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Friday, 15 May 2015

To: The Members of the **Planning Applications Committee**

In accordance with the Substitute Protocol at Part 4 of the Constitution, Members who are unable to attend this meeting should give their apologies and arrange for one of the appointed substitutes, as listed below, to attend. Members should also inform their group leader of the arrangements made.

Site Visits

Members of the Planning Applications Committee may make a request for a site visit. Requests in writing, explaining the reason for the request, must be made to the Development Manager and copied to the Executive Head - Regulatory and the Democratic Services Officer by 4pm on the Monday preceding the Planning Applications Committee meeting.

Dear Councillor,

A meeting of the **Planning Applications Committee** will be held at Council Chamber, Surrey Heath House on **Wednesday, 27 May 2015 at 7.00 pm**. The agenda will be set out as below.

Please note that this meeting will be recorded.

Yours sincerely

Karen Whelan

Chief Executive

AGENDA

	Pages
1 Apologies for Absence	
2 Minutes	3 - 10
To confirm and sign the non-exempt minutes of the meeting held on 30 April 2015.	
3 Declarations of Interest	

Members are invited to declare any disclosable pecuniary interests and non pecuniary interests they may have with respect to matters which are to be considered at this meeting. Members who consider they may have an interest are invited to consult the Monitoring Officer or the Democratic Services Manager prior to the meeting.

Human Rights Statement

The Human Rights Act 1998 (the Act) has incorporated part of the European Convention on Human Rights into English law. All planning applications are assessed to make sure that the subsequent determination of the development proposal is compatible with the Act. If there is a potential conflict, this will be highlighted in the report on the relevant item.

Planning Applications

4	Application Number: 14/0893 - Krooner Park and Land at Crabtree Park, Wilton Road, Camberley GU15 2QP	11 - 64
5	Application Number: 15/0106 - Whitehill Farm, Kings Ride, Camberley Surrey GU15 4LJ	65 - 82
6	Application Number: 15/0196 - Frimley Park Hospital, Portsmouth Road, Frimley GU16 7UJ	83 - 90
7	Application Number: 15/0153 - Land rear of 4,6,8 MacDonald Road, Lightwater GU18 5TN	91 - 98
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Glossary

9	Updates	115 - 116
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Minutes of a Meeting of the Planning Applications Committee held at Council Chamber, Surrey Heath House on 30 April 2015

+ Cllr Edward Hawkins (Chairman)

- | | |
|---------------------------------------|------------------------|
| - Cllr Glyn Carpenter (Vice Chairman) | + Cllr Ken Pedder |
| + Cllr David Allen | - Cllr Audrey Roxburgh |
| + Cllr Richard Brooks | + Cllr Ian Sams |
| + Cllr Mrs Vivienne Chapman | + Cllr Pat Tedder |
| + Cllr Colin Dougan | + Cllr Judi Trow |
| + Cllr Surinder Gandhum | + Cllr Valerie White |
| - Cllr David Hamilton | - Cllr John Winterton |
| + Cllr David Mansfield | |

+ Present

- Apologies for absence presented

In Attendance: Cllr Tim Dodds, Cllr Wynne Price, Andrew Crawford, Michelle Fielder, Gareth John, Jonathan Partington and Paul Watts

127/P Minutes

The minutes of the meeting held on 9 April 2015 were confirmed and signed by the Chairman.

128/P Application Number: 15/0067 - Former British Oxygen Corporation, Chertsey Road, Windlesham

The application was for the Hybrid planning application comprising:

- a) Full application for two new wings to existing building, extension to existing garage next to the clock tower and enlarged plant enclosure to existing energy centre; plus two new buildings 1 and 2 for research and development located at the southeast corner of the site together with circular test road, gatehouse, cycle/waste storage building with new vehicular access from Highams Lane; and, monorail stations and monorail track between the existing building and proposed building 1;
- b) Outline application with all matters reserved for extension to restaurant; enlarged test road and monorail track in the western field; and, new building 3 for research and development adjacent to the M3 motorway, monorail station adjoining building 3, and test building. (Additional plans rec'd 6/3/15) (Additional plans rec'd 30/03/15) (Amended Travel Plan rec'd 25/3/15) (Additional info rec'd 08/04/15).

Members were advised of the following updates:

Re-consultation responses

A further letter of objection has been received from Chobham Parish Council. The main points made by CPC are summarised below:

- *Not convinced by the arguments in the additional Green Belt statement;*
- *The site is not sustainable;*
- *Highams Lane unsuitable for traffic. Concern over HGVs being directed past Valley End School by Sat. Nav. and impracticality for HGV traffic to approach from the A30 due to the narrow railway bridge at Sunningdale;*

[Officer's comments: The suitability of Highams Lane and routing has been fully considered by the CHA. The configuration of the proposed vehicular access would make it impossible for HGV vehicles to turn right out of the site towards the school. Condition 10 on page 29 would control construction traffic. Once the site is operational the applicant advises that the same drivers would be relied upon, like at Mytchett Place, but the applicant would also ensure all drivers are made aware of the correct route]

- *State of the art factory being built near Coventry by Zhejiang Geely Holding Group for building low emission vehicles so question why a showcase facility is needed*

[Officer's comments: See paragraph 8.7 of agenda for consideration of the showcase facility. In addition, this proposal is for prototypes only and is not a factory for mass production of cars]

A further 4 letters of objection have been received (in total 21 letters received), which reiterate those points stated on page 14 of the agenda report but also raise the following additional points:

- *Additional Green Belt statement adds little weight to original submission;*
- *The applicant's discount of alternative sites is a brief resume of a few site's close by and does not consider all of the south of England for alternatives;*

[Officer's comments: See paragraph 8.4.2. The agenda report recognises that on the basis of the information submitted only moderate weight can be given to this argument]

- *The release of green belt land for McLaren and Guilford developments are not comparable. McLaren was already substantially developed with large farm buildings;*
- *The proposal does not represent sustainable development as social and environmental improvements would not be sought jointly and simultaneously; it is located in the wrong place; would not create jobs in cities, town and villages; and, it would not reduce but increase vehicle trips on already congested roads.*

One letter of support has been received, with no reasons given.

Additional information from the applicant

On request of officers the applicant has submitted information on the need for the monorail [see paragraph 8.4.2 of agenda]; the existing situation at Mytchett and

the economic benefit [see paragraph 8.2.4 of agenda]; an explanation of the campus development; and, further detail as to why alternative sites were discounted [see paragraph 8.4 of agenda]. This is appended to the update.

Drainage

SuDS design details have been submitted for the full planning application. The Council's Drainage Engineer is working with the applicant to ensure a suitable design. It is therefore recommended that these final details are agreed under delegated powers.

For the outline proposal, details would be required during the reserved matters stage. It is therefore recommended that the EA drainage condition be imposed, as for all major applications received before the 6 April 2015 the responsibility remains with the EA (and not the LLFA) where the EA has made comments.

Recommendation

Delegate to officers for agreement on drainage details for the full planning application and REFER to the Secretary of State

Add the additional conditions:

20. The total floor area of the outline development proposals shall not exceed 3,380 sq metres unless otherwise agreed in writing by the Planning Authority.

Reason: To retain control in the interests of the Green Belt and to comply with Policy CP1 of the Surrey Heath Core Strategy and Development Management Policies and the NPPF.

21. Development shall not begin until a surface water drainage scheme for the site, based on the agreed Flood Risk Assessment, Kamkorp Park Ltd reference: KP-AR-I-XXX-RP-C- 500 dated: 3 February 2015 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. This shall include:

- An overarching master plan for the development site as a whole and where development is to be carried out in phases details of those phases indicating that they are independent of another and demonstration that should one phase not take place there will be no detriment to the site as a whole.*
- Details of all storage, attenuation and drainage features and volumes for the outline phase of works and changes to existing*
- Drainage calculations*
- Retention of the Greenfield run off rate for the entire site*
- Infiltration testing results*

Reason: To ensure that the proposed development will prevent the increased risk of flooding, in accordance with paragraph 103 of the NPPF and Policy DM10 of the Surrey Heath Core Strategy.

Some Members requested that the application be deferred so that Chobham residents had the opportunity to go to exhibits. Officers advised that there would be no justification for a deferment.

It was noted that the County Highways Agency had raised no objection to the scheme and a detailed Transport Assessment had been carried out.

There was some concern about development in the Green Belt but it was advised that Members would have to decide whether the special circumstances carried sufficient weight.

There was also concern that the traffic would travel along Chertsey Road and through Chobham village but officers advised that this would be heavily controlled.

Some Members raised the issue of flooding however officers advised that the Environment Agency had raised no objections. In terms of the sustainable drainage systems, work was being carried out with the applicant to ensure that this would be in place.

It was noted by some Members that the scheme would encroach on a huge area of Green Belt but officers advised that this would be an opportunity to enhance the landscape and produce a 20 year management programme.

Some Members requested that a noise level condition be added to prevent any new company changing. There would be an opportunity to discuss further with Environmental Health, however, Members agreed to include a condition to ensure that any future occupant must submit a noise assessment.

Resolved that application 15/0067 be approved as amended subject to conditions as set out in the report of the Executive Head – Regulatory and referral to the Secretary of State as a departure from the Development Plan.

Note 1

It was noted for the record that:

- i) Councillor Edward Hawkins had been contacted by an individual on behalf of the Chobham Society and a number attended the site visit;
- ii) Councillor Colin Dougan visited a parent site in Mytchett;
- iii) Councillor Richard Brooks visited a parent site some years ago;
- iv) Councillor Judi Trow had received a letter from NGA Town Planning regarding the application;
- v) Councillor Pat Tedder had attended an exhibition at BOC in December.

Note 2

As this application triggered the Council's Public Speaking Scheme, Mr Siddiqi spoke in support of the application.

Note 3

The recommendation to approve the application as amended was proposed by Councillor Colin Dougan and seconded by Councillor David Mansfield.

Note 2

In accordance with Part 4 Section D paragraph 18 of the Constitution, the voting in relation to this application was as follows:

Voting in favour of the recommendation to approve the application as amended:

Councillors David Allen, Richard Brooks, Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, David Mansfield, Ian Sams, and Valerie White.

Voting against the recommendation to approve the application, as amended:

Councillors Ken Pedder, Pat Tedder, Judi Trow.

129/P Application Number: 15/0035 - 17 Queens Road, (formerly Bisley Office Furniture), Bisley, Woking, GU24 9BJ

The application was for the erection of a total of 110 dwellings (including affordable housing) with principal access off Queens Road and access serving 2 no. dwellings off Chatton Row together with internal roads, footways and car parking including garages, drainage, landscaping, open space and other associated works following demolition of the existing factory buildings and areas of hardstanding (Additional info recv'd 13/3/15).

Members were advised of the following updates:

One further letter of objection has been received. This does not raise any new or additional material considerations.

A consultation response has been received from Natural England and no objection is raised. Amendment to proposed conditions 3, 4, 8, 23 and 25 as detailed below:

- 3. No development shall take place until written confirmation has been obtained from the LPA in agreement with Natural England that the applicant has secured a SANG in perpetuity (including its management plan); and no dwelling shall be occupied before written confirmation has been obtained from the LPA that the works required to bring the land up to acceptable SANG standard have been completed.*

Reason: as originally drafted.

- 4. Prior to any building works comprising the construction of dwellings the applicant shall have submitted to and have approved in writing (by the Local Planning Authority) a scheme to relocate the watercourse to the southern end*

of the site (on or off the site). The details to be submitted shall include the full details of the proposed design of the watercourse, a timetable for delivery and on-going maintenance.

Reason: as originally drafted.

- 8. A minimum of 7 working days before any development, including any works of demolition or site clearance, a pre-commencement meeting must be arranged with the Arboricultural Officer. The purpose of this meeting is to agree the extent of any facilitation or management tree works, tree and ground protection, demolition, storage of materials and the extent and frequency of Arboricultural site supervision. In all other regards the development shall proceed in accordance with the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** compliant report prepared by Pegasus Planning Group Limited [Mathew Reid] and dated 12 January 2015.*

Reason: as originally drafted.

- 23. The garages to plots 46 and 47 shall be retained as garages and shall not be used for any other purpose other than for the parking of cars. In addition, notwithstanding the details shown on the approved plans a revised layout for these plots shall be submitted to, and approved (in writing) by the LPA prior to the development hereby approved commencing. The details to be submitted shall show how vehicles can turn on site such that it is demonstrated to the LPA, that vehicles can enter leave site in a forward gear.*

Reason: as originally drafted.

- 25. No development approved by the permission shall be commenced until a scheme for the improvement of the existing sewerage system has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved. There shall be no occupation of any dwellings hereby approved until the approved improvement scheme has been completed. In the alternative, if subsequent investigations reveal that there is sufficient capacity within the existing network to accommodate the development hereby approved, written details of those subsequent investigations shall be submitted to and approved in writing by the Local Planning Authority before any development commences on site.*

Reason: as originally drafted Additional conditions

- 27. The proposed vehicular access to plots 46 and 47 in Chatton Row including the associated new turning head shall all be designed and constructed and provided with visibility zones in accordance with the approved plans and details to be submitted to and approved in writing by the Local Planning Authority. Once agreed the access and turning head shall be constructed in accordance with the agreed details prior to the first occupation of plots 46 and 47. The turning head shall be maintained for permanent uninterrupted use by users of Chatton Row, all to the satisfaction of the Local Planning Authority. Any agreed visibility zones shall be kept permanently clear of any obstruction. Reason: In order that the development should not prejudice*

highway safety nor cause inconvenience to other highway users. They are also required to ensure that the development is able satisfy the Surrey Heath Core Strategy and Development Management Policies Document (2012) Policy DM11 and meet the aims and objectives of the National Planning Policy Framework.

28. *Notwithstanding the approved plans, prior to the commencement of development the applicant shall provide written confirmation of that part of the south eastern boundary (adjacent to plots 46 and 53 to 63) which is to remain open to facilitate pedestrian access across the common to bridleway 147. Reason: To provide a sustainable form of development and to accord with Policies DM11 and the aims and objectives of the NPPF.*

The speakers in objection to the application urged Members to consider prohibiting all construction traffic from Chatton Row and the removal of the footpath/cycleway.

The local ward Member also urged Members to consider removing the footpath/cycle link and that the turning circle in Chatton Row was amended so that it would not block the drainage ditch.

Members agreed that the footpath and cycleway be removed from the scheme as illustrated in the applicant's plan B. It was also agreed that an additional sentence (i) be added to condition 6, no burning on site during construction, the wording to be finalised by officers.

Resolved that application 15/0035 be approved as amended subject to the conditions as set out in the report of the Executive Head – Regulatory and receipt of a satisfactory legal agreement.

Note 1

It was noted for the record that:

- i) Councillor Edward Hawkins had received a letter from the applicant.
- ii) Councillor David Mansfield knew people who worked at the site and had attended exhibitions held by Redrow Homes. He did not give an opinion and made it clear he was a serving councillor.

Note 2

As this application triggered the Council's Public Speaking Scheme, Mr Swan and Ms Hadwick spoke in objection to the application and Mr Hutchinson, the agent, spoke in support.

Note 3

The recommendation to approve the application as amended was proposed by Councillor David Mansfield and seconded by Councillor Vivienne Chapman.

Note 4

In accordance with Part 4 Section D paragraph 18 of the Constitution, the voting in relation to this application was as follows:

Voting in favour of the recommendation to approve the application as amended:

Councillors David Allen, Richard Brooks, Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, David Mansfield, Ken Pedder, Ian Sams, Pat Tedder, Judi Trow, Valerie White.

130/P Application Number: 11/0485/1 - Valley End Institute, Highams Lane, Chobham GU24 8TD

The application was for a Non Material Amendment following the grant of planning reference 11/0485 for the moving of a ground floor door, enlargement of one ground floor window and insertion of two new ground floor windows.

Resolved that application 11/0485/1 be approved as set out in the report of the Executive Head – Regulatory.

Note 1

In accordance with the Council's Code of Conduct, Councillor Pat Tedder declared a pecuniary interest as she was the applicant, and left the Chamber during its consideration.

Note2

The recommendation to approve the application was proposed by Councillor Colin Dougan and seconded by Councillor Judi Trow.

Note 3

In accordance with Part 4 Section D paragraph 18 of the Constitution, the voting in relation to this application was as follows:

Voting in favour of the recommendation to approve the application:

Councillors David Allen, Richard Brooks, Vivienne Chapman, Colin Dougan, Surinder Gandhum, Edward Hawkins, David Mansfield, Ken Pedder, Ian Sams, Judi Trow, and Valerie White.

Chairman

2014/0893

Reg Date 15/10/2014

Watchetts

LOCATION: KROONER PARK, AND LAND AT CRABTREE PARK. WILTON ROAD, CAMBERLEY, GU15 2QP

PROPOSAL: Creation of a Football Centre, to include 1 full size artificial grass pitch, 7 artificial 5-a-side pitches with associated clubhouse, changing rooms and spectator seating. (Additional info rec'd 23/02/15)

TYPE: Full Planning Application

APPLICANT: Mr Ronnie Wilson
Pace Soccer Centres Limited

OFFICER: Mr N Praine

RECOMMENDATION: Defer and Delegate for legal agreement then GRANT subject to conditions.

1.0 SUMMARY

- 1.1 The full application proposes the creation of a new Football Centre to include a full-sized artificial grass pitch and seven artificial 5-a-side pitches with associated clubhouse, spectator seating, floodlighting and car parking. This current proposal is similar to the proposal considered under application 14/0373 refused in June 2014. The principal reason for refusal of 14/0373 related to matters of highway safety in respect of the access ramp, carriageway levels, gradients and crossfalls and this proposal seeks to overcome this reason. All other issues were considered to be acceptable by this Committee with no objection raised to the principle of the proposal, its impact on the amenities enjoyed by the occupants of the surrounding properties, risk of contamination arising from the development or the impact of the development on the visual amenity value of Crabtree Park. The development was also considered not to harm the biodiversity value of the site and not to increase risks from flooding.
- 1.2 Members may recall that this application was due to be reported before the Planning Applications Committee on the 9th February 2015. However following a late objection from the West Surrey Badger Group and at the request of officers, Members agreed to defer the application to allow further survey work and consultation between the applicants, Surrey Wildlife Trust and the West Surrey Badger Group. Following these discussions and further survey work the West Surrey Badger Group is now satisfied and raises no objection to the proposal, subject to planning conditions.
- 1.3 Given the materiality of refusal 14/0373 this report focuses on whether the current application overcomes the previous reasons for refusal (see paragraph 3.3 below). In the officer's opinion on the basis of the changes to the ramp, access and parking, and with no objection from the County Highways Authority, the development is now acceptable and the application is therefore recommended for approval subject to a legal agreement and conditions.

