

- 1.1 The application site consists of a grassed recreation ground, hard surfaced area to the west with a single storey clubhouse pavilion located adjacent to the southern boundary. Outside of the site redline is a bowling green and play area, both located to the western edge of the site. There are a variety of treatments that form the site boundaries; most prevalent are the close boarded fences that mark the rear boundaries of the dwellings that surround the site along with mature vegetation and trees.

- 1.2 To the south of the site is an access road to the recreation ground and pavilion with the rear gardens of two storey dwellings on the other side of this road. The dwellings are located approximately 9 to 25m from the shared boundary. To the western boundary of the site are the two storey dwellings and the three storey flats that form Ringwood House; the closest dwellings to the western boundary of the site being 9m from the shared boundary. To the eastern boundary are predominantly two storey dwellings and to the north of the site lies Front Lawn Primary School and further residential development.

2 Planning History

APP/15/01162 - Extension and alterations to pavilion at Front Lawn Recreational Ground, construction of new full size Artificial Turf Pitch, extension and improvements to existing parking area, refurbishment and alterations to existing hard surfaced area to create M.U.G.A (multi use games area) and installation of floodlights., Permission granted subject to conditions on 18/12/2015.

3 Proposal

The proposal is for the Variation of Condition 7 of Planning Permission APP/15/01162 relating to car parking provision and the associated plans which referred to the proposed parking area. The original application showed 67 car parking spaces being provided with an additional 10 disabled bays. However further to the granting of planning permission the budget for the proposal has been reviewed and amendments have needed to be made in order for the development to be viable. This application seeks to amend the phasing and level of parking provision for the facilities to be provided on site, and would provide for a total of 40 spaces including 3 disabled bays in the first phase. This proposed amended provision doubles the estimated existing provision for the site, which is provided on an informal basis.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
DM1	(Recreation and Open Space)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Estates Manager

With regard to APP/17/00070 I advise that the Estates Team has no objection to the proposed variation of condition.

Development Engineer

The Highway Authority does not set parking standards. The Planning Authority has minimum car parking standards documents and the amount of parking will be determined by this document.

Traffic Management

Final comments awaited – members will be advised prior to the Committee meeting.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 115

Number of site notices: 1

Statutory advertisement: 03/02/2017

Number of representations received: 2

- 6.1 Reduction in parking spaces is not warranted – use of site by football teams leads to inconsiderate parking in nearby streets which block access for residents, mobility scooters and emergency vehicles.

Comment: This matter is considered under section 7.1 (iv) below

- 6.2 Detrimental impact to the adjacent residents from noise/disturbance due to an increased intensity of use and increased hours of use into evening/night; detrimental impact of light spill from floodlights into adjacent residential properties.

Comment: The impact of the development on the amenities of neighbouring properties was considered in the original application, and was considered to be acceptable. The only consideration in this application is regarding the amended parking layout.

7 Planning Considerations

- 7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Parking and Highway Impact

- (i) Principle of development

- 7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria. Furthermore the principle of enhancing the recreational offer at Front Lawn Recreation Ground has been established as acceptable under planning consent APP/15/01162. The purpose of this application is to revise the layout and phasing of the car parking area only. These changes are considered acceptable in principle.

(ii) Impact upon the character and appearance of the area

- 7.3 It is not considered that the proposed changes to the approved plans would have a detrimental impact on the character and appearance of the area. The main visual difference externally from the site would be that the car park could be built in a phased approach, therefore initially the first phase of the car park would result in less hard surfacing, which would be an improvement on the overall character and appearance of the area, as the second phase would remain as a grassed area, until funding allows for the remainder of the car park to be built.

(iii) Impact upon residential amenity

- 7.4 It was considered within the officers' report for the original application APP/15/01162 that the impact on residential amenity of the overall development was acceptable, following consultation with the Environmental Health Team. Whilst not a matter directly under consideration, Condition 2 of APP/15/01162 regarding hours of use for the flood lights is proposed to be re-attached to ensure that the development does not have a significant adverse impact on the amenities of neighbouring properties. With regard to the changed level and phasing of car parking provision, this is not considered to have any significant impact on nearby residents' amenities – indeed, the lesser amount of parking provided in the first phase is likely to reduce the overall level of vehicular usage of the site.

