Friends Avenue and Albury Ride/Walk. In terms of uses, it would clearly be the expanded stadium which would have the potential to generate noise disturbance which could be disruptive to neighbours as conventional houses/flats would not be likely to generate noise in excess of normal residential areas. The future total capacity of the stadium would be 5,192 spectators but the current proposal would limit the attendance to around 2000 persons of which 1000 would be seated which is no greater overall than the existing seated/standing capacity of the stadium. A condition is proposed to regulate future use of the stadium and maximum attendances if the club were to be successful in moving to higher tiers of non-league football or even the lower tiers of the national football league. In this context it is considered that the Council can retain control of future use of the stadium in the interests of amenity for neighbours whose views would be taken into account in determining future applications to increase capacity and activity at the football club.

8.25 The flats would be over 90 metres from the nearest dwellings to the east so would have minimal impact on amenities enjoyed by existing residents. The proposed houses which would be nearest to the boundary to the east would all flank onto existing dwellings/gardens and the end terraces would range from 8.5m to 18.5m distance from rear garden boundaries. Although the land at the football club is up to 2m higher than the gardens, the separation distance is considered to be acceptable, especially if the view is punctuated by a strong landscape screen as indicated on the submitted layout. The distance of the houses which back towards the boundary from rear gardens is more than 50m while the houses facing south

would be more than 16m metres from the garden boundary with the nearest house on Theobalds Lane. The details of the landscape screening along the eastern boundary will be important in further mitigating the impact of development on the adjoining residents but overall it is considered that there would not be a materially adverse impact on amenity in the terms set out in the Borough-wide Supplementary Planning Guidance [Updated November 2013].

- 8.26 **Overall it is considered that the proposal complies with Policies H8 and HD16 as it would maintain adequate amenity for the neighbouring properties and future occupiers of the proposed development.**

Highways/Parking

- 8.27 With regard to traffic generation as a result of the proposed development, there has been considerable discussion between the applicant and HCC before and during the application. The impact on the already busy junctions in the area is of critical importance in assessing the acceptability of the application both in respect of the proposed housing and the enhanced stadium with its associated uses and development.

The volume of traffic has been modelled in relation to the stadium being at a capacity of 2000 spectators and with occupation of the ancillary/associated uses and the 186 residential units.

- 8.28 The hybrid application has been amended to include detailed proposals to upgrade the two existing vehicle accesses [one of which is currently dormant], to improve/widen the Theobalds Lane/A10 junction and to install traffic calming features in the form of three speed cushions along the western part of Theobalds Lane between the existing entrance and Dudley Avenue. The existing chicane on Theobalds Lane caused by road subsidence on the bank of Theobalds Brook is not at present proposed to be altered but it is proposed that planning obligation monies from the development will be dedicated to that eventuality. The applicant has submitted a draft travel plan for both the stadium and the residential elements of the scheme.

- 8.29 The County Council as Local Highway Authority has examined in great detail the technical work which has sought to underpin the transport assessment and which has sought to justify approval of the impacts on highway congestion and road safety. This has included input from the County Council safety audit team, the traffic, data modelling team and the team which assesses green travel plans.

- 8.30 The core element of this work is assessment of the impact on the critical road junctions in the local road network, including the Theobalds Lane/A10 junction, the existing chicane on Theobalds lane, the A10/Lieutenant Ellis Way roundabout, the Crossbrook Street/Theobalds Lane junction and the College Road/A10 nexus. The County Council has assessed the trip rates from the proposed commercial and club uses on site in conjunction with trip distribution and routes for fans/supporters on match days and found that the information is robust and acceptable. The impact of the development on the College Road junction, which already operates above capacity in the morning and evening peaks, would be increases in waiting times of six or seven seconds. This would not be a severe impact in that location. With regard to the High Street/Trinity Lane area, the 2029 base model shows an increase of 16 queuing vehicles in the evening peak at the double mini roundabout. This level of increase is not a severe capacity impact according to the County Council and Members should bear in mind that there will be significant other road