2.0 SITE DESCRIPTION

- 2.1 The application site extends to approximately 1.8ha; it comprises an area of land, known as Krooner Park and also includes a small proportion of the adjoining Crabtree Park. Krooner Park is located at the western end of Krooner Road and comprises a floodlit grass football pitch with associated clubhouse, stands and ancillary buildings and is the current home ground of Camberley Town Football Club. Other than the playing surface the site is largely hard surfaced, the site is relatively level and includes few landscape features with the exception a row of trees which mark the boundary with Crabtree Park.
- 2.2 Crabtree Park is located to the north of Crabtree Road and comprises a former landfill site which has been capped and landscaped to provide an area of informal open space for public recreation. The site is largely laid to grass but includes some significant areas of woodland, most notably in the north of the site adjacent to Krooner Park. It also includes a number of footpaths through the site which provide linkages from Crabtree Road to Wilton Road as well as to a footbridge over the railway to the west. The application site includes approximately 0.3ha of Crabtree Park adjacent to Krooner Park and this area is currently woodland.
- 2.3 The site is located within an area which contains a number of different land uses. To the south the site is bounded by Crabtree Park beyond which there are a number of residential properties and a community building used as a Girl Guide Centre. To the east the site adjoins residential properties on Krooner Road as well as a number of commercial buildings located on the Wilton Road; the site also shares common boundaries with Camberley Indoor Bowls Club and the Wilton Road Civic Amenity Site. To the north the site adjoins the commercial properties Bridge Road while to the west the site is bounded by the railway line which separates the site from the commercial development at Watchmoor Park. The site includes vehicle access from Krooner Road although this is not currently used and the site is currently accessed from Wilton Road.

3.0 RELEVANT HISTORY

- 3.1 SU/2010/0823 Creation of a new Football Centre to include 1 full-size pitch with spectator seating, 5 grass mini- pitches, 10 artificial 5-a-side pitches and 1 artificial intermediate-size pitch, the erection of a clubhouse to include changing rooms, meeting rooms, bar/cafe and a fitness suite and the creation of a new car park accessed from Wilton Road, with associated landscaping and remedial works.
- Withdrawn prior to determination (09/02/2011)
- 3.2 SU/2013/0709 Creation of a Football Centre, to include 1 full size artificial grass pitch, 7 artificial 5-a-side pitches with associated clubhouse, changing rooms and spectator seating.
- This was reported to the Planning Applications Committee on 16/12/2013 with an officer recommendation for approval, however, the Committee refused the application as it was not considered that sufficient work had been done to understand and mitigate the impact on the risks associated with contaminated land and it was considered that the proposal would have a detrimental impact on the visual amenity value of Crabtree Park.
- 3.3 SU/2014/0373 Creation of a Football Centre, to include 1 full size artificial grass pitch, 7 artificial 5-a-side pitches with associated clubhouse, changing rooms and spectator seating. Officers originally recommended approval but following an objection from the County Highways Authority the application was

reported to the Committee on 02/06/2014 with an officer recommendation for refusal and was subsequently refused for the following reasons:

- 1. The proposed changes to the carriageway levels, gradients and crossfalls proposed by the development within the existing turning head of Wilton Road are such that they would prejudice the safe and convenient use of the highway and would create crossfalls and gradients which would cause danger and inconvenience to all users of the highway. The development would therefore conflict with the objectives of Policy DM11 of the Core Strategy and Development Management Policies 2012 and would conflict with the aims and objectives of the National Planning Policy Framework.*

Reasons 2 and 3 of the decision notice related to the absence of a planning obligation to secure financial contributions toward environmental improvements and cycle infrastructure.

4.0 THE PROPOSAL

- 4.1 The full application proposes the creation of a new Football Centre to include a full-sized artificial grass pitch and seven artificial 5-a-side pitches with a new clubhouse, spectator seating, floodlighting and car parking. Access to the site would be from Wilton Road.
- 4.2 The existing Krooner Park site would be cleared with the main pitch reoriented to run north-south adjacent to the boundary with Krooner Road. This pitch would be enclosed by 1 metre high post and rail fencing and would benefit from five 8 metre high flood lights to illuminate the pitch and spectator small stands on each side line. The proposed clubhouse would be located to the west of the main pitch and would be broadly central to the site, the building would be two-storey and would include changing rooms as well as bar and hospitality facilities. The 5-a-side pitches would be located to the north and the west of the clubhouse; these would be enclosed by 3 metre high metal mesh fencing and would be illuminated by 6 metre high flood lighting.
- 4.3 Vehicle access to the development would be from Wilton Road while the existing access to Krooner Road would be retained as an emergency access only. There would be a total of 82 parking spaces with the majority of these located on the area of the site which currently forms part of Crabtree Park. This parking area would be elevated above the Krooner Park and Crabtree Park sites.
- 4.4 The application is similar to application 14/0373 which was refused last year (See paragraph 3.3 above). The changes to the current proposal involve changes to the gradient up to the car park, removal of the parking spaces adjacent to the ramp of the car park, a reduction in 19 parking spaces to accommodate the new ramp and a revised parking layout. The main changes are listed below:
 - Under 14/0373 the application proposed an access ramp to a gradient of 1 in 10. The current proposal alters this gradient to 1 in 8. This steeper gradient is required in order to reduce the amount of development over the existing turning head of Wilton Road.
 - Previously parking spaces were proposed to the flank sides of the access ramp, these have now been removed and replaced with landscaped features.
 - There were a total of 101 parking spaces under 14/0373 and the current proposal offers 82 parking spaces.

5.0 CONSULTATION RESPONSES

- 5.1 Environmental Health The Council Environmental Health Officer has reviewed the latest proposal and again considers that the development would not result in an undue risk of contaminants entering the environment and states that all his previous comments and recommendations regarding contaminated land, noise and light pollution in connection with this site remain valid, subject to conditions.
- 5.2 Arboricultural Officer Development requires some loss of small groups of trees as well as some larger oak trees of individual merit. The loss of the trees can be mitigated by replacement planting and environmental improvements to Crabtree Park.
- 5.3 County Highway Authority No objection to the proposed development on highway safety, policy or capacity grounds subject to conditions and a financial contribution towards highway improvements.
- 5.4 Environment Agency No objection on flooding or land contamination grounds subject to conditions.
- 5.5 Surrey Wildlife Trust No objection on ecology grounds subject to conditions.
- 5.6 West Surrey Badger Group No objection subject to condition [see paragraph 7.6.1 below]
- 5.7 Sport England No objection to the development, would improve facilities and AGP pitches are supported by local and national football associations.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 402 representations have been received and of these there have been 355 objections and 47 letters of support. The reasons for objecting are summarised below:

Highways

- Already a lot of traffic in the area
- Insufficient parking provision is proposed
- Traffic congestion / will impede emergency vehicle access
- 1:8 ramp will be dangerous and unusable in winter due to ice/rain/leaves (will pose particular problems for wheelchair users and those pushing buggies and pushchairs) /does not meet government guidelines (1:20)
- Overflow parking will occur on neighbouring roads
- Will make access to amity tip even more difficult
- Disabled parking bays are below standard

- Delivery vehicles unable to leave in forward gear.
- The new car park ramp is too steep for wheelchairs [*Officer Comment: The ramp is for vehicles only; not disabled access. Four disabled parking spaces are provided within the entrance plaza of the application site and remove the need for disabled people to use the raised car park or steps down from the raised car park.*]
- The disabled bays do not meet industry standard design. [*Officer Comment: this matter has been brought to the attention of the County Highway Authority and they confirm in writing that the proposed disabled parking is to an acceptable standard.*]
- Concern that the applicant sublets his car park to local businesses thus reducing the available parking on site if this practice continues into the new development [*Officer Comment: The applicant states in writing that he does not sublet or licence the existing car park for parking. He does confirm that on an informal basis the football club allows local business to park on site to allow good relations with neighbours. The applicant does stress that this only occurs on weekdays 8am to 5pm and does not overlap with peak club usage*]
- A suggestion that the figures used in the traffic studies and car parking demand calculations are out of date and inaccurate [*Officer Comment: The applicant has commissioned independent consultants who have produced data to industry standards such as traffic impact assessments, highway safety assessments, traffic count data, TRICS data and a car parking accumulation study. This data has also had regard for the attendance figures for the 2012/2013 season. The County Highway Authority has considered these submissions and confirmed that the applicant has used satisfactory methods and data to gain an estimate of parking demand, trip rates and worse case scenarios which would be generated by this development*].

Social

- Very limited play area in the area /will decimate a much loved community asset for commercial gain
- Will increase antisocial behaviour
- Existing park serves the needs of the wider community, not just those interested in football
- Council should not be allowed to sell off woodland to support a commercial venture
- Would bring unwanted business to area?
- Will result in acts of vandalism
- There is already a bowling club / existing football area is grossly underused.
- Concerns over disabled access to Crabtree Park. [*Officer Comment: The application is identical to the previous application insofar as disabled access to Crabtree Park is concerned. Disabled access is currently from the Crabtree Road end and there are no proposals to change this. In addition as part of the proposal the applicant has agreed to enter into a planning obligation to secure environmental improvements to Crabtree Park and these environmental improvements include improvements to the paths and access arrangements*].

Amenities

- Noise generation

- Floodlighting / light pollution
- Opening hours are too late, 7 days a week is too much
- Car park and building are out of character with the area
- Proposal is an overdevelopment
- Will result in a loss of light (from panel fence and stand), generate unacceptable noise, and be over bearing to No.12 Krooner Road.

Contamination

- Will disturb land fill site / cap
- 76cm foundation will not be enough
- The engineering solution will not work
- There will be compaction of surface which will sink and breach cap.

Ecology

- Will disturb nature site / negative impact on wildlife and protected species
- Will result in development creep
- Tree loss is unacceptable / proposed planting will not mitigate this loss/ too loose over 100 mature trees for a car park is disgusting
- Knot weed.

Other

- Flood risk.
- A claim that the Advertising Standards Agency (ASA) upheld a complaint that a Camberley Town Football Club made false statements regarding the Visual Amenity of the application. [*Officer Comment: The ASA advise the claim refers to a leaflet the football club produced and has nothing to do with current or previous planning submissions to the LPA.*]

6.2 The reasons for support are summarised below:

- The area is currently an eyesore / would improve area
- This is a golden opportunity to improve local sporting provision and would be of benefit to health and wellbeing of the community
- There are not enough sporting facilities in the borough / would provide much needed youth facilities
- Will promote football across the borough and be of benefit to a wide range of players (the provision of artificial pitches in particular are vital)
- Proposal is paramount in establishing Camberley as a centre of excellence

- Will enable more kids to get fit, healthy, socialize and make friends
- This will be a community asset.

6.3 While a significant number of representations have been received in respect of this application it should also be noted that the number of representations, either in support or against the proposal, is not a reason in itself to grant or withhold planning permission.

7.0 PLANNING CONSIDERATION

7.1 The application site is located within the settlement area as identified by the Proposals Map and both Krooner Park and Crabtree Park are designated as Green Spaces. As such policies CP2, CP11, CP12, CP14, DM9, DM10, DM11 and DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012 are relevant to the consideration of this application. The national planning policy contained in the National Planning Policy Framework (NPPF) is also a material consideration as is the Planning Practice Guidance (PPG).

7.2 The application is similar in many respects to application SU/2014/0373 and given the limited period of time since the determination of that application this decision is a material consideration. The decision cites three reasons for refusal, the first of which relate to matters of highway safety in respect of the access ramp carriageway levels, gradients and crossfalls. The other two reasons relate to the securing of planning obligations in relation to environmental improvements to Crabtree Park and also towards cycle infrastructure. No other reasons for refusal are given and so having regard to the nature of the changes to the scheme, and in the officers' opinion, it would not be reasonable to reconsider these issues unless there has been a material change in circumstances, such as a significant change in planning policy or significant change in the site or its surroundings.

7.3 Whilst officers do not consider that there has been any significant change in circumstances since the determination of the previous application, for completeness a copy of the previous reports are attached [Annex 1]. For reference purposes the main issues and conclusions in these reports, which also apply to this submission, are summarised below:

- No objection to the principle of the development and its impact on the designated Green Spaces (see paragraph 9.2 of SU/13/0709) concluding that the area of Crabtree Park to be lost is relatively limited and the loss of this small area would not have a significant adverse impact on the function of the park. Additionally it was considered that any harm arising from the development on Crabtree Park would be outweighed by the improved recreation facilities on Krooner Park.
- No adverse impact caused by the development on the character of the area (see paragraph 9.4 of SU/13/0709).
- The risk of contamination associated with the development was fully considered at paragraph 7.5 of SU/14/0373 with the Committee concluding that there is no evidence that the development would increase the risk of people or property being exposed to contamination. The Environmental Health Officer has fully considered the highway changes and evidence with this latest submission and maintains this viewpoint.
- No adverse impact on residential amenities (see paragraph 9.5 of SU/13/0709).
- No adverse impact on biodiversity in respect of nature conservation and protected species (see paragraph 9.7 of SU/13/0709 and paragraph 3.4 above).

- No flooding risks for adjoining properties (see paragraph 9.8 of SU/13/0709).

7.4 Having regard to all of the above it is considered that the principal consideration to be addressed in the determination of this application is:

- The level of parking and the impact of the revisions of the ramp on highway safety.

7.5 The level of parking and the impact of the revisions of the ramp on highway safety

7.5.1 The proposal reduces the amount of level changes as previously proposed in the turning head of the public highway as a result of this the current proposal alters the gradient of the access ramp to the car park to 1 in 8. The County Highway Authority (CHA) is satisfied with the transition from the turning head to the ramp in now acceptable. Turning to the ramp, the CHA have considered the proposed changes to the access ramp and in doing so have assessed it as if it were a conventional carriageway. On this basis the Surrey Design Technical Appendix allows for a maximum gradient of 1:8 for a road servicing up to 25 dwellings with footways. In such cases, the guidance also requires a smooth transition between the level changes. The proposed ramp design includes a 1:8 ramp for the first part of the ramp, levelling out once into the car park itself. The CHA recognise that this 1:8 gradient is at the maximum acceptable level and in raising no objection they note that car parking spaces are no longer provided to either side of the access ramp and the drawings show that in order to optimise pedestrian safety a pedestrian walkway is to be provided separate to the ramp with steps down to the pitches. On this basis the CHA raise no objection to the access arrangements and advise that the ramp is suitable in these circumstances and would not give rise to conditions prejudicial to highway or pedestrian safety. Therefore it is considered that no objection should be raised on these grounds.

7.5.2 The following table illustrates the parking provision proposed as part of this application to meet the worst case scenario parking demands.

	Total onsite parking proposed	Worst case scenario parking demand	On site deficit in worst case scenario	Overflow parking at other business premises on Wilton Road	Overflow parking at Dorcas Court and Wilton Road public car parks
Current Proposal	82 spaces	115 spaces	33 spaces	32 spaces	At least 1 space

The application includes the provision of a total of 82 car parking spaces including 4 disabled bays and one parent and baby bay to serve the development. The disabled bays and parent and baby bays are located in the entrance plaza and as such do not require these visitors to negotiate the ramp. Having reviewed the revised parking layout the CHA has no objection to the size or siting of the parking bays. Turning to the number of parking bays it is noted that the number of parking spaces has been reduced by 19 spaces (over the previous refused scheme SU/14/0373).

7.5.3 The County Highway has considered this reduction in parking provision, and in their assessment having regard to the submitted evidence which includes appropriate traffic and parking surveys, consider that approximately 50% of people attending a football match are likely to drive with the remaining 50% are likely to car share/cycle/take the bus or get

dropped off. Additionally the Addendum Transport Assessment provides numbers of attendances to Camberley Town football matches from the past seasons. From these figures the CHA are able to work out the potential demand for parking. In addition, it is noted that if Camberley FC were to be promoted to a higher division this could cause an increase in numbers of supporters. Having regard for the division above (i.e. the Southern Football League) attendance levels from games in this league were also used to calculate any potential increase in supporters. Taking into account all these factors, a worst-case parking scenario would require a maximum parking demand of 115 spaces.

7.5.4 The table above shows there would be a deficit of 33 onsite parking spaces in the worst case parking scenario. To address this, the applicant advises that they have secured additional over flow parking nearby which is summarised below:

- 32 spaces with the local business users on Wilton Road for the 'big games' on weekday evenings and weekends. It is noted these times are when the proposed 5 a side pitches are in full peak occupation and the industrial units are typically not open for business.
- In addition there is a public car park off Dorcas Court as well as the Wilton Road Public Car Park. Any combination of these additional car parks could take up the additional parking overspill space in the event of a worst case scenario parking situation (see the table above).

7.5.5 Having reviewed this, the CHA advise that the theoretical worst case scenario is only likely to occur when the 5 a side pitches are fully booked at high usage, with all 5 a side visitors arriving by car and in combination with a maximum turnout of supporters on a big match day (e.g. a local derby or cup final etc.) This theoretical worst case scenario would not be regular. The CHA therefore support the overflow car parking and consider that the full details of how this will be managed, such as staggering change over times and promoting suitable travel choices particularly on match days, should be in a 'Match Day Access Strategy.' This is proposed to be agreed as a planning condition (see condition 23). This would cover the content of a Traffic and Travel Plan Statement which will aim to minimise disruption of match days and shall include a mechanism to include where necessary the provision of traffic management measures, parking measures and marshalling of traffic on these days.

7.5.6 The 5-a-side pitches are also likely to encourage car sharing amongst teams which would result in fewer trips and less demand on parking. Additionally the Travel Plan (condition 23) will detail how the sustainable transport options will be communicated to users of the development and visitors to the site from away teams. This will include information on cycling, walking, bus routes and car share programmes. The location of the site is accessible by bus which again could encourage various players to commute by this mode of transport. It is also likely that some will also cycle to the pitches and cycle parking is being provided as part as the development proposals. Additionally a proposed financial contribution of £27,000 toward the implementation of a shared footway and cycleway along Frimley Road should also encourage cycling to and from the site and accommodate the increased cycleway demand generated by this proposal (See paragraph 7.6.3 below).