(iv) Parking and Highway Impact

- 7.5 With regard to the adequacy of the reduced parking provision being proposed for the first phase of the development, the Havant Borough Council Parking Supplementary Planning Document specifies the required car parking standards for the proposed use. The site area of all the playing pitches, pavilion and the neighbouring Bowls Green is 2.26 hectares. As such the development would be required to provide 40 car parking spaces. This proposal provides parking provision for the 40 spaces including 3 disabled bays, therefore the proposed development complies with the adopted car parking standards.
- 7.6 Notwithstanding this position, the nearby car parks at the Greywell Centre and Tidworth Road are currently under utilised and have spare capacity. It is proposed that users would be signposted to these public car parks if required and the future management of the parking spaces is the responsibility of the Estates and Traffic Management Team. Any financial surplus generated by the operator from the on site activities will be reinvested back into the facilities, therefore it is anticipated that the car park could receive additional investment through this method if demand requires, and this is covered by condition 6. Furthermore, to ensure that the external funding gained for this project is most effectively utilised and the needs of the end users are met, a phased approach to the car parking provision is considered an acceptable and pragmatic approach in this situation. In conclusion on this aspect the car parking provision as proposed in the initial phase meets the Council's car parking standards and it is not considered that the proposals would have an unacceptable impact on the safety and free flow on the surrounding highway network. Therefore, it is considered that the application accords with policies DM14 and CS16 of the adopted Core Strategy.

8 Conclusion

- 8.1 The Variation of condition proposed in this case, which will allow for the proposed phasing of the car parking provision to serve the development approved under APP/15/01162 is considered not to have a significant adverse impact on the character and appearance of the area, residential amenity or highway safety. Therefore subject to the conditions as imposed on the original planning consent, this variation to condition 7 is considered to be acceptable and will help to facilitate the implementation of these enhanced community

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/17/00070 subject to the following conditions:

- 1 The development must be begun by 18 December 2018.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and taking into account the time period given from the original planning permission.
- 2 The floodlights hereby permitted shall not be remain illuminated after hours 21:30 hours.
Reason: To protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 3 The two MUGAs and cage cricket hereby permitted shall not be constructed other than substantially in accordance with Sport England Design Guide, Artificial Surfaces for Outdoor Sports 2013. Particular attention is drawn to the need for appropriate fencing and surfacing.
Reason: To ensure the development is fit for purpose and sustainable and having due regard to policy DM1 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 4 Before the 3G Artificial Grass Pitch is brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority (after consultation with Sport England). The Scheme shall include measures to ensure the replacement of the Artificial Grass Pitch within a specified period. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the 3G Artificial Grass Pitch.
Reason: To ensure that the new facility is capable of being managed and maintained to deliver a facility which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and having due regard to policy DM1 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 5 The 3G Artificial Grass Pitch hereby permitted shall not be constructed other than substantially in accordance with The Football Association Guide to 3G football turf pitch design principles and layouts 2013 Edition 1, or any superseding design guidance.
Reason: To ensure the development is fit for purpose and sustainable and having due regard to policy DM1 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 6 Prior to first use and/or occupation of the development hereby approved a phasing plan and schedule for the car parking shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan and schedule and any updated version shall include a timetable for the provision and completion of each phase of the car park.
Development shall be carried out in accordance with the approved phasing plan, schedule and timetable or any approved updated version unless

otherwise approved in writing by the Local Planning Authority.

Reason: To provide a sufficient level of car parking for the proposed use in accordance with policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011.

Appendices:

- (A) Location Plan
- (B) Site Location Plan
- (C) Proposed Site Plan
- (D) Proposed Expansion to Car Park