infrastructure improvements as part of the implementation of the new Local Plan. The County Council has also assessed the A10/Theobalds Lane junction as it had been noted that longer commercial vehicles could not readily make the turn from the dual carriageway. The scheme has been amended to show kerb radii widening into the bellmouth and this road safety aspect is now considered to be acceptable. The applicant has agreed other improvements to Theobalds Lane, including improved pedestrian access and traffic calming via speed cushions. A new bus shelter would be proposed near the railway bridge on Crossbrook Street. In addition, the applicant has submitted revised Travel Plans for both the commercial and residential elements of the scheme which now complies with HCC guidance. Overall, the County Council as Local Highway Authority has concluded that it does not wish to restrict the grant of planning permission subject to a range of planning conditions to include junction visibility, stadium event management plan, construction traffic management, delivery of pedestrian, bus and traffic calming features/facilities and on-site parking management. Further details of the proposed conditions will be confirmed at committee.

- 8.31 In terms of parking, the stadium currently has a large, unmarked-out parking area to the west of the site which the applicant estimates can hold 150 cars. Although residents have stated that there is currently overflow parking from the site, it is understood that the club informally allows parking on their site from events taking place at The Cedars Park and with current attendances averaging less than 150 spectators at Cheshunt FC matches and with only around 600 spectators at Spurs ladies matches, it is unclear whether parking does significantly overflow into the nearby roads. However, the existing ground has a capacity of around 2000 spectators and the club currently has agreements with nearby landowners such as Cheshunt School which would allow for controlled overflow car parking should an exceptional need arise. It is proposed that the current application would be controlled by a condition to limit the capacity to the same figure and Highways England does not object to the impact on junction 25 of the M25 on this basis. It is considered that it would be unreasonable to withhold permission for the current application in a situation where the maximum potential number of spectators would not be increased. A future scenario where the Club sought to be allowed to raise the attendance ceiling would be the subject of a separate planning application for future consideration.
- 8.32 As for the residential element of the scheme, the Council's Interim Policy for Residential Car Parking Standards recommends that 1.5 parking spaces are provided per one bedroom dwelling, 2 spaces per two bedroom dwelling, 2.5 spaces per three bedroom dwelling and 3 spaces per four (or more) bedroom house. The housing component has been laid out with two off-street spaces per three bedroom house and three off-street spaces [some provided via integral garages]. In addition 24 off-street visitor/overflow spaces are also shown in the housing layout and this level of parking would meet the Council's SPG parking standard.
- 8.33 The situation is more fluid in relation to the remainder of the site where there would be 392 surface parking spaces along with 152 spaces set below the corner blocks and the southern and eastern elements of the stadium. It is far from straightforward to estimate how the overall package will operate given that there is a range of uses sought in the outline western block and the use of the main stadium is intermittent. There would be opportunity for overlap of the residential parking needs and the

retail/office/community uses in the western block as they would generally be operating on different cycles. In addition, there is public transport in the form of buses along Crossbrook Street and train services a short walk away at Theobalds Grove.

8.34 In terms of the Council's SPG, the apartments would generate a requirement for 239 spaces [66 one bed and 70 two bed units] which, even if all the allocation were taken up by on-site residents, would leave more than 300 parking spaces for the club, its function rooms and the community/office floorspace. In addition, the applicant has submitted green travel plans for the residential and commercial elements of the overall scheme which would aim to encourage new residents to use alternative modes of transport for local journeys. Substantial provision has also been made for cycle storage which will encourage cycle use for local journeys to and from the dwellings and stadium facilities. As a package, the level of parking provision for the residential element is considered to be acceptable. The parking for the remainder of the site and uses is less clear cut but there is a compromise to be made in terms of sustainability between providing car parking for every eventuality and encouraging other modes of transport, including walking and cycling to access and use the site. In terms of future development of the club, it would never be likely that a stadium would seek to accommodate car parking for the majority of match day visitors and the expansion of the club seating numbers if it achieves significant promotion will be dependant on satisfying the Council and statutory consultees that parking and highway implications have been fully assessed and dealt with in a satisfactory manner.