7.5.7 The CHA has considered the parking situation and accept that the applicant has put forward sufficient alternative overflow parking areas which provides for 33 spaces which can be incorporated into a 'Match Day Access Strategy' which is to be agreed with the CHA by way of planning condition. Therefore the CHA raise no objection to the proposal. Having regard to all of these factors with a condition to secure a Match Day Strategy it is considered by officers that the development would provide a suitable level of parking and would not impact

on highway safety and would not result in unacceptable impacts on the highway network. For these reasons, subject to conditions and a planning obligation to secure contributions to the cycleway, it is considered that the development meets the relevant objectives of Policy CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7.6 Other Issues

7.6.1 Following on from additional survey work, site monitoring and a site meeting between the Surrey Wildlife Trust (SWT), West Surrey Badger Group (WSBG) and the applicant's ecologists both the WSBG and SWT are now satisfied that the proposal has made adequate provision to ensure the long term health of the badgers and their habitat. This is subject to a planning condition which requires future detailed surveying, methodology and mitigation works to be agreed in consultation with SWT and WSBG. The precise wording of the condition is set out at condition 8 below and this wording has been agreed with SWT, WSBG and the applicant's ecologist. On this basis no objections are raised on badger ecology grounds.

7.6.2 Concern has been raised with respect to the presence of Japanese Knotweed on the site. It must however be noted that the planning system is not the mechanism by which to control invasive species and its presence or otherwise is not a material planning consideration.

7.6.3 The proposal is not liable for CIL as this applies to retail and residential developments only. However, the Planning Practice Guidance states that there is still a legitimate role for development specific planning obligations to enable a local planning authority to be confident that the specific consequences of a particular development can be mitigated. A planning obligation can only be taken into account when determining a planning application for a development, or any part of a development, if the obligation meets all of the following tests:

- necessary to make the development acceptable in planning terms
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

The applicant has agreed to enter into a planning obligation to secure environmental improvements to Crabtree Park and these environmental improvements include new copse planting, new signage, replacement trim-trail, replacement litter bins, as well as improvements to the paths and access arrangements. In the officers opinion securing this legal agreement meets the tests listed above because: this mitigation is considered necessary to ensure that the development's impacts would improve the visual amenity value of the park; is locationally directly related to the development; and, proportionate to the scale

of the development. Therefore subject to the completion of a suitable planning obligation the development complies with the relevant objectives of Policy DM9 and DM15 of the Core Strategy and Development Management Policies 2012.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

8.1 In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF.

This included:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

9.0 CONCLUSION

9.1 The proposal in its current form is considered to overcome the previous reason for refusal. The report concludes that the changes to the ramp, access and parking now demonstrate that the development would be acceptable and the application is therefore recommended for approval. The amended scheme therefore overcomes the reasons given for the refusal of the previous scheme (subject to the completion of a legal agreement).

10.0 RECOMMENDATION

Recommendation 1:

To Defer and Delegate, that and subject to the completion of a suitable obligation to secure the following:

- a financial contribution of £25,000 towards environmental improvements to Crabtree Park
- a financial contribution of £27,000 towards the implementation of shared cycleway/footway on Frimley Road.

The Executive Head Regulatory to be authorised to GRANT the application subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

3. No development shall take place until details of the surface materials for the roads,

car parking areas, paths and pitches shall be submitted to, and approved in writing by the Local Planning Authority. Once approved, the agreed surfacing materials shall be used in the construction of the development.

Reason: To safeguard the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. The development hereby approved shall be undertaken in accordance with the submitted "Arboricultural Survey, Arboricultural Impact Assessment and Arboricultural Method Statement" dated April 2013 including the provision tree and ground protection in accordance with the approved details. No development shall be undertaken until the tree and ground protection has been agreed on site with the Arboricultural Officer and the applicants Arboricultural Consultant has attended a pre-commencement site meeting.

Reason: To preserve and enhance the visual amenities of the locality and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development. The scheme shall also include a management and maintenance plan to cover the first 5 year period of the development. Any trees or plants removed or becoming dead or diseased within 5 years of planting shall be replaced by specimens of a similar species and size as those to be removed.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. No development shall take place on site until details of the proposed finished ground floor slab levels of all building(s) and the finished ground levels of the site including roads, paths, pitches and bunds in relation to the existing ground levels of the site and adjoining land, (measured from a recognised datum point) shall be submitted to and approved by the Local Planning Authority. Once approved, the development shall be built in accordance with the approved details.

Reason: In the interests of the visual and residential amenities enjoyed by neighbouring occupiers and the occupiers of the buildings hereby approved in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7. Prior to the commencement of development full details of the proposed acoustic barrier adjacent to Krooner Road shall be submitted to and approved in writing by the Local Planning Authority. This shall be informed by a detailed noise assessment to identify the required height of the barrier and the details to be provided shall include the construction and sections of any bund or fencing. Once approved the barrier shall be constructed in accordance with the approved details

prior to the first use of the approved pitches and shall be maintained on site at all times the site is in use.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. No development shall proceed on site until a pre-construction badger survey has been submitted to and approved by the Local Planning Authority. The pre-construction badger survey should describe the location and condition of any setts and level of badger activity within the application area and adjacent recreation ground and include:

- Details of monitoring conducted prior to the proposed start of works,
- An assessment of the 'current' (prior to works) level of activity,
- Location of setts, latrines, paths and other badger evidence prior to works,
- Determination of sett type and status, where this is in accordance with established methodology,
- A work plan / method statement detailing how badgers, if present, are to be protected during works and how the loss of any setts that require mitigation will be mitigated,
- If required, the location and design of an artificial sett to mitigate the loss of a main or annex sett,
- Details of how connecting and foraging habitat will be maintained and / or enhanced for free movement and the longer term viability for badgers at the site if they remain at the time of survey,
- Details of the monitoring that will be conducted during and after development and
- Confirmation that, if indicated by the survey, a suitable licence for the works has been obtained from Natural England and been implemented prior to the start of construction

Once agreed the mitigation shall be undertaken in strict accordance with the approved details, as described above, prior to the first occupation of the development or other period as may be agreed in writing with the Local Planning Authority.

Reason: To ensure that badgers are protected during development, impact on them are mitigated and ensure that if badgers remain at the site the development does not affect the longer term viability of the population in accordance with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9. No development shall take place until a scheme has been submitted to and approved by the Local Planning Authority to secure a minimum of 10% of the energy requirement of the approved development through onsite renewable or low carbon sources. Once approved these measures shall be incorporated into the approved scheme and shall be made operational prior to the first occupation of the development and thereafter maintained so that they deliver the required energy saving.

Reason: In the interests of promoting sustainable development and to accord with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. Prior to the commencement of development a scheme detailing the water efficiency measures to be included within the development shall be submitted to and approved in writing with the Local Planning Authority. Once approved the development shall be undertaken in accordance with the approved details.

Reason: In the interests of water efficiency and to accord with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.

11. The 5-a-side football pitches hereby approved shall only be used between the hours of 9:00 and 23:00 Monday to Sunday and shall only be illuminated when the pitches are in use. The flood lighting shall be switched off within 15 minutes of the conclusion of the final booking of each day.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

12. The main pitch hereby approved shall only be used between the hours of 9am and 10pm Monday to Sunday. This pitch shall be used for 11-a-side matches or training of players however the pitch shall not be subdivided by way of rebound boards to provide small sided games.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

13. At any time that amplified live or recorded music is played in the clubhouse after 8pm the sliding doors in the north east elevation shall be kept closed and locked so that they may not be opened by visitors to building.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

14. No development shall take place until details of external lighting for the paths, roads and car parks are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

Reason: In the interests of residential and visual amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

15. The flood lighting hereby approved shall be completed and installed in accordance with the submitted details (Ref: Abacus Lighting Limited UKS87707) and shall thereafter be maintained throughout the lifetime of the development in accordance with the Institute of Lighting Engineers publication "Guidance Note for the Reduction of Obstructive Light GN01 2005" or any document which supersedes this publication.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012

16. No development approved by this planning permission (or such other date or

stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

a) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

c) The results of the site investigation and detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: This condition is sought in accordance with paragraph 109 of the National Planning Policy Framework (NPPF) as the site is potentially contaminated. It states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

17. No occupation or use of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Further site investigation is required and the site is adjacent to a landfill therefore if remediation is required, remediation works should be validated for the protection of controlled waters.

18. No development shall take place until full details of surface water drainage

systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. The scheme shall include no infiltration of surface water drainage into the ground on any part of the site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework and to accord with paragraph 109 of the National Planning Policy Framework (NPPF).

19. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

20. Before the development is occupied the modified vehicular/pedestrian/cycle access to Wilton Road shall be constructed in accordance with the approved plans, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility zones shall be kept permanently clear of any obstruction between 0.6 m and 2.0 m above ground level.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

21. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans, Drawing Number 6521P-101 (Rev D), for car parking spaces, to include 4 disabled spaces, 2 mini bus spaces and a minimum 30 cycles to be parked, and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated purpose.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

22. No development shall start until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management).
- (e) provision of boundary hoarding behind any visibility zones
- (f) no on site burning
- (g) provision of wheel washing facilities

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

23. Prior to the commencement of the development the applicant shall submit for the written approval of the Local Planning Authority a Traffic and Travel Plan Statement to include a Match Day Access Strategy in accordance with the aims and objectives of National Planning Policy Framework (2012) and the Surrey County Council Travel Plans Good Practice Guide. The Match Day Access Strategy shall aim to minimise disruption of match days and shall include a mechanism to include where necessary the provision of Traffic Management measures and Marshalling of traffic. The applicant shall implement the approved Traffic and Travel Plan Statement and Match Day Access Strategy upon occupation and thereafter shall maintain, develop and operate the traffic and travel plan statement and match day access strategy to the satisfaction of the Local Planning Authority.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

24. The proposed development shall be built in accordance with the following approved plans: 6521 A OS, 6521P-100(D), 6521P-101(D), 6521P02, 6521P01, 102 (P05), 101 (P05) and 6521V-102 unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning and as advised in CLG Guidance on "Greater Flexibility for Planning Permissions" (2009).

25. Before the commencement of development the applicant will submit in writing an Environmental Management and Monitoring Programme. The programme must include the following;
- 1. A scheme to deal with exposure of the landfill beneath Crabtree Recreation site as a consequence of the work. The scheme shall include an investigation and assessment to identify the extent of contamination and the measures to be taken to avoid risk to the public, buildings and environment when the site is

developed, or

2. Evidence demonstrated by intrusive investigation and written report/drawings that the carrying out of the proposed work will not entail excavation of the landfill or the breaking of any cover over it.
3. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of point 1 above, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.
4. A programme of ground gas monitoring be undertaken in the vicinity of the proposed clubhouse building. Results of such monitoring and details of gas protection measures to the building provided if the monitoring proves it is necessary

Development must not proceed until this Environmental Management and Monitoring Programme has been submitted to and approved in writing by the Local Planning Authority. Once agreed the scheme shall be undertaken in complete accordance with the agreed details.

Reason: This condition is sought in accordance with paragraph 109 of the National Planning Policy Framework (NPPF) as the site is potentially contaminated. It states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

Informative(s)

1. Decision Notice to be kept DS1
2. Building Regs consent req'd DF5
3. Advertisement consent required DF3
4. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part

of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see

<http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991 Please see

www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

6. The Match Day Strategy should be a short plan identifying how traffic and parking will be managed when there is a match with high attendance, in order to avoid unnecessary blocking of Wilton road and uncontrolled parking. The plan should include traffic marshalling, provision for drop offs.

The works to provide access to the Plaza area will require works within the existing public highway and should be clearly delineated.

Recommendation 2:

In the event that a satisfactory obligation has not been completed by the 30th June 2015 the Executive Head Regulatory be authorised to REFUSE the application for the following reasons:

- 1 In the absence of a planning obligation to secure a financial contribution towards a scheme of environmental improvements the development proposed would, by virtue of the loss of area and reduction of tree cover in Crabtree Park, have a detrimental impact on the character and the function of this designated Green Space. As such the proposal is contrary to the objectives of Policy DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012.
- 2 In the absence of a planning obligation to secure financial contributions towards cycle infrastructure the development would fail to meet the objectives to reduce reliance on the private car and would not contribute to delivering sustainable development. As such the proposal is contrary to Policy CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and fails to meet the objectives of the National Planning Policy Framework.

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LOCATION: KROONER PARK AND LAND AT CRABTREE PARK,
WILTON ROAD, CAMBERLEY, GU15 2QW

PROPOSAL: Creation of a Football Centre, to include 1 full size artificial
grass pitch, 7 artificial 5-a-side pitches with associated
clubhouse, changing rooms and spectator seating.

TYPE: Full Planning Application

APPLICANT: Mr Ronnie Wilson
Pace Soccer Centres Limited

OFFICER: Paul Sherman

1.0 SUMMARY

- 1.1 The full application proposes the creation of a new Football Centre to include a full-sized artificial grass pitch and seven artificial 5-a-side pitches with associated clubhouse, spectator seating, floodlighting and car parking. The existing Krooner Park site would be cleared with the main pitch reoriented to run north-south adjacent to the boundary with Krooner Road. The proposed clubhouse would be located to the west of the main pitch and would be broadly central to the site, the building would be two-storey and would include changing rooms as well as bar and hospitality facilities. The 5-a-side pitches would be located to the north and the west of the clubhouse.
- 1.2 Vehicle access to the development would be from Wilton Road while the existing access to Krooner Road would be retained as an emergency access only. There would be a total of 101 car parking with the majority of these located on the area of the site which currently forms part of Crabtree Park.
- 1.3 There is no objection to the principle of the proposal and the development would respect the character and the appearance of the area. The development would not give rise to an unacceptable impact on the amenities enjoyed by the occupants of the surrounding properties, would provide a sufficient level of car parking and would not impact on highway safety or highway capacity. The development would not harm the biodiversity value of the site, would not increase risks from flooding or from contamination and would not impact on local infrastructure provision.
- 1.4 It is therefore considered that subject to the completion of a suitable planning obligation to secure a financial contribution for environmental improvements to Crabtree Park and a contribution to improving the local cycle network, planning permission should be granted subject to conditions.

2.0 RECOMMENDATION

Recommendation 1:

To Defer and Delegate, that and subject to the completion of a suitable obligation to secure the following:

- a financial contribution of £20,000 towards environmental improvements to Crabtree Park
- a financial contribution of £27,000 towards the implementation of shared cycleway/footway on Frimley Road

The Executive Head - Regulatory to be authorised to APPROVE the application subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

3. No development shall take place until details of the surface materials for the roads, car parking areas, paths and pitches shall be submitted to, and approved in writing by the Local Planning Authority. Once approved, the agreed surfacing materials shall be used in the construction of the development.

Reason: To safeguard the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. The development hereby approved shall be undertaken in accordance with the submitted "Arboricultural Survey, Arboricultural Impact Assessment and Arboricultural Method Statement" dated April 2013 including the provision tree and ground protection in accordance with the approved details. No development shall be undertaken until the tree and ground protection has been agreed on site with the Arboricultural Officer and the applicants Arboricultural Consultant has attended a pre-commencement site meeting.

Reason: To preserve and enhance the visual amenities of the locality and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. No development shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development. The scheme shall also include a management and maintenance plan to cover the first 5 year period of the development. Any trees or plants removed or becoming dead or diseased within 5 years of planting shall be replaced by specimens of a similar species and size as those to be removed.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. No development shall take place on site until details of the proposed finished ground floor slab levels of all building(s) and the finished ground levels of the site including roads, paths, pitches and bunds in relation to the existing ground levels of the site and adjoining land, (measured from a recognised datum point) shall be submitted to and approved by the Local Planning Authority. Once approved, the development shall be built in accordance with the approved details.

Reason: In the interests of the visual and residential amenities enjoyed by neighbouring occupiers and the occupiers of the buildings hereby approved in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7. Prior to the commencement of development full details of the proposed acoustic barrier adjacent to Krooner Road shall be submitted to and approved in writing by the Local Planning Authority. This shall be informed by a detailed noise assessment to identify the required height of the barrier and the details to be provided shall include the construction and sections of any bund or fencing. Once approved the barrier shall be constructed in accordance with the approved details prior to the first use of the approved pitches and shall be maintained on site at all times the site is in use.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. No development shall take place until full details of surface water drainage systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. No development shall take place until a scheme has been submitted to and agreed in writing with the Local Planning Authority, in consultation with Surrey Wildlife Trust, to mitigate the impact of the development on Badgers. The scheme shall be informed by further survey work to be undertaken between the date of the grant of permission and the submission of the mitigation scheme and the results of this survey work shall be included with the mitigation scheme submitted. Once agreed the mitigation shall be undertaken in accordance with the approved details prior to the first occupation of the development or other period as may be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development does not impact on the badger population in the area and to accord with Policy CPI4 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. No development shall take place until a scheme has been submitted to and approved by the Local Planning Authority to secure a minimum of 10% of the energy requirement of the approved development through onsite renewable or low carbon sources. Once approved these measures shall be incorporated into the approved scheme and shall be made operational prior to the first occupation of the

development and thereafter maintained so that they deliver the required energy saving.

Reason: In the interests of promoting sustainable development and to accord with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.

11. Prior to the commencement of development a scheme detailing the water efficiency measures to be included within the development shall be submitted to and approved in writing with the Local Planning Authority. Once approved the development shall be undertaken in accordance with the approved details.

Reason: In the interests of water efficiency and to accord with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.

12. The football pitches hereby approved shall only be used between the hours of 9:00 and 23:00 Monday to Sunday and shall only be illuminated when the pitches are in use. The flood lighting shall be switched off within 15 minutes of the final booking of each day.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

13. The main pitch hereby approved shall only be used for 11-a-side matches or for the training players associated with football clubs registered with the Football Association. The pitch shall not be subdivided to provide small sided games unless these form part of an organised training session of a registered club.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

14. At any time that amplified live or recorded music is played in the clubhouse after 8pm the sliding doors in the north east elevation shall be kept closed and locked so that they may not be opened by visitors to building.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

15. No development shall take place until details of external lighting for the paths, roads and car parks are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

Reason: In the interests of residential and visual amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. The flood lighting hereby approved shall be completed and installed in accordance with the submitted details (Ref: Abacus Lighting Limited UKS87707) and shall thereafter be maintained throughout the lifetime of the development in accordance with the Institute of Lighting Engineers publication "Guidance Note for the

Reduction of Obstructive Light GN01 2005" or any document which supersedes this publication.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

17. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- a) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.
 - b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - c) The results of the site investigation and detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: This condition is sought in accordance with paragraph 109 of the National Planning Policy Framework (NPPF) as the site is potentially contaminated. It states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

18. No occupation or use of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Further site investigation is required and the site is adjacent to a landfill therefore if remediation is required, remediation works should be validated for the protection of controlled waters.

19. No infiltration of surface water drainage into the ground on any part of this site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

21. Before the development is occupied the modified vehicular/pedestrian/cycle access to Wilton Road shall be designed/constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility zones shall be kept permanently clear of any obstruction between 0.6m and 2.0m above ground level.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

22. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans, Drawing Number 6521P-101, for car parking spaces, to include 4 disabled spaces, 2 mini bus spaces and a minimum 30 cycles to be parked, and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated purpose.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

4. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a licence must be obtained from the Highway Authority Local Highway Service Group before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see:
www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding
6. The Match Day Strategy should be a short plan identifying how traffic and parking will be managed when there is a match with high attendance, in order to avoid unnecessary blocking of Wilton road and uncontrolled parking. The plan should include traffic marshalling, provision for drop offs.

Recommendation 2:

In the event that a satisfactory obligation has not been completed by the 24th December 2013, the Executive Head - Regulatory be authorised to REFUSE the application for the following reasons:

1. In the absence of a planning obligation to secure a financial contribution towards a scheme of environmental improvements the development proposed would, by virtue of the loss of area and reduction of tree cover in Crabtree Park, have a detrimental impact on the character and the function of this designated Green Space. As such the proposal is contrary to the objectives of Policy DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012.
2. In the absence of a planning obligation to secure financial contributions towards cycle infrastructure the development would fail to meet the objectives to reduce reliance on the private car and would not contribute to delivering sustainable development. As such the proposal is contrary to Policy CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and fails to meet the objectives of the National Planning Policy Framework.

3.0 BACKGROUND PAPERS

- 3.1 Consultation responses and representations.

4.0 SITE DESCRIPTION

- 4.1 The application site extends to approximately 1.8ha; it comprises an area of land, known as Krooner Park also includes a small proportion of the adjoining Crabtree Park. Krooner Park is located at the western end of Krooner Road and comprises a floodlit grass football pitch with associated clubhouse, stands and ancillary buildings and is the current home ground of Camberley Town Football Club. Other than the playing surface the site is largely hard surfaced, the site is relatively level and includes few landscape features with the exception a row of trees which mark the boundary with Crabtree Park.

23. No development shall start until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management).
- (e) provision of boundary hoarding behind any visibility zones
- (f) no on site burning
- (g) provision of wheel washing facilities

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

24. Prior to the commencement of the development the applicant shall submit for the written approval of the Local Planning Authority a Travel Plan Statement to include a Match Day Access Strategy in accordance with the aims and objectives of National Planning Policy Framework (2012) and the Surrey County Council Travel Plans Good Practice Guide. The Match Day Access Strategy shall aim to minimise disruption of match days and shall include a mechanism to include where necessary the provision of Traffic Management measures and Marshalling of traffic. The applicant shall implement the approved Travel Plan Statement and Match Day Access Strategy upon occupation and thereafter shall maintain, develop and operate the travel plan statement and match day access strategy to the satisfaction of the Local Planning Authority.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

25. The proposed development shall be built in accordance with the following approved plans: 6521-A-OS, 6521-P-01, 6521-P-02, 6521 P-100 and 6521-P-101, unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning and as advised in CLG Guidance on "Greater Flexibility for Planning Permissions" (2009).

Informative(s)

- 1. Decision Notice to be kept DS1
- 2. Building Regs consent req'd DF5
- 3. Advertisement consent required DF3

- 4.2 Crabtree Park is located to the north of Crabtree Road and comprises a former landfill site which has been capped and landscaped to provide an area of informal open space for public recreation. The site is largely laid to grass but includes some significant areas of woodland, most notably in the north of the site adjacent to Krooner Park. It also includes a number of footpaths through the site which provide linkages from Crabtree Road to Wilton Road as well as to a footbridge over the railway to the west. The application site includes approximately 0.3ha of Crabtree Park adjacent to Krooner Park and this area is currently woodland.
- 4.3 The site is located within an area which contains a number of different land uses. To the south the site is bounded by Crabtree Park beyond which there are a number of residential properties and a community building used as a Girl Guide Centre. To the east the site adjoins residential properties on Krooner Road as well as a number of commercial buildings located on the Wilton Road; the site also shares common boundaries with Camberley Indoor Bowls Club and the Wilton Road Civic Amenity Site. To the north the site adjoins the commercial properties Bridge Road while to the west the site is bounded by the railway line which separates the site from the commercial development at Watchmoor Park. The site includes vehicle access from Krooner Road although this is not currently used and the site is currently accessed from Wilton Road.

5.0 RELEVANT HISTORY

- 5.1 SU/2010/0823 Creation of a new Football Centre to include 1 full-size pitch with spectator seating, 5 grass mini- pitches, 10 artificial 5-a-side pitches and 1 artificial intermediate-size pitch, the erection of a clubhouse to include changing rooms, meeting rooms, bar/cafe and a fitness suite and the creation of a new car park accessed from Wilton Road, with associated landscaping and remedial works.

Withdrawn prior to determination (09/02/2011)

6.0 THE PROPOSAL

- 6.1 The full application proposes the creation of a new Football Centre to include a full-sized artificial grass pitch and seven artificial 5-a-side pitches with associated clubhouse, spectator seating, floodlighting and car parking. Access to the site would be from Wilton Road.
- 6.2 The existing Krooner Park site would be cleared with the main pitch reoriented to run north-south adjacent to the boundary with Krooner Road. This pitch would be enclosed by 1 metre high post and rail fencing and would benefit from five 8 metre high flood lights to illuminate the pitch and spectator small stands on each side line. The proposed clubhouse would be located to the west of the main pitch and would be broadly central to the site, the building would be two-storey and would include changing rooms as well as bar and hospitality facilities. The 5-a-side pitches would be located to the north and the west of the clubhouse; these would be enclosed by 3 metre high metal mesh fencing and would be illuminated by 6 metre high flood lighting.
- 6.3 Vehicle access to the development would be from Wilton Road while the existing access to Krooner Road would be retained as an emergency access only. There would be a total of 101 car parking with the majority of these located on the area of the site which currently forms part of Crabtree Park. This parking area would be level with the surface of Crabtree Park and would therefore be elevated above the Krooner Park site.
- 6.4 The application follows an earlier scheme which was withdrawn by the applicant. The current proposal is a much reduced scheme which seeks to use far less of the land within Crabtree Park, includes less pitches and a smaller clubhouse building.

7.0 CONSULTATION RESPONSES

- | | | |
|-----|--------------------------|---|
| 7.1 | Planning Policy Manager | No objection in principle however the development would result in a small reduction in the area of Crabtree Park and this will need to be weighed against the benefits of the scheme. Need to consider that whether the development is commensurate with the scale of the site. |
| 7.2 | Environmental Health | Noise – Has considered the Acoustic Report provided and broadly supports its conclusions. Advises that subject to conditions to secure noise mitigation measures the proposed development would not increase the noise such as to impact on residential amenity.

Lighting – based on the information provided the lighting proposed would not generate any significant adverse impact on the adjoining residential properties and would represent an improvement over the prevailing situation

Land Contamination - The proposal is to add material and no excavation is proposed to Crabtree Park. No objection on land contamination grounds subject to conditions. |
| 7.3 | Arboricultural Officer | Development requires loss of groups of individually small trees as well as some larger oak trees of individual merit. The loss of the trees can be mitigated by replacement planting and environmental improvements to Crabtree Park. |
| 7.4 | County Highway Authority | No objection to the proposed development on highway safety, policy or capacity grounds subject to conditions and a financial contribution towards highway improvements. |
| 7.5 | Environment Agency | No objection on flooding or land contamination grounds subject to conditions. |
| 7.6 | Surrey Wildlife Trust | No comments received at the time of the preparation of this report, any comments received will be provided to the committee by way of a written update. |
| 7.7 | Sport England | No objection to the development, would improve facilities and AGP pitches are supported by local and national football associations. |

8.0 REPRESENTATION

- 8.1 At the time of preparation of this report a total of 644 representations had been received. These are broken down as follows:
- 8.2 There have been 435 representations objecting to the proposed development which raise the following planning issues:
- Out of character with area
 - Loss of open space / reduced access to open space
 - Loss of trees
 - Impact on wildlife / habitat
 - Land contamination

- Impact on highway safety
- Insufficient on-site parking
- Insufficient highway capacity
- Impact on residential amenity
- Noise / light pollution
- Risk of flooding

8.3 There have been 209 representations supporting the proposed development which raise the following issues:

- Improved football facilities in area
- Better facilities for young people
- Promote active / health lifestyles

8.4 It is acknowledged that a significant number of representations have been received from outside the immediate vicinity of the site however the location of those making representations is not a reason to discount any legitimate planning issues they may raise. It should also be noted that the numbers of representations, either in support or against the proposal, is not a reason in itself to grant or withhold planning permission.

9.0 PLANNING CONSIDERATION

9.1 The application site is located within the settlement area as identified by the proposals map and both Krooner Park and Crabtree Park are designated as Green Spaces. As such policies CP2, CP11, CP12, CP14, DM9, DM10, DM11 and DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012 are relevant to the consideration of this application. The national planning policy contained in the National Planning Policy Framework is also a material consideration.

9.2 The main issues to be addressed in the determination of this application are:

- The principle of the development and its impact on the designated Green Spaces;
- The impact of the development on the character of the area;
- The impact of the development on residential amenities;
- The level of parking and the impact of the development on highway safety;
- The impact of the development on nature conservation and protected species;
- The impact of the development on the risk of flooding and drainage infrastructure, and
- The risk of contamination arising from the proposed development

9.3 The principle of the development and its impact on the designated Green Spaces

9.3.1 The application site is located within the urban area however both parts of the site, namely Krooner Park and Crabtree Park, are identified as Green Spaces within the Settlement Area. Krooner Park is identified solely for its recreational value while Crabtree Park is designated for its visual amenity and its recreational value. Policy DM15 states that Green Spaces will be protected by restricting development to appropriate informal recreation uses or formal recreation facilities that are of a scale commensurate with the size of the space.

- 9.3.2 The application seeks to create a football centre which includes the creation of a full size artificial grass pitch and seven 5-a-side pitches with associated facilities on the Krooner Park site. Given that the Krooner Park site is designated for its formal recreational use which would effectively be retained and enhanced by the proposal it is considered that no objection should be raised to the principle of redeveloping the site with new pitches, even though the surfaces would be artificial. The development however also includes the provision of a parking area on the Crabtree Park site to serve the new football centre; the level of development proposed for the Krooner Park site means that this parking cannot be provided on this part of the site. This site is designated for its visual amenity and recreational value and accordingly the impact on the function of Crabtree Park due to the loss of this part of the site should also be considered.
- 9.3.3 The total area of Crabtree Park required to deliver the proposal is approximately 0.3ha; this area is currently woodland and includes one of the informal paths which circle the park. Much of this area is however steeply sloping and is not practicably useable. The development would see this area levelled by the infilling the bank behind a retaining wall and this area would then provide two rows of parking delivering some 91 car parking spaces. A bund and tree planting would be provided between the parking area and the remainder of the park.
- 9.3.4 It is considered that the area of Crabtree Park to be lost is relatively limited and it is not considered that the loss of this small area would have a significant adverse impact on the function of the park. The development of part of this woodland area may have some impact on the visual amenity value of the park as the depth of this area of woodland would be reduced. It is however considered that the harm arising from the development on Crabtree Park would be outweighed by the improved recreation facilities on Krooner Park. However in the event that planning permission is granted, a financial contribution should be secured from the developer to deliver environmental improvements to the remainder of the Crabtree Park site to mitigate the impact on the visual amenity value of the park and to improve the opportunities within the park for informal recreation.
- 9.3.5 Having regard to the above it is considered that subject to appropriate conditions and a contribution towards environmental improvements to remainder of Crabtree Park, the development would meet the objectives of Policy DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012 and no objection should be raised to the principle of the development.

9.4 The impact of the development on the character of the area

- 9.4.1 The application site is located within an area of mixed character which includes industrial and commercial properties, recreation facilities, residential properties and informal public open spaces. The main entrance to the site would be from Wilton Road and it is from this area that the development would most readily be visible. The development would replace the existing pitch and associated building with a more modern facility. From the street, only the 5-a-side pitches and car parking would be visible with limited views of the proposed clubhouse. It is not considered that the development would materially harm the character or the appearance of the Wilton Road industrial area and has the potential to improve the appearance and quality of the existing site.
- 9.4.2 The site also bounds Krooner Road and an emergence access is to be retained in this location. Krooner Road is residential with the boundary with the football club currently marked by a chain link fence and a higher netting fence behind. The development would reposition the main pitch to bring this closer to the Krooner Road boundary however the development would also include the provision of an acoustic barrier comprised of a landscaped bund supporting an acoustic fence. The presence of this bund will obscure most of the views into the site and subject to appropriate landscaping would provide a soft edge to this boundary. The development would therefore not materially impact on the character of Krooner Road and a suitably landscaped bund has the potential to improve the appearance of what is currently somewhat unattractive boundary fencing.

9.4.3 To the south-west the site adjoins Crabtree Park which is a large informal public green space which includes a mixture of grassland and wooded areas. The application includes the provision of car parking in part of the wooded area adjacent to the northern boundary of the site however a significant volume of trees would be retained and this would help to hide the presence of the parking. Subject to suitable conditions and a financial contribution towards environmental improvements to the park it is considered that the development could be accommodated without significant harm to the character or the appearance of the area when viewed from Crabtree Park.

9.4.4 Having regard to all of the above it is considered that the development proposed would not be detrimental to the character or the appearance of the area in which it is located and as such it is considered that the development would comply with the relevant objectives of Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9.5 The impact of the development on residential amenities

9.5.1 The application site adjoins residential properties on Krooner Road and while these properties currently adjoin the football club the proposed development seeks to reposition the main pitch to be closer to these properties and is likely to increase the intensity of the use of this site. The proposal therefore has the potential to impact on the amenities of these properties by virtue of increased noise, disturbance and light spill.

9.5.2 The pitch closest to these properties would be the full sized pitch; this pitch does not include rebound boards and as such is likely to generate less noise than the smaller 5-a-side pitches. Noise from this pitch is likely to be generated from players shouting, whistles and crowd noise when used by Camberley Town Football Club. The application includes the provision of an acoustic barrier adjacent to these properties to shield them from noise generated by the proposed pitch and the Council's Environmental Health Officer has advised that the bund is sufficient to ensure that the development would not give rise to unacceptable noise or disturbance to these properties and could offer a benefit to the prevailing situation which is not mitigated. The light spill information provided also demonstrates that the light from the floodlights can be contained in the site without a significant detrimental impact on these properties. It is therefore considered that the development would not impact on the amenities enjoyed by the occupants of these properties by virtue of noise or light spill. It is however considered that a condition should be included to ensure that the main pitch is not subdivided to be used more intensively than is currently proposed which could have a greater impact on amenities. A suitable condition is set out above.

9.5.3 In order to mitigate the impact from noise, an acoustic barrier is proposed for this boundary and this should comprise a landscaped bund topped with an acoustic fence. This acoustic barrier is shown to have a total height of 5.5m and would be visible from the properties adjoining the site. This would however be set off the boundary with the residential properties and would not reach its full height until some 6m from the boundary with these properties. It is therefore considered that, subject to suitable landscaping, the barrier would not be overbearing and would not materially impact on the sun or day light the occupants of these properties currently enjoy. Furthermore, the information provided by the applicant, and agreed by the Council's Environmental Health Officer, states that a barrier of less than 5.5 metres would also be acceptable to mitigate the noise from the development. It is therefore recommended that a condition should be included to secure full details of the acoustic barrier to ensure that the barrier is as low as possible to deliver the required mitigation. A suitable condition is set out above.

9.5.4 Crabtree Road is located to the south of the site and includes properties which front the park across the highway and there are also properties on the north side of the road which back onto the allotments. These properties would be a significant distance from the development proposed and would not be materially impacted by the light or noise from these sources. Furthermore it is not considered that the proposed clubhouse would generate any harm to residential amenity and the noise would be contained within the building envelop. People leaving the site in the evenings are most likely to use Wilton

Road which is not a residential area.

- 9.5.5 Having regard to the above it is considered that the development would not impact on the residential amenities enjoyed by the occupants of the surrounding properties and as such the proposal is considered to comply with the relevant sections of Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9.6 The level of parking and the impact of the development on highway safety

- 9.6.1 The application site currently benefits from vehicle access from Krooner Road and Wilton Road both of which lead into the Krooner Park site. The proposed development would be accessed from Wilton Road although the access from Krooner Road would be retained for emergency access. The main access to the site will remain in broadly the location of the existing access and this will serve the main part of the site and give access to a small parking area. A new access is also proposed from Wilton Road leading up to a parking area on the part of the site which falls within Crabtree Park. The County Highway Authority has considered the proposed access arrangements and has advised that the accesses are suitable and would not give rise to conditions prejudicial to highway safety.