8.35 Whilst the concern of local residents is recognised and is understandable in the context of this very significant development and its impact on local and strategic roads, it is considered that the level of additional vehicle trips to and from the site via the two entrances, in conjunction with the junction improvement onto the A10 and traffic calming along Theobalds Lane would not have a materially adverse impact on the free flow of traffic on the public highway. The proposed vehicular accesses into the site are considered to be appropriate and adequate on-site parking & cycle storage would be provided. **The proposed development therefore complies with Local Plan Policies T3, T10 and T11, and the Council's Interim Policy for Residential Car Parking Standards.**

Flood risk, drainage and sewage disposal

8.36 The Environment Agency has not raised objection to the proposal subject to a condition to retain an 8 metre buffer zone along the southern boundary of the site where it adjoins Theobalds Brook. The surface water drainage proposals include two, large underground retention tanks set to the west of the main car park, close to the boundary and near to the south-eastern corner of the site. The scheme has been amended to introduce additional permeable hard surfacing to maximise the natural surface drainage of the development site. The surface water drainage has also been designed to include run-off from the existing grass and synthetic football pitches to the north of the application site. The County Council as lead local flood authority has been re-consulted on the amended proposal and the response is awaited.

Thames Water has not objected subject to a pre-development condition to deal with the disposal of foul water from the site and this is accordingly proposed at the end of the report.

Heritage

- 8.37 As this is a site which itself does not have any visible heritage assets and as the majority of the site has been subject to gravel extraction there is minimal potential for archaeological remains even though there is an historic site close by to the south and the land immediately to the north is an Area of Archaeological Interest. The construction of this significant development would have an impact on the setting of the listed boundary wall, the listed buildings within the site and the scheduled ancient monument which forms the former site of Theobalds Palace. The nearest element of the alterations associated with the proposal would be the traffic calming measures along Theobalds Lane consisting of speed cushions and ancillary signage. This would not be unusual in the context of works to a public highway in the vicinity of a listed building and is not considered to be likely to harm the significance of the listed wall. The development itself would be visually separated from the historic site to the south by the substantial screen of mature trees around Theobalds Brook which will in practice result in the two sites being seen as separate visual entities which will tend to mitigate any potential impact on the setting and significance of the heritage assets in and bounding The Cedars Park. In this context it is not considered that there will be a materially adverse impact on the setting and consequently the significance of the nearby heritage assets.

Other matters

- 8.38 The site has been assessed by the applicant's consultant by means of intrusive ground testing of the landfill which sits close to the surface under the existing sports pitches. Although the fill was understood to be generally inert, the land has been subject to historic landfill and several exceedances against metals and other contaminants have been noted by the submitted report. The Council's Environmental Health section has recommended that further site investigations be carried out to ensure that it is safe for human habitation and remediation be undertaken as necessary to render it fit for human habitation. Conditions are therefore recommended requiring ground investigation work to be carried out and any recommended mitigation measures to be completed where contamination is encountered.
- 8.39 Sport England is a statutory consultee in relation to the proposed loss of playing field land in the form of the sports pitches at the eastern side of the site on which the houses would be constructed. Sport England has looked at the current development in the context of the improvements to the stadium pitch where the new artificial surface will allow for considerably more intensive sporting activity and the new 3G pitch along with the improved surfacing and drainage works, the second phase of which are currently under construction. Sport England has five exceptions which can allow it to agree to loss of playing pitches and which are set out in its own terms of reference. The current application is considered to be covered by exception number four whereby there are associated improvements to the overall sporting offer which will off-set the physical loss of ground available for sports pitches. In its capacity as a statutory consultee Sport England has no objection to the proposal. This consultation response is subject to conditions and suggestions in relation to framing a planning obligation to ensure the correct and timely delivery of the stadium improvements and pitch upgrade.

Ecology

- 8.40 The applicant has undertaken an ecological assessment of the existing site via a specialist ecologist conducting a site walkover and producing a subsequent report. The outcome of that work is that there are no protected species on the site and that the main areas of interest lie at the site edge and particularly to the south where Theobalds Brook runs along the application site boundary. The intention of the applicant is to retain the majority of trees and vegetation around the boundary and to enhance tree cover by extensive planting around the new housing component of the scheme. The Herts and Middlesex Wildlife Trust queried the commitment to improving bio-diversity on the site but following reassurance from the applicant does not object to the scheme as it stands. Conditions are proposed to ensure delivery of ecological improvements via reinforced structural planting and garden planting along with installation of bird/bat boxes to encourage wildlife
Subject to the details of this new and replacement planting the impact on ecology is considered to be acceptable.

Archaeology

- 8.41 The application site does not fall within an area designated as being of Archaeological Interest in the Local Plan but the land immediately to the north and within The Cedars Park are historically significant. As the majority of the site is either previously disturbed by development or subject to mineral extraction and landfill the potential for significant historical remains being found is considered to be low.