- 9.6.2 The County Highway Authority has also considered the impact of the development on the local highway network by virtue of the increases of trips to the site. This assessment has been made on a worst case scenario that all pitches would be in full occupation during a match by Camberley Town Football Club. This demonstrates that there would be less than 5.5% increase in PM peak hour vehicle movements. The impact of the increase in movements has been considered for the London Road / Frimley road, Wilton Road / Frimley Road / Park Road, and Crabtree Road / Frimley Road junctions. The County Highway Authority concludes that the development would have no significant impact on these junctions with the exception of the roundabout junction at Wilton Road where the impact would be minor and would only occur on match days in the PM peak period. The County Highway Authority advise that the impact is so minor as to not warrant mitigation and they therefore raise no objection to the development on highway capacity grounds. They do however seek a financial contribution towards the implementation of a cycleway designed to reduce movements by car and recommended conditions to encourage suitable methods of travel.

- 9.6.3 The application includes the provision of a total of 101 car parking spaces to serve the development and this is more than sufficient to meet the theoretical capacity of the pitches even in the event that all participants were to drive to the site individually which is considered unlikely. Parking is likely to come under greater strain at change over times and on days when Camberley Town Football Club play matches however the level of parking is considered sufficient to meet the demand for the development. It is also noted that a public car park is available in walking distance of the development and that the parking areas and development can also be managed to reduce peak demand through measures such as staggering change over times and promoting suitable travel choices.

It is therefore considered that the development would provide a suitable level of parking and would not impact on highway safety and would not result in unacceptable impacts on the highway network. For these reasons, subject to the conditions and a planning obligation to secure contributions to the cycleway, it is considered that the development meets the relevant objectives of Policy CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9.7 The impact of the development on nature conservation and protected species

- 9.7.1 The larger part of the application site currently forms Krooner Park. With the exception of the grassed pitch the site is mostly laid to hard surfacing and the buildings within the site are not likely to be suitable for roosting bats. The site has a low biodiversity value and it is not considered that the proposed development of this site would have any material impact on protected species or nature conservation objectives.

- 9.7.2 The application site also includes a small section of Crabtree Park which has a higher biodiversity value. The consultation response from Surrey Wildlife Trust has not been

received at the time of the preparation of this report however representations have been received which raise concern with the validity of the Badger Survey. Following these representations the applicant has agreed to undertake a further scheme of surveying prior to the commencement of any development on site and to use the results of these surveys to prepare a detailed scheme of mitigation. Subject to the comments of Surrey Wildlife Trust, it is considered that this approach is reasonable and accordingly no objection should be raised to the proposal on these grounds and a suitable condition is set out above. Any further comments in respect of biodiversity will be reported as an update to the committee.

9.7.3 While the development is not in close proximity to the Thames Basin Heaths Special Protection Area the loss of informal recreation spaces and dog walking opportunities has the potential to increase the recreation pressures on the protected site due to the displacement of activity. In this instance however it is considered that the loss of open space from Crabtree Park would, subject to the scheme of environmental improvements, not significantly harm the function of the park such as to displace activity to the TBHSPA. Accordingly the development would not have a like significant adverse impact on the protected site and therefore an Appropriate Assessment is not required.

9.7.4 Having regard to the above, and subject to the comments of Surrey Wildlife Trust, it is considered that the development would not adversely impact on the biodiversity value of the site and as such the development is considered to comply with the objectives of Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012.

9.8 The impact of the development on the risk of flooding

9.8.1 The application site is located within Flood Zone 1 as identified by the Environment Agency and as such is at low risk of flooding from rivers and waterways. The applicant has provided a Flood Risk Assessment which concludes that the development would not materially increase the risk of flooding to adjoining properties and the Environment Agency has raised no objection to the development on flood risk grounds. Subject to a condition to secure full details of the surface and foul water drainage the development would not put adjoining properties at risk of flooding and would meet the objectives of Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012. A suitable condition is set out above.

9.9 The risk of contamination arising from the proposed development

9.9.1 The application site includes a small section of Crabtree Park which is known to be a former landfill site and as such is at high risk of contamination; there is also a risk that landfill gas may be present in this part of the site. The development includes no excavation or intrusion of the area of the site which is former landfill and instead seeks to further cover and this area with inert materials to provide the proposed parking area. The Environment Agency and the Council Environmental Health Officer have considered the development and have both advised that the development would not result in an undue risk of contaminants entering the environment and have recommended conditions to control the management of risk during the construction process. Accordingly no objection should be raised to the development on these grounds.

9.10 The impact of the development on Local Infrastructure

9.10.1 In October 2011 the Council adopted the Developer Contributions SPD and financial contributions are now required for any development providing new dwellings or commercial floorspace. While the proposed development includes commercial floorspace the development proposed does not fit into any of the categories of development in the SPD by which to make a calculation for infrastructure contributions. In this instance therefore contributions have been assessed on an individual basis and a contribution of £27,000 towards highway infrastructure and £20,000 towards environmental improvements are required. There are no other significant infrastructure impacts and therefore subject to the completion of a planning obligation to secure these contributions no objection should be raised to the development on these grounds.

9.11 Other Issues

- 9.11.1 The proposed development is likely to have a high demand for both energy and water and Policy CP2 requires developments to be sustainable in terms of the energy use and the use of water. The application does not include specific details of the use of renewable or low carbon energy sources or details of any water efficiency measures to be incorporated within the development. It is therefore considered that a condition should be included to ensure that suitable sustainability measures are included within the development and a suitable condition is included above. Subject to the imposition of this condition the development would meet the objectives of Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10.0 CONCLUSION

- 10.1 There is no objection to the principle of the proposal and the development would respect the character and the appearance of the area. The development would not give rise to an unacceptable impact on the amenities enjoyed by the occupants of the surrounding properties, would provide a sufficient level of car parking and would not impact on highway safety or highway capacity. The development would not harm the biodiversity value of the site, would not increase risks from flooding or from contamination and would not impact on local infrastructure provision.
- 10.2 It is therefore considered that subject to the completion of a suitable planning obligation to secure a financial contribution for environmental improvements to Crabtree Park and a contribution to improving the local cycle network, planning permission should be granted.
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MINUTE LIST OF COMMITTEE
16 December 2013

APP. NO	WARD	LOCATION & PROPOSAL	TYPE	DECISION
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2013/0709	WAT	KROONER PARK AND LAND AT CRABTREE PARK, WILTON ROAD, CAMBERLEY, GU15 2QW	<u>FFU</u>	RA
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PGS
Creation of a Football Centre, to include 1 full size artificial grass pitch, 7 artificial 5-a-side pitches with associated clubhouse, changing rooms and spectator seating.

ACTION

REFUSED (MEMBER OVERTURN)

Reasons for refusal to be agreed by Chair and Vice Chair.

LOCATION: KROONER PARK AND LAND AT CRABTREE PARK,
WILTON ROAD, CAMBERLEY, GU15 2QW

PROPOSAL: Creation of a Football Centre, to include 1 full size artificial
grass pitch, 7 artificial 5-a-side pitches with associated
clubhouse, changing rooms and spectator seating.

TYPE: Full Planning Application

APPLICANT: Mr Ronnie Wilson
Pace Soccer Centres Limited

OFFICER: Paul Sherman

RECOMMENDATION: Defer and Delegate for legal agreement then GRANT subject to conditions.

1.0 SUMMARY

- 1.1 The full application proposes the creation of a new Football Centre to include a full-sized artificial grass pitch and seven artificial 5-a-side pitches with associated clubhouse, spectator seating, floodlighting and car parking. The current proposal is similar in most respects to application SU/2013/0709 which was previously refused by the Council. However, no objection was previously raised to the principle of the proposal, its impact on the amenities enjoyed by the occupants of the surrounding properties, the level of car parking or highway safety. The development was also considered not to harm the biodiversity value of the site and not to increase risks from flooding. The primary consideration in determining this application is therefore whether the current application overcomes the previous reasons for refusal which related to the risk of contamination arising from the development and the impact of the development on the visual amenity value of Crabtree Park.
- 1.2 The report concludes that the additional information provided by the applicant clearly demonstrates that the development would not give rise to an unacceptable risk from contamination and that the development would not impact on the visual amenity value of Crabtree Park. Moreover the development offers the opportunity to further supplement the existing landfill cap in this location. This would reduce the risk of contaminants escaping from the site. The proposal would also deliver environmental improvements to Crabtree Park to the benefit of the existing park users.

2.0 SITE DESCRIPTION

- 2.1 The application site extends to approximately 1.8ha; it comprises an area of land, known as Krooner Park also includes a small proportion of the adjoining Crabtree Park. Krooner Park is located at the western end of Krooner Road and comprises a floodlit grass football pitch with associated clubhouse, stands and ancillary buildings and is the current home ground of Camberley Town Football Club. Other than the playing surface the site is largely hard surfaced, the site is relatively level and includes few landscape features with the exception a row of trees which mark the boundary with Crabtree Park.
- 2.2 Crabtree Park is located to the north of Crabtree Road and comprises a former landfill site which has been capped and landscaped to provide an area of informal open space for public recreation. The site is largely laid to grass but includes some significant areas of woodland, most notably in the north of the site adjacent to Krooner Park. It also includes a number of footpaths through the site which provide linkages from Crabtree Road to Wilton Road as well as to a footbridge over the railway to the west. The application site includes

approximately 0.3ha of Crabtree Park adjacent to Krooner Park and this area is currently woodland.

- 2.3 The site is located within an area which contains a number of different land uses. To the south the site is bounded by Crabtree Park beyond which there are a number of residential properties and a community building used as a Girl Guide Centre. To the east the site adjoins residential properties on Krooner Road as well as a number of commercial buildings located on the Wilton Road; the site also shares common boundaries with Camberley Indoor Bowls Club and the Wilton Road Civic Amenity Site. To the north the site adjoins the commercial properties Bridge Road while to the west the site is bounded by the railway line which separates the site from the commercial development at Watchmoor Park. The site includes vehicle access from Krooner Road although this is not currently used and the site is currently accessed from Wilton Road.

3.0 RELEVANT HISTORY

- 3.1 SU/2010/0823 Creation of a new Football Centre to include 1 full-size pitch with spectator seating, 5 grass mini- pitches, 10 artificial 5-a-side pitches and 1 artificial intermediate-size pitch, the erection of a clubhouse to include changing rooms, meeting rooms, bar/cafe and a fitness suite and the creation of a new car park accessed from Wilton Road, with associated landscaping and remedial works.

Withdrawn prior to determination (09/02/2011)

- 3.2 SU/2013/0709 Creation of a Football Centre, to include 1 full size artificial grass pitch, 7 artificial 5-a-side pitches with associated clubhouse, changing rooms and spectator seating.

This was reported to the Planning Applications Committee on 16/12/2013 with an officer recommendation for approval, however, the Committee refused the application for the following reasons:

- 1. It has not been satisfactorily demonstrated that the development proposed, in particular the creation of the car park and access ramp and the associated tree removal and engineering operations, could be undertaken without breaking the cap of the former landfill site and without resulting in an unacceptable risk of contaminants escaping from the site to local receptors. As such the proposal is contrary to the objectives of paragraphs 120 and 121 of the National Planning Policy Framework.*
- 2. The development proposed, by virtue of the loss of trees and the creation of the formal parking area, would have a detrimental impact on the visual amenity value of Crabtree Park which is a designated Green Space. As such the proposal is contrary to the objectives of Policy DM9 and DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012 and conflicts with the objectives of the Surrey Heath Core Strategy and Development Management Policies 2012.*

4.0 THE PROPOSAL

- 4.1 The full application proposes the creation of a new Football Centre to include a full-sized artificial grass pitch and seven artificial 5-a-side pitches with a new clubhouse, spectator seating, floodlighting and car parking. Access to the site would be from Wilton Road.
- 4.2 The existing Krooner Park site would be cleared with the main pitch reoriented to run

north-south adjacent to the boundary with Krooner Road. This pitch would be enclosed by 1 metre high post and rail fencing and would benefit from five 8 metre high flood lights to illuminate the pitch and spectator small stands on each side line. The proposed clubhouse would be located to the west of the main pitch and would be broadly central to the site, the building would be two-storey and would include changing rooms as well as bar and hospitality facilities. The 5-a-side pitches would be located to the north and the west of the clubhouse; these would be enclosed by 3 metre high metal mesh fencing and would be illuminated by 6 metre high flood lighting.

- 4.3 Vehicle access to the development would be from Wilton Road while the existing access to Krooner Road would be retained as an emergency access only. There would be a total of 101 car parking with the majority of these located on the area of the site which currently forms part of Crabtree Park. This parking area would be level with the surface of Crabtree Park and would therefore be elevated above the Krooner Park site.
- 4.4 The application is similar to application SU/2013/0709 which was recently refused. The main changes to the proposal involve a reduction in the area of Crabtree Park to be included in the application site and changes to the design of the car park intended to give a softer edge to the Crabtree Park boundary. Changes to the car park access ramp have also been made to ensure that the development would not cut into the landfill and further technical information has been submitted in respect of the method of the construction of the car parking area. The applicant has also provided Visual Amenity Report which details how the proposal could deliver environment improvements to Crabtree Park.

5.0 CONSULTATION RESPONSES

- 5.1 Environmental Health Noise – has considered the Acoustic Report provided and broadly supports its conclusions. Advises that subject to conditions to secure noise mitigation measures the proposed development would not increase the noise such as to impact on residential amenity.
- Lighting – based on the information provided the lighting proposed would not generate any significant adverse impact on the adjoining residential properties and would represent an improvement over the prevailing situation.
- Land Contamination - the proposal is to add material and no excavation is proposed to Crabtree Park. No objection on land contamination grounds subject to conditions.
- 5.2 Arboricultural Officer Development requires some loss of small groups of trees as well as some larger oak trees of individual merit. The loss of the trees can be mitigated by replacement planting and environmental improvements to Crabtree Park.
- 5.3 County Highway Authority No objection to the proposed development on highway safety, policy or capacity grounds subject to conditions and a financial contribution towards highway improvements.
- 5.4 Environment Agency No objection on flooding or land contamination grounds subject to conditions.
- 5.5 Surrey Wildlife Trust No comments received at the time of the preparation of this report, any comments received will be provided to the committee by way of a written update. No objection was raised to previous scheme, however conditions were recommended.
- 5.6 Sport England No objection to the development, would improve facilities and AGP

pitches are supported by local and national football associations.

6.0 REPRESENTATION

6.1 At the time of preparation of this report 295 representations have been received and of these:

129 object to the proposed development and raise the following planning issues:

- Loss of open space / reduced access to open space
- Impact on park
- Out of character with surrounding area
- Loss of trees
- Land contamination
- Overbearing impact from fencing / bund
- Impact on wildlife / habitat
- Impact on highway safety
- Insufficient on-site parking
- Risk of flooding
- Insufficient highway capacity
- Impact on residential amenity
- Noise / light pollution

6.3 166 support the proposed development for the following reasons:

- Improved football facilities for whole borough
- Better facilities for young people
- Promote active / health lifestyles
- Support future of football club

6.4 While a significant number of representations have been received in respect of this application it should also be noted that the number of representations, either in support or against the proposal, is not a reason in itself to grant or withhold planning permission.

7.0 PLANNING CONSIDERATION

7.1 The application site is located within the settlement area as identified by the proposals map and both Krooner Park and Crabtree Park are designated as Green Spaces. As such policies CP2, CP11, CP12, CP14, DM9, DM10, DM11 and DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012 are relevant to the consideration of this application. The national planning policy contained in the National Planning Policy Framework (NPPF) is also a material consideration as is the Planning Practice Guidance (PPG).

7.2 The application is similar in many respects to application SU/2013/0709 and given the short period of time since the determination of that application this decision is a material

consideration. The decision cites two reasons for refusal which relate to the risk of contamination arising from the construction of the car park and the impact of the car parking area on the visual amenity value of the park. No other reasons for refusal are given and having regard to the nature of the changes to the scheme it would not be reasonable to reconsider these issues unless there has been a material change in circumstances such as a significant change in planning policy or significant change in the site or its surroundings.

7.3 Officers do not consider that there has been any change in circumstance since the determination of the previous application and therefore those issues which were previously considered to be acceptable by the Committee such as those surrounding residential amenities, the level of parking and the impact on highway safety, nature conservation objectives and drainage infrastructure should not be reassessed as part of this planning application. The previous committee report which considered these matters as appended to this report.

7.4 Having regard to all of the above it is considered that the material considerations to be addressed in the determination of this application are:

- The risk of contamination associated with the development; and,
- The impact of the development on the visual amenity value of Crabtree Park

7.5 The risk of contamination associated with the development

7.5.1 The application site includes a small section of Crabtree Park which is known to be a former landfill site and as such is at high risk of contamination; there is also a risk that landfill gas may be present in this part of the site. The applicant has confirmed that there will be no excavation or intrusion of the area of the site which is former landfill and instead seeks to further cover this area with inert materials to provide the proposed parking area.

7.5.2 Following the concerns previous expressed by the Council the applicant has undertaken further testing and modelling of this part of Crabtree Park. The application now includes load testing data for the landfill area and a detailed methodology for the construction of the car park. This report has been undertaken by suitably qualified Structural and Civil Engineers and when read with the previous ground investigation reports provides a detailed assessment of the contamination on the site and a methodology for undertaking the development. The Environment Agency and the Council Environmental Health Officer have considered the development and have both advised that the development would not result in an undue risk of contaminants entering the environment and have recommended conditions to further control the development of this area of the site.

7.5.3 The applicant has demonstrated that the development would not require any excavation or cutting into the landfill cap, the development would further enhance the existing cap and would reduce risk of future contamination. The applicant has also demonstrated that the landfill material and car park construction would be structurally sound and would not be likely to result in significant compaction of the landfill material. There is no evidence that the development would increase the risk of people or property being exposed to contamination and therefore no objection should be raised to the proposal on these grounds.

7.6 The impact of the development on the visual amenity value of Crabtree Park

7.6.1 The application site is located within an area of mixed character which includes industrial and commercial properties, recreation facilities, residential properties and informal public open spaces. The main entrance to the site would be from Wilton Road and it is from this area that the development would most readily be visible. The site also bounds Krooner Road and an emergency access is to be retained in this location. Krooner Road is residential with the boundary with the football club currently marked by a chain link fence and a higher netting fence behind. No objection was previously raised to the impact of the development on the character or the appearance of Wilton Road or Krooner Road.

7.6.2 The objection to the scheme previously raised by the Council related to the impact of the proposed car park and the resulting loss of trees on the visual amenity value of Crabtree

Park. The applicant has subsequently amended the scheme to remove the proposed bund which was to be located southwest of the car park which removes the requirement to remove trees from this area. The applicant is also now proposing a soft edge to the car park with those spaces which bound Crabtree Park to be set out on a grassed surfaced. The level of trees now to be removed to facilitate the development is minimal and the Council's Arboricultural Officer has advised that the visual amenity value of the trees to be removed could be mitigated by replacement planting within Crabtree Park and that the replacement of the existing poor quality trees with carefully planned replanting would enhance the visual amenity value of the park.

7.6.3 The applicant has also submitted a Visual Amenity Report which discusses the visual amenity impact of the development on Crabtree Park. This concludes that the alterations to the scheme significantly lessen the visual impact on the park and sets out a number of improvements to Crabtree Park which could further enhance its visual amenity value. This includes new copse planting, new signage, replacement trim-trail, replacement litter bins, as well as improvements to the paths and access arrangements. In order to cover the cost of this work the applicant has offered a financial contribution of £25,000 to be spent on environmental improvements to Crabtree Park.

7.6.4 The impact of the development on Crabtree Park in its revised form would be minimal and the proposed enhancements which could be delivered through the mitigation contribution would ensure that overall the impact of the development on the visual amenity value of the park would be positive. Therefore subject to the completion of a suitable planning obligation development complies with the relevant objectives of Policy DM9 and DM15 of the Core Strategy and Development Management Policies 2012.

7.7 Other Issues

7.7.1 Concern has been raised with respect to the presence of Japanese Knotweed on the site. It must however be noted that the planning system is not the mechanism by which to control invasive species and its presence or otherwise is not a material planning consideration.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

8.1 In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

9.0 CONCLUSION

9.1 The additional information provided by the applicant clearly demonstrates that the development would not give rise to an unacceptable risk from contamination and that the development would not impact on the visual amenity value of Crabtree Park. Moreover the development offers the opportunity to further supplement the existing landfill cap in this location which would reduce the risk of contaminants escaping the site and the contribution to environmental improvements to Crabtree Park would offer for the delivery of a significant package of improvements to the park to the benefit of existing park users. The amended scheme therefore overcomes the reasons given for the refusal of the previous scheme.

10.0 RECOMMENDATION

Recommendation 1:

To Defer and Delegate, that and subject to the completion of a suitable obligation to secure the following:

- a financial contribution of £25,000 towards environmental improvements to Crabtree Park
- a financial contribution of £27,000 towards the implementation of shared cycleway / footway on Frimley Road

The Executive Head - Regulatory to be authorised to GRANT the application subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. No development shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Materials to be agreed will include the proposed brick, tile, guttering and fenestration. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

3. No development shall take place until details of the surface materials for the roads, car parking areas, paths and pitches shall be submitted to, and approved in writing by the Local Planning Authority. Once approved, the agreed surfacing materials shall be used in the construction of the development.

Reason: To safeguard the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

4. The development hereby approved shall be undertaken in accordance with the submitted "Arboricultural Survey, Arboricultural Impact Assessment and Arboricultural Method Statement" dated April 2013 including the provision tree and ground protection in accordance with the approved details. No development shall be undertaken until the tree and ground protection has been agreed on site with the Arboricultural Officer and the applicants Arboricultural Consultant has attended a pre-commencement site meeting.

Reason: To preserve and enhance the visual amenities of the locality and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. No development shall take place until full details of both hard and soft landscaping

works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The scheme shall include indication of all hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and the details of the measures to be taken to protect existing features during the construction of the development. The scheme shall also include a management and maintenance plan to cover the first 5 year period of the development. Any trees or plants removed or becoming dead or diseased within 5 years of planting shall be replaced by specimens of a similar species and size as those to be removed.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

6. No development shall take place on site until details of the proposed finished ground floor slab levels of all building(s) and the finished ground levels of the site including roads, paths, pitches and bunds in relation to the existing ground levels of the site and adjoining land, (measured from a recognised datum point) shall be submitted to and approved by the Local Planning Authority. Once approved, the development shall be built in accordance with the approved details.

Reason: In the interests of the visual and residential amenities enjoyed by neighbouring occupiers and the occupiers of the buildings hereby approved in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7. Prior to the commencement of development full details of the proposed acoustic barrier adjacent to Krooner Road shall be submitted to and approved in writing by the Local Planning Authority. This shall be informed by a detailed noise assessment to identify the required height of the barrier and the details to be provided shall include the construction and sections of any bund or fencing. Once approved the barrier shall be constructed in accordance with the approved details prior to the first use of the approved pitches and shall be maintained on site at all times the site is in use.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

8. No development shall take place until full details of surface water drainage systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. No development shall take place until a scheme has been submitted to and agreed in writing with the Local Planning Authority, in consultation with Surrey Wildlife Trust, to mitigate the impact of the development on Badgers. The scheme shall be informed by further survey work to be undertaken between the date of the grant of

permission and the submission of the mitigation scheme and the results of this survey work shall be included with the mitigation scheme submitted. Once agreed the mitigation shall be undertaken in accordance with the approved details prior to the first occupation of the development or other period as may be agreed in writing with the Local Planning Authority.

Reason: To ensure that the development does not impact on the badger population in the area and to accord with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012.

10. No development shall take place until a scheme has been submitted to and approved by the Local Planning Authority to secure a minimum of 10% of the energy requirement of the approved development through onsite renewable or low carbon sources. Once approved these measures shall be incorporated into the approved scheme and shall be made operational prior to the first occupation of the development and thereafter maintained so that they deliver the required energy saving.

Reason: In the interests of promoting sustainable development and to accord with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.

11. Prior to the commencement of development a scheme detailing the water efficiency measures to be included within the development shall be submitted to and approved in writing with the Local Planning Authority. Once approved the development shall be undertaken in accordance with the approved details.

Reason: In the interests of water efficiency and to accord with Policy CP2 of the Surrey Heath Core Strategy and Development Management Policies 2012.

12. The 5-a-side football pitches hereby approved shall only be used between the hours of 9:00 and 23:00 Monday to Sunday and shall only be illuminated when the pitches are in use. The flood lighting shall be switched off within 15 minutes of the final booking of each day.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

13. The main pitch hereby approved shall only be used between the hours of 9am and 10pm Monday to Sunday. This pitch shall be used for 11-a-side matches or training of players however the pitch shall not be subdivided by way of rebound boards to provide small sided games.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

14. At any time that amplified live or recorded music is played in the clubhouse after 8pm the sliding doors in the north east elevation shall be kept closed and locked so that they may not be opened by visitors to building.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

15. No development shall take place until details of external lighting for the paths,

roads and car parks are to be submitted to the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification.

Reason: In the interests of residential and visual amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. The flood lighting hereby approved shall be completed and installed in accordance with the submitted details (Ref: Abacus Lighting Limited UKS87707) and shall thereafter be maintained throughout the lifetime of the development in accordance with the Institute of Lighting Engineers publication "Guidance Note for the Reduction of Obstructive Light GN01 2005" or any document which supersedes this publication.

Reason: In the interests of residential amenities and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

17. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

a) A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors potentially unacceptable risks arising from contamination at the site.

b) A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

c) The results of the site investigation and detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: This condition is sought in accordance with paragraph 109 of the National Planning Policy Framework (NPPF) as the site is potentially contaminated. It states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by

unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

18. No occupation or use of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Further site investigation is required and the site is adjacent to a landfill therefore if remediation is required, remediation works should be validated for the protection of controlled waters.

19. No development shall take place until full details of surface water drainage systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. The scheme shall include no infiltration of surface water drainage into the ground on any part of the site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework and to accord with paragraph 109 of the National Planning Policy Framework (NPPF).

20. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

21. Before the development is occupied the modified vehicular/pedestrian/cycle access to Wilton Road shall be designed/constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, all to be permanently maintained to a specification to be agreed in writing with the Local Planning Authority and the visibility zones shall be kept permanently clear of any

obstruction between 0.6m and 2.0m above ground level.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

22. No new development shall be occupied until space has been laid out within the site in accordance with the approved plans, Drawing Number 6521P-100 (Rev B), for car parking spaces, to include 4 disabled spaces, 2 mini bus spaces and a minimum 30 cycles to be parked, and for vehicles to turn so that they may enter and leave the site in forward gear. The parking/turning area shall be used and retained exclusively for its designated purpose.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

23. No development shall start until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management).
- (e) provision of boundary hoarding behind any visibility zones
- (f) no on site burning
- (g) provision of wheel washing facilities

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained in the National Planning Policy Framework 2012.

24. Prior to the commencement of the development the applicant shall submit for the written approval of the Local Planning Authority a Travel Plan Statement to include a Match Day Access Strategy in accordance with the aims and objectives of National Planning Policy Framework (2012) and the Surrey County Council Travel Plans Good Practice Guide. The Match Day Access Strategy shall aim to minimise disruption of match days and shall include a mechanism to include where necessary the provision of Traffic Management measures and Marshalling of traffic. The applicant shall implement the approved Travel Plan Statement and Match Day Access Strategy upon occupation and thereafter shall maintain, develop and operate the travel plan statement and match day access strategy to the satisfaction of the Local Planning Authority.

Reason: The above conditions are required in order the development does not prejudice highway safety and that the development accords with Surrey Heath Core Strategy Policies CP11 and DM11 and the sustainable transport policies contained

in the National Planning Policy Framework 2012.

25. The proposed development shall be built in accordance with the following approved plans: 6521 A OS, 6521V-102, 100(P03), 101(P03), 102(P04), 6521 P 01, 02, 6521P-100(B) and 6521 A 01(B) unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning and as advised in CLG Guidance on "Greater Flexibility for Planning Permissions" (2009).

Informative(s)

1. Decision Notice to be kept DS1
2. Building Regs consent req'd DF5
3. Advertisement consent required DF3
4. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. The permission hereby granted shall not be construed as authority to carry out works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a licence must be obtained from the Highway Authority Local Highway Service Group before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see:
www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding
6. The Match Day Strategy should be a short plan identifying how traffic and parking will be managed when there is a match with high attendance, in order to avoid unnecessary blocking of Wilton road and uncontrolled parking. The plan should include traffic marshalling, provision for drop offs.

Recommendation 2:

In the event that a satisfactory obligation has not been completed by the 17th July 2014 the Executive Head - Regulatory be authorised to REFUSE the application for the following reasons:

1. In the absence of a planning obligation to secure a financial contribution towards a scheme of environmental improvements the development proposed would, by virtue of the loss of area and reduction of tree cover in Crabtree Park, have a detrimental impact on the character and the function of this designated Green Space. As such the proposal is contrary to the objectives of Policy DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012.
2. In the absence of a planning obligation to secure financial contributions towards cycle infrastructure the development would fail to meet the objectives to reduce reliance on the private car and would not contribute to delivering sustainable development. As such the proposal is contrary to Policy CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and fails to meet the objectives of the National Planning Policy Framework.



MINUTE LIST OF COMMITTEE
02 June 2014

APP. NO	WARD	LOCATION & PROPOSAL	TYPE	DECISION
2014/0373	WAT	KROONER PARK AND LAND AT CRABTREE PARK, WILTON ROAD, CAMBERLEY, GU15 2QW	<u>FFU</u>	RF
PGS		Creation of a Football Centre, to include 1 full size artificial grass pitch, 7 artificial 5-a-side pitches with associated clubhouse, changing rooms and spectator seating.		

ACTION

REFUSED (SUBJECT TO REASONS & INFORMATIVE)

REASONS:

The proposed changes to the carriageway levels, gradients and crossfalls proposed by the development within the existing turning head of Wilton Road are such that they would prejudice the safe and convenient use of the highway and would create crossfalls and gradients which would cause danger and inconvenience to all users of the highway. The development would therefore conflict with the objectives of Policy DM11 of the Core Strategy and Development Management Policies 2012 and would conflict with the aims and objectives of the National Planning Policy Framework.

In the absence of a planning obligation to secure a financial contribution towards a scheme of environmental improvements the development proposed would, by virtue of the loss of area and reduction of tree cover in Crabtree Park, have a detrimental impact on the character and the function of this designated Green Space. As such the proposal is contrary to the objectives of Policy DM15 of the Surrey Heath Core Strategy and Development Management Policies 2012.

In the absence of a planning obligation to secure financial contributions towards cycle infrastructure the development would fail to meet the objectives to reduce reliance on the private car and would not contribute to delivering sustainable development. As such the proposal is contrary to Policy CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and fails to meet the objectives of the National Planning Policy Framework.

INFORMATIVE

While no objection is raised to the development on contamination grounds the applicant is advised that the development would have been required to have complied with the conditions set out in the committee report as well as further planning conditions including conditions to secure the detailed means of construction of the retaining wall and to secure an Environmental Management and Monitoring Programme.

2015/0106

Reg Date 09/02/2015

Town

LOCATION: WHITEHILL FARM, KINGS RIDE, CAMBERLEY, GU15 4LJ
PROPOSAL: Erection of a two storey 64 bedroom (Class C2) Care Home with parking, access and landscaping. (Amended plans rec'd 27/03/2015)
TYPE: Full Planning Application
APPLICANT: Mr James Gant
 Court House Care Ltd & Octopus Healthcare
OFFICER: Duncan Carty

RECOMMENDATION: Defer and delegate for legal agreement then GRANT subject to conditions.

1.0 SUMMARY

- 1.1 This planning application relates to the erection of a 64 bed two storey care home with associated development including parking and access on land at Whitehill Farm, located on the east side of Kings Ride located in the Countryside (beyond the Green Belt) close to the defined settlement of Camberley. The site lies very close to the Old Dean Common which forms part of the Thames Basin Heaths Special Protection Area (SPA).
- 1.2 The current proposal would replace an extant leisure/spa development and alternative 63 care home development previously granted on the site and is considered to have less impact on the Countryside, residential amenity and highway safety than the extant leisure development and no more material impact than the alternative care home scheme. A biodiversity report and reptile mitigation strategy has been provided and some tree works have been undertaken in accordance with an application for tree works to trees protected under a Tree Preservation Order which has provided a habitat for the translocated reptiles. Other surveys, for bats, badgers, dormice have also been produced.
- 1.3 A unilateral undertaking is required to ensure that the occupation of the approved development is for persons who are limited in their mobility and/or need support for the normal activities of life, restrictions on access to the SPA and an information pack regarding the fragility of the SPA for future residents and staff, and a restriction on the keeping of cats and dogs (except for dogs required for assisted living purposes) at the site. The proposal will therefore not have an adverse impact on the integrity of the nearby Thames Basin Heaths Special Protection Area. In addition, the proposal relates to the provision of a Class C2 (residential institutions) building which are not CIL liable.
- 1.4 The current proposal is therefore recommended for approval subject to the completion of a legal agreement to secure restrictions on occupancy and pets as set out in Paragraph 7.6.5 below.

2.0 SITE DESCRIPTION

- 2.1 The application site is an irregularly shaped site, currently vacant, falling within the Countryside (beyond the Green Belt). The application site has an area of about 0.9 hectares. It forms part of a much larger piece of land of about 6.3 hectares owned by the applicant. The application site comprises an area predominantly of open grassland, with

woodland to the north, east and south on land owned by the applicant. Part of this woodland, which falls predominantly outside the application site on land owned by the applicant, is protected by a Tree Preservation Order (TPO 07/86) and a portion is a Site of Nature Conservation Interest (SNCI).

- 2.2 To the east of the land owned by the applicant is the Old Dean Common which is a Site of Specific Scientific Interest (SSSI) within the Thames Basin Special Protection Area (SPA) both falling within the Countryside (beyond the Green Belt). Land to the south and immediately west of the land owned by the applicant falls within the settlement of Camberley. Housing formerly owned by the Ministry of Defence lies opposite the application site to the west, and to the north west of the application site. Residential properties in Woodlark Glade, Whitehill Close and College Close lie to the south of land owned by the applicant. The site access would be set over 200 metres from the junction of Kings Ride with College Ride and 750 metres from the junction with A30 London Road. A public footpath lies to the east boundary between land owned by the applicant and Old Dean Common.

3.0 RELEVANT HISTORY

The application site has an extensive planning history of which the following is most relevant:

- 3.1 SU/05/0028 Reserved matters application pursuant to planning permission SU/96/0494 as varied by planning permission SU/04/0731 for the erection of outdoor and indoor recreational facilities and associated parking area. Approved in December 2006.

This permission followed outline permission SU/96/0494 and a series of time limit extensions to that permission. This development remains extant because access works were constructed within the time limit to implement this permission.

- 3.2 SU/11/0451 Erection of a 63 bedroom two storey residential care home and other associated development including landscaping, parking and access. Approved in April 2012.

This development remains extant because access works were constructed within the time limit to implement this permission.

4.0 THE PROPOSAL

- 4.1 The current proposal is to erect a 64 bed two storey care home with associated development including parking and access from Kings Ride. The access would be provided at the existing site access and provide parking in front of the proposed care home in the south east corner of the application site. The proposed building would be orientated with its main front wall facing south west and a garden area provided to the rear. The land outside of the application site would remain undeveloped.
- 4.2 The current proposal is an alternative development to the 2012 approved scheme (SU/11/0451) increasing the depth and principal eaves height and positioning the building slightly further back on the site. The proposed building is principally rectangular in form with two wings with a maximum height of about 10.6 metres, reducing to 6.3 metres at the eaves. For comparison, the approved care home on this site (under SU/11/0451) would have a ridge and eaves heights of 11 and 3 metres, respectively. This approved scheme

included larger front and rear dormers up to maximum height of 6.8 metres above ground level with a front entrance up to 8 metres in height above ground level. The following table provides further details of the changes between these schemes:

	APPROVED 2012 SCHEME	CURRENT SCHEME
No. of bedrooms	63	64
Floor area (metres squared)	3085	3476
Maximum height (metres)	11.0	10.6
Eaves height (metres)	3	6.3
Dormer/atrium height (metres)	6.8/8.0	N/A
Maximum width (metres)	75.0	74.7
Maximum depth (metres)	35.0	43.8
Minimum depth (metres)	14.0	15.8

4.3 27 car parking spaces would be provided to the front of the proposed building with an access provided in a similar manner to the approved care home scheme (under SU/11/0451).

4.4 The proposed building would be set a minimum of about 100 metres from the front boundary of the site (with Kings Ride), is comparable with set back proposed for the earlier approved care home scheme under SU/11/0451.