Planning Obligations and Delivery of Enabling Development

- 8.42 For the development of 186 new homes, the Council would normally seek the following planning obligations:

40% affordable homes of which half would nominally be at social/affordable rents and half would be shared ownership. Were a commuted sum to be sought in respect of the affordable homes, this would equate to a cash sum in the region of £7.5 million [75 affordable units at £100,000 per unit as public subsidy].

Contributions to the Hertfordshire County Council toolkit are estimated at just under £900,000 [not including highways matters].

A community contribution equivalent to £3,000 per bedroom, an overall cash sum of £1,152,000 from the 384 bedrooms proposed in the development.

The total cost of the foregoing would be c. £8.5million in relation to Broxbourne Council.

A shared cost for strategic transport infrastructure (road, bus, rail, walking and cycling). It is not currently possible to attach a sum to that.

- 8.43 All of the above would be subject to viability assessment and a viability assessment has been undertaken in respect of this development. That assessment has been independently assessed for the Council by Derrick, Wade Waters chartered surveyors. The assessment has demonstrated that the overall development could only contribute c. £200,000 to the foregoing on the basis that this is an enabling development to provide the following facilities:

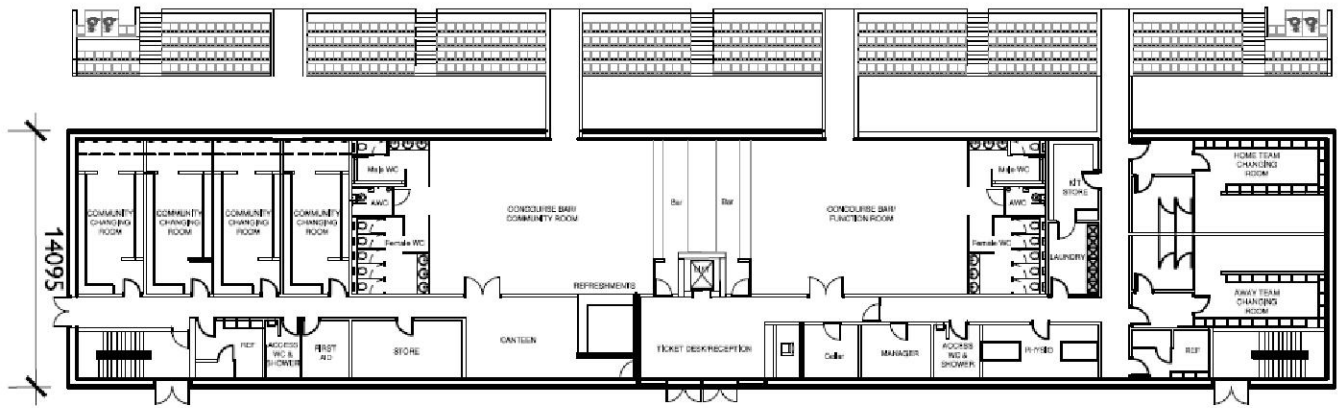
Football Stadium

- 8.44 The foundations, superstructure and roofing of the stadium would be built in its entirety to provide a total capacity of 5,192, along with the new 3G pitch and clubhouse, at a total estimated cost of £9 million [if all the stadium were to be provided at the start]. This would provide a covered enclosure all around the stadium. As currently proposed seating would be provided on a phased basis with an initial commitment to 1,000 seats (250 on each side of the stadium). The precast concrete terracing, further seating, concourse concessions and toilets would be installed on a progressive basis as and when required on the basis of demand and the requirements of the football league. It is evidently possible that such a demand/need could take a very long time to be realised (if ever), in which case, there would be an extensive superstructure in place that would never be fully utilised. However, there would be a roof covered terrace for safe standing and the stadium could therefore host larger events within its regulated limits. It would also provide a stadium environment for football matches, as opposed to a piecemeal and somewhat unfinished appearance with a single stand and the remainder of the stadium backed by the large blank walls of the building blocks of the development. It is considered that this is the most cost effective and practicable route forward and whilst there may be an element of a "leap of faith", the prospect of a strong and sustainable football club within the borough make the risks worthwhile.