5.0 CONSULTATION RESPONSES

- 5.1 County Highway Authority No objections.
- 5.2 Natural England No objections.
- 5.3 Arboricultural Officer No objections (verbal).
- 5.3 Surrey Wildlife Trust No objections.

6.0 REPRESENTATION

At the time of preparation of this report, 25 representations and 2 petitions (of 84 and 44 signatures) raising objections which raise the following objections:

- 6.1 Proposal should not be seen in isolation without reference to previous breaches from previous applications on the site and Tree Preservation Order legislation [*Officer comment: the current proposal has to be determined on its merits*].
- 6.2 Encroachment of fence on Kings Ride highway [*Officer comment: This was the subject of enforcement action taken by Surrey County Council under the Highways Act 1980 (as amended) and the fence has now been repositioned outside the public highway*].
- 6.3 Boundary fence previously provided was not in keeping with open countryside appearance and presents a health and safety risk to proposed residents [*Officer comment: The fence, partly retained, in question does not form part of this application proposal*].
- 6.4 Impact on light pollution [see Paragraphs 7.6 and 7.8]
- 6.5 Impact of residential institution (Class C2) development on the SPA [see Paragraph 7.7]

- 6.6 Overbearing impact on residential properties [see Paragraph 7.8]
- 6.7 Noise and disturbance from bin store [see Paragraph 7.8]
- 6.8 Viability is not a planning consideration [*Officer comment: the NPPF indicates that, under certain circumstances, viability is a planning consideration*]
- 6.9 This is an area of natural space and should be retained as such [*Officer comment: the planning history on this site would not lead to this conclusion*]
- 6.10 Link between the name of the current applicant and the name of the applicant for the leisure development and their previous actions should be considered as a part of the background to this current application [*Officer comment: This is not a planning matter*].
- 6.11 Fence at the Kings Ride should be relocated within the site [*Officer comment: See Condition 8 which required the fencing details (including the proposed position) to be agreed prior to occupation*].
- 6.12 Impact on ground nesting birds by disruption from building [see Paragraphs 7.7 and 7.8]
- 6.13 Applicant has previously bulldozed the adder refuge and stripped the soil surface even when the reptile protection fencing had not been maintained [*Officer comment: The works were predominantly to the developable part of the site (and did not destroy the reptile hibernaculum outside of the developable part of the site), for which a reptile-proof fence had been provided. However, this fence (at the time of these actions in Spring 2011) was not complete and there was a risk of reptiles being destroyed by these actions. However, Surrey Wildlife Trust did not prosecute these actions under the wildlife acts and this fence has subsequently been repaired/replaced and such work was undertaken, as it is understood, under ecological supervision*]
- 6.14 Increase in scale and footprint [see Paragraph 7.4]
- 6.15 Enforcement action taken against the applicant for other sites in the UK [*Officer comment: This is not a relevant planning matter in relation to the determination of this application*]
- 6.16 Flawed handling of the leisure development proposal - reduction in buffer to watercourses, provision of hotel rooms and subsequent amendments to their occupation [*Officer comment: This is a matter for the determination of that development and is not relevant to the current proposal*].
- 6.17 The addressing of the reserved matters for the leisure building in an ad hoc and protracted manner over 21 years [*Officer comment: All of the applications were submitted and determined lawfully under the legislation prevalent at that time*]
- 6.18 Fencing encroaching onto the SSSI/SPA and is not on the correct boundary [*Officer comment: Matters relating to the position of fencing and ownership of land do not fall within the remit of planning law. However, it is not considered that the fence in question, to the east boundary on land outside the application site but under the ownership/control of the applicant, has been located within the SSSI/SPA*].
- 6.19 Proposed building is too high [see Paragraphs 7.4 and 7.7]
- 6.20 No evidence that the applicant has expertise in the care provider sector, only in its financing. Applicant is income driven [*Officer comment: This would not be a material planning consideration*].

- 6.21 Clarification on staff numbers is needed [*Officer comment: The proposed number of staff is estimated to be 40 full-time and 40 part-time employees*]
- 6.22 Long term impact on woodland [*see Paragraph 7.5*]
- 6.23 Requirements of the local environment should be considered and not commercial viability [*Officer comment: This is not a reason to refuse this planning application*]
- 6.24 Impact on road surface from increased traffic [*Officer comment: This is not a reason to refuse this application*].
- 6.25 Loss of woodland, including further loss of trees and tree reduction/crown lifting [*See Paragraph 7.5*]
- 6.26 Impact on drainage systems [*See Condition 11*].
- 6.27 Could result in houses or flats being built in the future on this site [*Officer comment: Such changes would require planning permission and any future application would be assessed on its merits at that time*]
- 6.28 Lack of parking and overflow parking occurring in Kings Ride [*See Paragraph 7.9*].
- 6.29 Timber building is inappropriate for dementia patients and could be a fire risk [*Officer comment: The construction of the building and its requirements to meet fire safety standards fall within the remit of the building acts and not the planning acts*].
- 6.30 Impact on wildlife [*See Paragraph 7.6*].
- 6.31 Pathways to local heath now blocked [*Officer comment: These pathways are on private land and not lawful rights of way. The Council is seeking to reduce rather than increase pedestrian access to the SSSI/SPA*].
- 6.32 Loss of trees in woodland due to mitigation strategy [*See Paragraphs 7.5 and 7.6*]
- 6.33 Inadequate screening of the development to Kings Ride, Woodlark Glade and SSSI/SPA (to the rear) [*see Paragraph 7.4*]
- 6.34 Larger building than previously approved [*see Paragraph 7.4*]
- 6.35 Loss of privacy [*see Paragraph 7.8*]
- 6.36 Glass and concrete rather than lodge (i.e. wood) effect building which would be out of place [*see Paragraph 7.5*]
- 6.37 Impact of footway to site frontage [*Officer comment: This does not form part of the current proposal*]
- 6.38 Provision of part of access road does not constitute implementation of a planning permission (i.e. the earlier approved leisure building) [*see Paragraph 7.3*]
- 6.39 Two pedestrian crossings/traffic calming measures required (rather than the one proposed) and lack of planning condition to deliver required traffic calming measures [*see Paragraph 7.9 and Condition 19*]
- 6.40 Two storey form proposed but includes three storey entrance lobby [*Office comment: A two storey form is proposed with the entrance area, as a full height glazed area, does not extend to a three storey form*]

- 6.41 Applicant operates smaller care homes elsewhere and therefore the current proposal does not need to be the current size [*Officer comment: The current proposal is being considered on its own merits*]
- 6.42 Change from dormer bungalow style to office HQ or shopping mall style building [see *Paragraph 7.5*]
- 6.43 The Impact of recent clearance works (including the dumping of tree matters, fencing, etc.) on woodland [*Officer comment: The current proposal would provide an opportunity for the long term management and enhancing of landscaping including the site frontage, see Condition 12*]
- 6.44 Impact of noise from increased traffic on quiet residential area [see *Paragraph 7.8*].

7.0 PLANNING CONSIDERATION

- 7.1 The application proposal is located within the defined Countryside (beyond the Green Belt) and lies adjacent to an SNCI and close to the SSSI/SPA. The proposal relates to the provision of a Class C2 (residential institutions) building which are not CIL liable. Policies CP1, CP5, CP12, CP14, DM1, DM9, DM10, DM11 and DM14 of the Surrey Heath Borough Core Strategy and Development Management Policies 2012; Policy NRM6 of the South East Plan 2009 (as saved); Thames Basin Heath Special Protection Area SPD 2012; along with the National Planning Policy Framework (NPPF) and guidance in the Planning Practice Guidance (PPG) are relevant.
- 7.2 The extant permission SU/05/0028 for a similarly sized leisure development (which included a swimming pool, gym, 14 hotel rooms, lounge/restaurant, spa/sauna, dance/exercise studios and associated accommodation and had a limitation on membership to 1600 members and proposed staffing levels of between 60 and 80 persons) is on a larger development site. This 2005 consent remains extant because the development has commenced in accordance with Section 56 of the Town and Country Planning Act 1990 (as amended). This is due to the provision of a part of the required access road into the site, and with all details required to meet the requirements of the pre-commencement conditions agreed. In addition, the 63 bedroom care home proposal approved under SU/11/0451 is also extant because a larger piece of access road has been constructed as a part of the implementation of this development. These extant developments are considered to represent a "fallback" position for the future development of this site and both are a material consideration in the determination of the current application.
- 7.3 It is considered that the main issues to be addressed in determining this application are:
- the impact on the Countryside (beyond the Green Belt);
 - the impact on the character of the area and trees;
 - the impact on biodiversity;
 - the impact on the SPA;
 - the impact on residential amenity;
 - the impact on highway safety; and
 - the impact on drainage and flood risk.

7.4 Impact on the Countryside (beyond the Green Belt)

- 7.4.1 The current proposal would provide a large care home development in the Countryside (beyond the Green Belt). Policy CP1 of the Surrey Heath Core Strategy and Development Management Policies 2012 states that development in the countryside which results in the coalescence of settlements will not be permitted. However, as indicated in Paragraphs 3.6 and 3.7 above, there are extant permissions existing for alternative leisure and care home buildings on this site which is a material consideration in the determining of the current application. In addition, the extant developments would provide a similarly sized built development form in a similar position to the current proposal. The use of the current development proposal, as a care home, would have a reduced impact on the countryside character of the application site when compared with the extant leisure development.
- 7.4.2 Although, the general mass of the proposed building is comparable with the approved developments, there would be some increases in footprint/floorspace leading to an overall increase of about 390 square metres, including 134 square metres for the bedrooms (about 2 square metres per bedroom), 66 square metres in the day/living room for residents and 112 square metres for additional facilities (e.g. wider/larger corridors, staff training room, communications room).
- 7.4.3 The applicant has indicated that the increase in floorspace *“reflects an aspiration to provide the highest standard of care to future residents and to meet user expectations and requirements. We note that the area per bedspace is entirely reflective of other schemes approved by the Council since the 2011 permission [under SU/11/0451] for the [application] site. This includes [a] recently [approved] scheme for Hallmark in Lightwater [Silicon Valley site under permission SU/12/0079].”* It is noted that the development provides bedrooms with floorspaces above the minimum standard (as set out in the Department of Health’s Care Homes for Older People Minimum Standards 2002) for new care home developments, the level of the proposed new accommodation is considered to be acceptable.
- 7.4.4 However, it must be borne in mind that, when compared with the leisure development, there would be an overall reduction in the general activity associated with the site and a reduced site area including the removal of tennis courts, lakes and a trail and reduction in the required parking area which would have an urbanising impact on the countryside location. It is therefore considered that, on balance, the current proposal is considered to be acceptable in relation to its impact on the countryside. The current proposal is considered to be acceptable in terms of its impact on the defined Countryside and complies with Policy CP1 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

7.5 Impact on character and trees

- 7.5.1 The proposed building would represent a large structure in a rural location. However, the expanse of trees around the wider site would limit the impact the proposed development would have on the character of the wider area. The existing tree screen to the road frontage with Kings Ride, and set back of about 100 metres from this frontage, would limit views of it in the streetscene. Whilst, the understorey has been reduced, there would be opportunities for enhancing (by condition) this landscaping strip.
- 7.5.2 The current proposal would provide a building with a different design to the approved care home development. The approved care home development reflected the design of the earlier leisure building on this site. Both of the approved schemes were to be predominantly wood clad, reflecting the Countryside/woodland setting. This finish is reflected in the current design but with brick pier and detailing to add interest to the building. The principal change between the two schemes is the provision of a full two

storey height structure under the current proposal in place of the approved scheme, which provided a low eaves height with larger flat roof dormer to the front and rear (with accommodation in the wings to either side). The current proposal, with gable roof details, is considered to be an improved design over the approved scheme.

- 7.5.3 The current proposal has directly resulted in the loss of a number of poor quality unprotected trees close to the site entrance and siting of the proposed building. No objections are raised to their loss. In addition, the creation of reptile receptor sites has resulted in some tree loss, predominantly Holly understorey, within wooded areas (protected under Tree Preservation Order 07/86) outside of the application site, but under the control and ownership of the applicant. These details have been agreed through an application for tree works 11/00425 as required due to their protection (under TPO 07/86). Whilst this has inevitably resulted in a change to the character of these wooded areas, these works have been considered prudent in terms of woodland management removing invasive species (Holly and Birch trees) and retain a significant number of the more important trees within these areas. Additional landscaping, to include tree planting, is proposed by condition (See Condition 10), particularly in close proximity to the footpath to the east boundary of the wider site. In respect of these works, the Council's Tree Officer commented at the time of the assessment of the earlier care home scheme SU/11/0451 that:

"The tree works applied for and granted consent by the LPA are in accordance with good Arboricultural practice and woodland management which has been absent for many years. The result of neglect has seen the proliferation of Holly which has effectively prevented the regeneration of other species. Additionally, the spread of pioneer Birch has now reached a point where many trees are becoming over mature and progressively declining again without any other emerging species. The benefit of the agreed work is not only to enhance the long term viability of the woodland through the removal of declining Birch and invasive Holly which will ultimately provide areas for regenerative planting, but also the establishment of the reptile receptor areas."

On these grounds, no objections are raised to the proposal on tree grounds.

- 7.5.4 No objections are therefore raised to the proposal on character or tree grounds with the proposal complying, in this respect with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7.6 Impact on biodiversity

- 7.6.1 Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 states that *"within locally designated sites [such as the SNCI], development will not be permitted unless it is necessary for on site management measures and can demonstrate no adverse impact to the integrity of the nature conservation interest. Development adjacent to locally designated sites [such as the current proposal] will not be permitted where it has an adverse impact on the integrity of the nature conservation interest."* The applicant has provided a biodiversity report in support of the application. The report considers that owing to suitable habitat within the wider site, the wider site has the potential to accommodate bats, dormouse great crested newts, reptiles, otters, water voles, badgers and breeding birds. Further assessment has confirmed that there is a low or negligible risk of the presence of dormouse, great crested newts, otters or water voles present at the site, and no adverse impact on badgers and bats.
- 7.6.2 The current biodiversity report follows earlier habitat surveys, provided for the earlier approved scheme SU/14/0451 and a reptile translocation (including common lizard, adder and slow-worm) was undertaken in 2012 from the application site to three receptor sites on the wider site, which necessitated some tree removal to provide this new habitat, and

retention of a reptile protection fence to the main part of the application site. Whilst, the protection fence has remained in place for the majority of the perimeter, there has been some damage, and it may have been possible that there has been some re-colonisation by reptiles of the survey area. However, a further survey has been provided which indicates that reptiles are no longer to be found within the survey area.

- 7.6.3 The current proposal presents a development which, when compared with the approved leisure scheme (under SU/05/0028), would have less harmful impact on biodiversity due to the reduction in the site area (with more land remaining undeveloped) and the removal of the supporting development (tennis courts, trail, lakes) and use of the site. The Surrey Wildlife Trust has raised no objections to the proposal, subject to the undertaking of the recommendations set out in the biodiversity reports. On this basis, no objections are raised to the impact of the proposal on the biodiversity of the application site, with the proposal complying with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

7.7 Impact on the SPA

- 7.7.1 The application site lies close to, and certainly within 400 metres of, the SPA. The Council has resisted proposals for residential (Class C3) development in such locations due to the impact of the recreational activity of future residents and their pets (i.e. dogs and cats, except for dogs required for assisted living purposes). The current proposal would provide residential accommodation. However, this accommodation falls within Class C2 and provides a residential institutional form of development which is controlled by a management company. In addition, the limitations on occupation to persons who at the time of admission:

- are mentally and/or physically frail;
- have mobility problems;
- suffer from paralysis or partial paralysis; or
- are in the need for assistance with the normal activities of life.

Such occupants can include persons suffering from Alzheimer's or other clinical forms of dementia. In addition, limitations on activities resulting in trips onto the SPA and the publication of information for future residents and staff to explain the value and fragility of the SPA is also required. In addition, care during the construction process will be required to prohibit access onto the SPA by construction vehicles. On this basis, Natural England has raised no objections to the proposal on SPA grounds and it is considered that the proposal would not have an adverse impact on the integrity of the SPA.

- 7.7.2 No objections are therefore raised to the proposal in relation to its impact on biodiversity with the development complying with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012, Policy NRM6 of the South East Plan 2009 (as saved) and the Thames Basin Heath Special Protection Area Avoidance Strategy SPD 2012.

7.8 Impact on residential amenity

- 7.8.1 The proposed building is set about 100 metres from the nearest residential property on Kings Ride (facing the application site) with a landscaped belt with major trees in between. The building would be set about 85 metres from the nearest property in Woodlark Glade with woodland in between. This level of separation will ensure that no adverse significant impact will occur from the proposed building to the occupiers of nearby residential properties. The proposal, in a similar manner to the approved care home scheme,

incorporates a service yard facility to the south west (front) corner of the proposed building. This area is located over 75 metres from the nearest residential property, in Woodlark Glade, and this level of separation and woodland in between, would limit any impact on the occupiers of nearby residential properties. Any increase in noise from traffic that would emanate from the application site has to be seen in the context of the previously approved schemes and it is not considered that this would have any significant impact on residential amenity. Controls on external lighting are proposed by condition to limit any impact further on residential amenity.