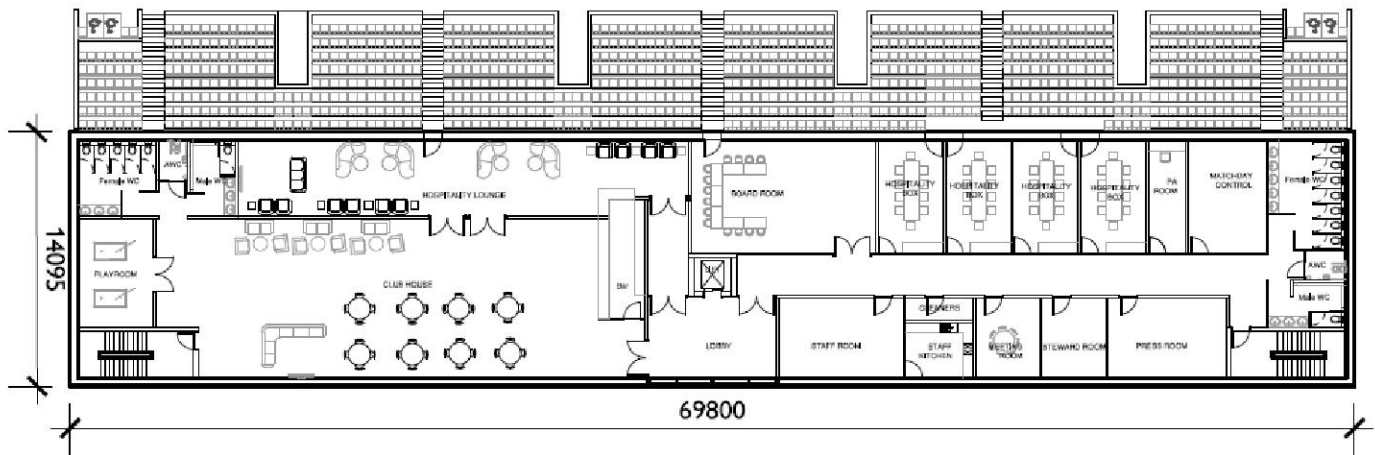
Cheshunt Football Club Facilities

- 8.45 The drawing below shows the facilities that are proposed to be created on the three floors of the "club house" which would be built at the north end of the stadium. The cost of this building is estimated as £4 million. First and foremost, this would be the function suite and concourse for the football club. However, it would also contain multiple spaces on the three floors for educational, health and other community uses. Those spaces would not be free to those uses. On the contrary, a rental would be paid. The block as an entirety would therefore derive a significant income through rentals, functions and bar returns. As the facility would have been substantially financed by planning obligation monies, to what extent should profits from those returns be to the direct benefit of the community?

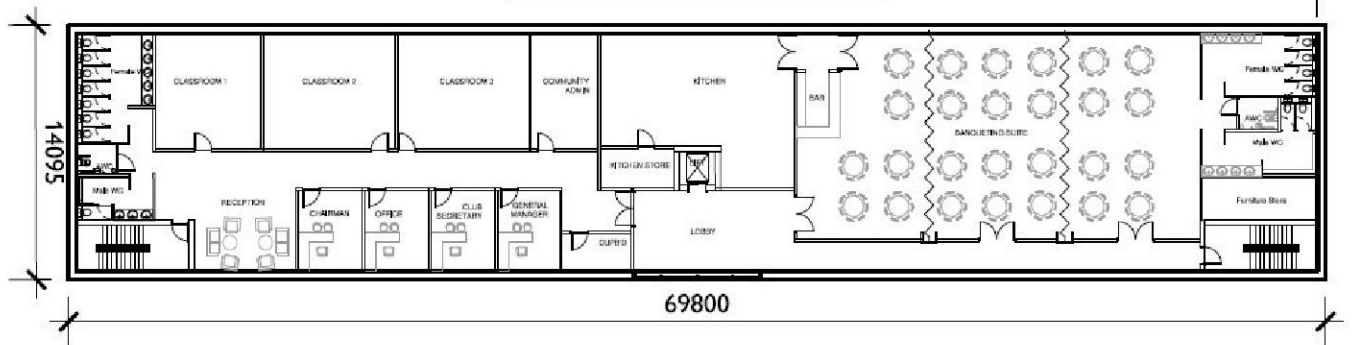
Indicative Ground floor



Indicative First Floor



Indicative Second Floor



8.46 A profitable and successful sports/football club is in itself a significant community asset. This being the case, it is considered that returns from the management of the club facilities should remain with the Club (similar to the arrangement with Rosedale Sports Club). Returns from rentable space should however be shared

(also similar to space being rented at Rosedale Sport Club where the Council takes 50% of the income of the rented space). A profit sharing arrangement is currently being negotiated between the Council and the Club as part of an extended lease for the land. It is considered that this mechanism alongside the section 106 agreement could establish an appropriate income split between the sports/football club and the Council. It is also considered that the legal agreement should provide safeguards around the use of sports/football club monies derived from the rented facilities.

The Office/Community Block

- 8.47 The Council has not to date received a drawing of the office block. The applicant has indicated that this will be managed, flexible workspace for small and medium sized enterprises, very similar in its nature to the Ambition Broxbourne Business Centre but with a probable wider range of future uses. The block would be of steel frame construction with concrete floors, concrete block or metal stud partition and a glazed frontage and fascia. Internal fit out would be to tenant specifications.
- 8.48 The Ambition Broxbourne Centre has been built with a mixture of public and private finance and therefore creates a local precedent for the subsidy of managed workspace. Nevertheless, the Council had originally indicated that this should be pursued as a commercial venture and also considered that ownership of the facility should rest with the Club, as opposed to an individual. On the first point, the Applicant's response was that the market would not currently build such accommodation and that is accepted. The Applicant has accepted that the office block would be in the Club's ownership which would place the offices in the same position as the community block. A similar rental sharing arrangement would be proposed with safeguards over the club's use of the income.

Other Planning Obligations

- 8.49 In addition to the foregoing, the Applicant is offering £200,000 for the provision of transport improvements necessitated by the proposed development. As explained above, this is what remains when all other costs are fed through the viability appraisal. Whilst the removal of the chicane on Theobalds Lane has not been requested by the Highways Authority in respect of this application, officers and the Applicant are of the opinion that this sum is best dedicated to that ambition. The County Council has indicated that in terms of their s.106 contribution they would seek a total of around £250,000 including travel plan monitoring. Officers consider that any available highway contribution should be expended on the chicane removal even though the actual costs are likely to be in excess of the amount currently available. An accurate cost has not yet been verified and if this proposal not be deliverable, it is considered that the prioritisation of this sum should be agreed by the Head of Planning and Development and the Chairman of the Committee. The Council's Environmental Health Service has requested that a contribution of £2000 be sought for monitoring of the air quality along the A10 corridor including the College Road junction. As this site does not fall within the proposed air quality management area it is not considered to be an immediate Council priority.

- 8.50 Finally, it is proposed that a comprehensive site management plan should be enshrined within the planning obligation, underpinned by a clear layout plan identifying site management responsibilities.

Cascade Mechanism

- 8.51 Should the foregoing facilities not be provided by the in whole or part it is intended that the section 106 agreement would contain a mechanism whereby monies would cascade into the obligations
- 8.52 There will also be a section 278 agreement with HCC and this Council to provide off site highway works including the new junction arrangements set out within the report.

9.0 CONCLUSION

- 9.1 This application is a major scheme which responds to the allocation set out in the Consultation draft Local Plan published in July 2016. The submission of this application can be regarded as a unique opportunity for the Borough to achieve a modern community stadium which would have the capacity in the future to accommodate just over 5000 spectators. The site lies within the Green Belt which this report recognises and examines in depth before reaching a conclusion that the principle of the development is worthy of support. In a similar way, the report examines the issues surrounding the proposed commercial uses and finds on balance that the impact on Waltham Cross town centre is acceptable subject to condition.
- 9.2 The concept of combining a stadium and residential uses is innovative but has been used in the context of several other football league stadia and there is no reason to believe that it is not workable on this site where the spectator numbers are relatively low. Future residents could not fail to appreciate the location of their flat in considering whether to purchase.
- 9.3 The impact of the development on the amenity of local residents is also looked at in some detail and is found to be acceptable as is the amenity for future occupiers when judged against the Council's SPG standards and those set out nationally by DCLG.
- 9.4 The design of the stadium and associated apartments would be modern and rectilinear with flat roofs, a style of construction which is almost unavoidable in the context of the character of the development and the juxtaposition of dwellings and a football stadium. The proposed houses are more traditional in feel but would have modern elements which would help to tie together the overall design on site.
- 9.5 The likely impact on the local and strategic road system has been examined in great detail by the County Council as local highway authority. The traffic flows at major intersections in the vicinity of the site have been modelled and following detailed clarification by the applicant, the overall outcome in terms of traffic volumes is considered to be acceptable, subject to a condition limiting attendances to around 2000 spectators. The scheme would include traffic calming and signage along the western part of Theobalds Lane and junction improvements where it meets the A10 to assist turning for longer vehicles such coaches and HGVs. The

car parking proposed on site has been assessed and found on balance to be acceptable when set against the number of dwellings and range of on-site uses. The application is for a 5,192 seat stadium and that is what is being recommended for approval. In order for the Club to operate attendances up to this limit, it is considered that the package of measures for junction 25 of the M25 and the Park Plaza roundabout being planned and delivered through the Broxbourne Local Plan require to be delivered alongside the aforementioned improvements to the chicane on Theobalds Lane. After that time, the Club could apply to the Council for the removal/alteration of the requisite condition below.

- 9.6 The situation in relation to affordable housing and community contributions which is clearly set out in paragraph 8.49 onwards above and the Council, in order to achieve this new community asset, would forego substantial benefits which would otherwise flow from a scheme of this magnitude. The application itself and the report set out the choice to be made in determining the application and this report recommends that Members support the proposal. In the implementation of the scheme the detail of the planning obligation and its ability to control and assure correct delivery of the stadium and associated benefits is crucial and officers would ensure that it is fit for purpose. If some components of the overall scheme were not delivered, then there would be a clear cascade mechanism to capture community contributions for important alternative purposes in the vicinity of the site.
- 9.7 As the scheme is a major application in the Green Belt the proposal is required to be submitted for consideration by the Secretary of State. Members are therefore recommended to permit the application subject to it not being called in by central Government.
- 10.0 RECOMMENDED that planning permission be granted subject to, submission to and clearance by the Secretary of State, the applicant completing a planning obligation under s.106 of the Town and Country Planning Act 1990 (as amended) for the terms set out in this report and the conditions set out below.**

Conditions

- 1) **GEN01A Standard Time Limit – 3 years**
- 2) **Submission of reserved matters, external appearance, internal layout and disposition of uses**
- 3) **GEN07 Development in Accordance With Numbered Plans**
- 4) **Development phasing**
- 5) **GEN13 Approval of Materials**
- 6) **GEN14 Approval of Surfacing Materials**
- 7) **GEN15 Fencing**
- 8) **Landscaping scheme**
- 9) **LS02 Landscaping Details including tree planting and tree protection**
- 10) **LS03 Replacement Planting**
- 11) **RES17 Parking spaces prior to occupation**
- 12) **Commercial parking spaces prior to occupation**
- 13) **VEH01 Visibility Splays to both junctions on Theobalds Lane**

- 14) **VEH18 Foul water drainage**

- 15) Development in full compliance with the submitted flood risk assessment**
- 16) Submission and approval of the detailed SuDS system proposed to be installed, including all the surface water disposal, storage tanks**
- 17) Roads, accesses and parking areas to be constructed in accordance with the approved plans**
- 18) Construction vehicle management plan including on-site parking for contractors' vehicles and wheel washing for construction vehicles to be submitted and approved prior to commencement of works**

- 19) Submission of full details of site investigation [including asbestos], site remediation and final validation**
- 20) Hours of construction work (8-6) Mon-Fri, 8-1 Sat and no Sundays or Bank Holidays**
- 21) Submission of details of all external lighting**
- 22) No development of the artificial grass pitch shall commence until details of the design and layout, including details of surfacing, line marking and fencing have been submitted to and approved in writing by the Local Planning Authority in consultation with Sport England. The pitch shall be implemented, constructed and maintained in accordance with the approved details for the duration of its operational use.**
- 23) Stadium Artificial Grass Pitch Certification**
- 24) Residential Development Ball Strike Prevention**
- 25) Site waste management Plan to be submitted and approved prior to commencement of works**
- 26) Attendance limit of 2,000.**