- 7.8.2 The proposal would provide 550 square metres of communal living accommodation (including living rooms, dining rooms, quiet/sitting rooms and coffee room) per future resident which meets the minimum requirements of 4.1 square metres per resident set out in the *Care Homes for Older People - National Minimum Standards* [Dept. of Health (2002)]. The proposed bedroom sizes and requirement for assisted bathrooms also exceed the minimum standards set out in these minimum Care Home standards, as indicated above. A rear garden area of about 250 square metres would also be provided with the proposed development. The proposal would therefore have no adverse impact on the residential amenity of the future occupiers of the proposed development.
- 7.8.3 The current proposal would have a much reduced impact when compared with the extant leisure development previously approved (SU/05/0028) on this site. No objections are therefore raised on residential amenity, with the development complying, in this respect, with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

7.9 Impact on highway safety

- 7.9.1 The proposal would provide an increase in traffic generation and parking would be provided for 27 spaces which, in the same manner as the earlier approved scheme SU/11/0451, meets the requirements for care home proposals under the adopted standards. The increased traffic generation will have an impact on traffic movements on Kings Ride. Whilst the proposal would have much less of an impact than the extant leisure facility proposal, the applicant has agreed to highway improvements on Kings Ride, to be provided by condition, to mitigate against any likely impact on the highway network from the proposed development.
- 7.9.2 The County Highway Authority has raised no objections to the proposal in relation to its impact on highway safety and level of car parking provision, subject to the provision of a travel plan auditing fee of £4,600. However, recent case law indicates that such fees should not be requested by local planning authorities. As such, this auditing fee is not required. No objections are raised on highway safety grounds with the development complying with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

7.10 Impact on drainage and flood risk

- 7.10.1 The application site falls within a Flood Zone 1 (low risk as defined by the Environment Agency). Whilst the application site area falls beneath one hectare in area (the threshold), a flood risk assessment has been submitted with the application. The assessment indicates that the development would be appropriately safe for its lifetime taking account of the vulnerability of its users, the development would not increase flood risk elsewhere and, with the implementation of the drainage strategy would reduce the flood risk overall.

- 7.10.2 The application site lies adjacent to an area of wetland and close to a watercourse, which are on land in the ownership of the applicant. It is considered prudent to control surface and foul water drainage from this site and a buffer zone adjacent to the water course (by conditions).
- 7.10.3 In respect of surface water drainage, the Government in April 2015 changed requirements for major developments for sustainable water drainage systems (SuDS). Under these requirements the Council must be satisfied during the determination of the application that SuDS can be designed into a proposal, unless demonstrated to be inappropriate. However, in this case, because the current proposal follows the approval of a similar care home scheme on the site for which drainage details have been agreed by condition and it is considered prudent, in this case, to re-impose this condition.
- 7.10.4 No objections are therefore raised on these grounds with the development complying with Policy DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of Paragraphs 186-187 of the NPPF. This included the following:-

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
- c) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- d) Have proactively communicated with the applicant through the process to advise progress, timescale or recommendation.

9.0 CONCLUSION

- 9.1 The proposed development is considered to be acceptable in relation to its impact on the countryside, character, residential amenity, biodiversity and drainage. The provision of an undertaking by 10 June 2015 relating to limitations on occupancy and the provision of details set in Paragraph 7.7.1 above would make the proposal acceptable on the grounds of impact on highway safety and the SPA. Subject to the completion of such an undertaking, the proposal is considered to be acceptable.

10: RECOMMENDATION:

Subject to the receipt of a satisfactory legal agreement to ensure limitations to the occupation of the care home and keeping of cats and dogs (except for dogs required for assisted living purposes) as set out in Paragraph 7.7.1 above, the Head of Regulatory be authorised to grant planning permission subject to the following conditions:

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. Notwithstanding the details shown on drawing no. 1426-PS-041 Rev. A received on 27 March 2015, no construction shall take place until details and samples of the external materials to be used shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be carried out using only the agreed materials.

Reason: In the interests of visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

3. Notwithstanding the details shown on drawing numbers O086/06 and O086/07, no construction of the development hereby approved shall take place until full details of surface water drainage systems and foul water drainage system are submitted and approved in writing by the LPA. The surface water drainage system details to include attenuation of 1:100 year event at 30% climate change. Once approved the details shall be carried out prior to first occupation in accordance with the approved scheme.

Reason: To ensure a satisfactory development and to accord with Policies CP2 and DM10 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

4. Details of external lighting shall be submitted to and approved in writing by the Local Planning Authority. Once approved the lighting shall be constructed in accordance with the approved details and implemented prior to first occupation of the development and thereafter retained in perpetuity. The details shall include full details of the lighting supports, posts or columns, a plan showing the location of the lights and full technical specification. Details of the proposed external lighting should reflect the requirements set out in the Bat Mitigation Strategy within Appendix 3 of the Ground-based Bat Tree Inspection Report January 2015 by the Ecology Consultancy dated 05/02/15.

Reason: In the interests of residential and visual amenities and nature conservation and to accord with the objectives of Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

5. The premises shall be used for care home purposes and for no other purpose (including any other purposes in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: In the interests of nature conservation and to accord with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012, Policy NRM6 of the South East Plan 2009 and the National Planning Policy Framework.

6. The development shall be built in accordance with the finished floor and ground levels set out on drawing no. 1426/PS/005 hereby approved unless the prior written approval has been obtained from the Local Planning Authority.

Reason: In the interests of the visual and residential amenities enjoyed by neighbouring occupiers and the occupiers of the buildings hereby approved, the visual amenity of the Countryside setting and to protect the health of retained trees, in accordance with Policy DM9 of the Surrey Heath Core Strategy Development Management Policies 2012.

7. The parking spaces shown on the approved plan shall be made available for use prior to the first occupation of the development and shall not thereafter be used for any purpose other than the parking of vehicles associated with the care home hereby approved. Details of a parking strategy to limit parking solely to future users of the care home shall be submitted to and approved by the Local Planning Authority. The approved strategy shall be implemented prior to the occupation of the care home hereby approved.

Reason: To ensure the provision of on-site parking accommodation, in the interests of nature conservation and to accord with Policies CP11, CP14 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and PPS9.

8. Prior to the first occupation of the development hereby approved, details of fencing and any other means of enclosure shall be submitted to and approved by the Local Planning Authority. Once erected, such fencing shall be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of visual amenity and limit access to the SPA and to accord with Policies CP14 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

9. Details and the proposed position of a protective reptile fencing during construction shall be submitted to and approved by the Local Planning Authority. These details shall be provided for the duration of construction works.

Reason In the interests of nature conservation and to accord with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

10. The mitigation measures as set out in Paragraphs 5.7 - 5.27 inclusive the Preliminary Ecological Appraisal Reptile Mitigation Strategy by the Ecology Consultancy, except where expanded upon within: Paragraphs 5.8 - 5.19 inclusive of the Badger and Hazel Dormouse HSA Survey by the Ecology Consultancy dated 05/02/15; Paragraphs 4.4 - 4.7 inclusive and Appendix 3 of the Ground-based Bat Tree Report January 2015 by the Ecology Consultancy dated 05/02/15; Paragraphs 3.5 - 3.30 inclusive of the Reptile Mitigation Strategy by the Ecology Consultancy dated 05/02/15; unless the prior written approval has been obtained from the Local Planning Authority.

Reason: In the interest of nature conservation and to accord with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

11. No construction shall take place until a scheme for the provision and management of a buffer zone alongside the watercourse and the area of wetland habitat as shown on the drawings hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include plan showing the extent and layout of the buffer zone, details of the planting scheme and schedule, details to protect the buffer zone during development and details of any footpaths provided in close proximity to the buffer zone.

Reason: In the interests of nature conservation and to safeguard any impact on watercourses and wetlands and to accord with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

12.
 1. No construction shall take place until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved, and implemented prior to first occupation. The submitted details should also include an indication of all level alterations, hard surfaces, walls, fences, access features, the existing trees and hedges to be retained, together with the new planting to be carried out and shall build upon the aims and objectives of the supplied **BS5837:2012 – Trees in Relation to Design, Demolition and Construction** Arboricultural Method Statement [AMS].
 2. All hard and soft landscaping works shall be carried out in accordance with the approved details. All plant material shall conform to **BS3936:1992 Parts 1 – 5: Specification for Nursery Stock**. Handling, planting and establishment of trees shall be in accordance with **BS 8545:2014 Trees: from nursery to independence in the landscape**
 3. A landscape management plan including maintenance schedules for all landscape areas, including woodland on adjoining land controlled by the applicant, shall be submitted to and approved in writing by the Local Planning Authority before first occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The schedule shall include details of the arrangements for its implementation. The landscape areas shall be managed and maintained thereafter in accordance with the agreed landscape management plan for a minimum period of five years.

Reason: To preserve and enhance the visual amenities of the locality in accordance with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

13. No development including site clearance shall take place until a detailed arboricultural method statement has been submitted and approved in writing by the Local Planning Authority. The statement will be in accordance with British Standard 5837:2012 “Trees in Relation to Design, Demolition and Construction” and shall contain details of pruning or removal of trees, specification and location of tree and ground protection (for both pedestrian and vehicular use), all demolition processes, details of construction processes for hard surfaces.

Reason: To preserve and enhance the visual amenities of the locality and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

14. No development shall take place until the applicant has submitted to the Local Planning Authority detailed proposals for the disposal of excavated soil arising from the construction of roads, buildings and any other works associated with the development hereby permitted. No excavation shall take place until the Local Planning Authority has given its written approval in respect to these details. Details shall include the position of disposal on the site of surplus excavated soil and details (routing) of offsite disposal. The Local Planning Authority reserves the right once details have been submitted to grant any approval subject to further conditions which may be required.

Reason: To ensure that proper provision shall be made for the disposal of excavated soil.

15. No development shall take place until a Method of Construction Statement, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding
 - (f) hours of construction
 - (g) method of minimise the transfer of dust and other pollutants onto the SSSI/SPA
 - (h) confirmation that there will be no on-site burning of material

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies CP11, CP14 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

16. The proposed access onto Kings Ride shall be constructed and provided with visibility zones, in accordance with a scheme to be submitted to and approved by the Local Planning Authority and the visibility zones shall be kept permanently clear of any obstruction between the height of 1 and 2 metres above carriageway level.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

17. A highway improvement scheme relating to highway works to Kings Ride shall be submitted to and approved by the Local Planning Authority. The approved details shall be provided prior to the first occupation of the development hereby approved.

Reason: In order that the development does not prejudice highway safety and promotes the use of modes of transport other than the car in accordance with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and advice in the National Planning Policy Framework.

18. Before the first and each subsequent occupation of the premises the subject of the application, by a care home operator, a Travel Plan, in accordance with the aims and objectives of the National Planning Policy Framework, shall be submitted to and approved in writing by the Local Planning Authority. This shall be implemented in accordance with the details to be submitted and thereafter retained and/or developed to the satisfaction of the Local Planning Authority.

Reason: The condition above is required in recognition of the National Planning Policy Framework and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012.

19. The proposed development shall be built in accordance with the following approved plans: 1426/PS/004 Rev. A received on 27 March 2015; 1426/PS/003, 1426/PS/005, 1426/PS/010, 1426/PS/020 and 1426/PS/030 received on 9 February 2015, unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

20. Prior to the first occupation of the development hereby approved on site details of refuse and secure cycle storage area(s) and access thereto are to be submitted to and approved by the Local Planning Authority. Once approved the details shall be implemented in accordance with the approved plans and thereafter retained.

Reason: To ensure visual amenities are not prejudiced and, in relation to cycle storage, to promote the use of other modes of transport than the motor car and to accord with Policies CP11, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

21. Prior to the construction of the development hereby approved, details of gas protection measures shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details.

Reason: In the interests of the amenities enjoyed by the future occupiers of the care home and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Informative(s)

1. Decision Notice to be kept DS1
2. Building Regs consent req'd DF5

3. The Developer would be expected to instruct an independent transportation company to undertake the monitoring survey required for the Travel Plan to comply with Condition 18 above. The survey must conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the County Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
4. The Developer would be expected to enter into a Section 278 legal agreement under the Highways Act 1980 (as amended) in relation to works required under Condition 19 above.

In the event that a satisfactory legal agreement is not completed for limitations to the occupation of the care home and on the keeping of cats and dogs (except for dogs required for assisted living purposes), as set out in Paragraph 7.6.5 above, by 10 June 2015, the Authority will undertake an Appropriate Assessment and if the Authority is then unable to satisfy itself that the proposal (in combination with other projects) would not have an adverse effect on the integrity of the Thames Basin Heaths Special protection Area (SPA) and the relevant Site of Special Scientific Interest (SSSI) then the application shall be Refused for the following reason:

The Planning Authority, following an Appropriate Assessment and in the light of available information and the representations of Natural England, is unable to satisfy itself that the proposal (in combination with other projects) would not have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area (SPA) and the relevant Site of Specific Scientific Interest (SSSI). In this respect, significant concerns remain with regard to adverse effect on the integrity of the Special Protection Area in that there is likely to be an increase in dog walking, general recreational use and damage to the habitat and the protection of protected species within the protected areas. Accordingly, since the planning authority is not satisfied that Regulation 62 of the Conservation of Habitats and Species Regulation 2010 (The Habitats Regulation) applies in this case, it must refuse permission in accordance with Regulation 61 (5) of the Habitats Regulations and Article 6 (3) of Directive 92/43/EE. For the same reasons the proposal conflicts with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and Policy NRM6 of the South East Plan 2009 and the National Planning Policy Framework.

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2015/0196

Reg Date 13/03/2015

Frimley

LOCATION: FRIMLEY PARK HOSPITAL, PORTSMOUTH ROAD,
FRIMLEY, CAMBERLEY, GU16 7UJ

PROPOSAL: Reconfiguration of existing car park and erection of extension to the existing decked car park to provide 273 visitor car parking facilities and 6 disabled parking spaces; a net increase of 121 spaces.

TYPE: Full Planning Application

APPLICANT: Mr Colin Mapperley
Frimley Health NHS Foundation Trust

OFFICER: Chenge Taruvinga

RECOMMENDATION: GRANT subject to conditions

1.0 SUMMARY

- 1.1 The application proposes the provision of 118 additional car parking spaces for visitors and patients at Frimley Park Hospital. Planning permission has previously been granted for the provision of a multi storey extension to the car park under SU/08/0376. This permission was not implemented and subsequently lapsed in 2011.
- 1.2 The report concludes that the proposed development would be an enhancement to the existing community facility and would contribute toward meeting the existing and growing demand for car parking on the site. On this basis, it is recommended that the application be approved subject to highway conditions in respect of provision for a cycle path and improvements to the car park barrier system.

2.0 SITE DESCRIPTION

- 2.1 Frimley Park Hospital is located to the north east of Frimley High Street and approximately 3 km south of Camberley Town centre. The application site comprises a section of the principal car parking area serving the hospital and includes the surface car parking area to the east of the existing decked car park located to the front of the site adjacent to the Portsmouth Road.

3.0 RELEVANT HISTORY

31. The most recent and relevant history is as follows:
- SU/08/1009 Extension of car park to provide an additional 85 car parking spaces (approved 28/11/2008)
 - SU/08/0376 Erection of a 3 storey extension to existing decked car park to provide 209 additional parking spaces and to incorporate a helicopter landing pad (approved 13/10/2008)
 - SU/10/0476 Extension of existing hospital building to create a new Emergency Department, Day Surgery Unit and Helipad (approved 03/09/2010)

- SU/13/0647 Erection of a new emergency support ward comprising 884m² of C2 floor space to provide 34 new hospital bed spaces with ancillary kitchen, bathroom, office, storage, utility and plant room floor space (approved 31/10/2013)
- SU/15/0197 Extension to emergency ward to provide an additional 27 bed spaces (currently under consideration).

4.0 THE PROPOSAL

- 4.1 The current application seeks consent for the reconfiguration of the existing surface car park and the erection of an extension to the existing decked car park at Frimley Park Hospital to provide further car parking facilities for visitors. The existing surface car park on this part of the site currently comprises 156 visitor car parking spaces and 6 disabled spaces accessed from within the adjacent decked car park. The proposal will provide an additional 118 car parking spaces for visitors and patients to the hospital and this will be accomplished by reconfiguring the existing surface car park to provide 140 spaces and 6 disabled spaced (a reduction in 16 spaces at ground floor level) and by providing an additional storey which will accommodate 134 spaces.
- 4.2 The structure would encompass the majority of this area and closely follow the boundaries of the site. The proposed structure would have a height of approximately 4 metres (from ground level) which is approximately 0.5 metres lower than the existing car park.
- 4.3 The first floor and access ramp would be clad in 2 metre high 'Trespa' panels to a similar height as the existing car park panels. On the elevations fronting the highway, these panels will be clad with Siberian larch battening.

5.0 CONSULTATION RESPONSES

- | | | |
|-----|--------------------------------|--------------------------------------|
| 5.1 | Surrey County Council Highways | No objections subject to conditions. |
| 5.2 | Drainage | No objections. |
| 5.3 | Environmental Health | No objections. |

6.0 REPRESENTATIONS

At the time of preparation of this report 1 letter of objection had been received which raises the following issue:

- 6.1 Light spillage on neighbouring properties is a concern – [see para. 7.6].

7.0 PLANNING CONSIDERATION

- 7.1 The National Planning Policy Framework (NPPF); Policies CP1, CP11, DM9, DM11, and DM14 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); and, Policy NRM6 of the South East Plan are material considerations in this application.

7.2 It is considered that the main issues to be addressed in determining of this application are:

- The principle of development;
- The impact of the development highway safety and parking;
- The proposal's impact on the character and appearance of the area; and
- The proposal's impact on the amenities of neighbouring properties.

7.3 The principle of development

7.3.1 Frimley Park Hospital is the Borough's largest community and employment facility. Policy DM14 seeks to identify opportunities to enhance and improve community facilities in the Borough and it is considered that the proposed extension and re-configuration of the car park would improve the function of the hospital.

7.3.2 According to the applicant's statement of need, Frimley Park Hospital is experiencing a significant level of growth in patient numbers with 444,000 in 2008 and a projected 733,000 by 2018. Consequently pressure for additional car parking provision is related to the increased patient numbers. Officer site visit observations confirm the applicant's submission that queuing into the hospital car park can take as long as 25 minutes on occasion. As such, the provision of 118 spaces would significantly improve the level of parking provision, which in turn would enhance the community facility. On this basis, it is considered that the principle of development is acceptable, subject to the material considerations set out below.

7.4 The impact of the development highway safety and parking

7.4.1 Policy CP11 of the Core Strategy advises that the Council will work with the County Highway Authority to seek improvements to the efficient and safe operation of the highway network. The subtext of Para. 6.69 of Policy DM11 advises that effective traffic management is essential to the safe and free flow of movement on the highway network, improving accessibility and potentially reducing congestion at peak and non-peak periods. The provision of additional car parking facilitates the safe and free flow of traffic.

7.4.2 Whilst the hospital has been operating a travel plan assisted by Surrey County Council for several years, the very nature of the site as a hospital, with a purpose built Emergency Department and helicopter landing pad means that there are high levels of visitor trips daily.

7.4.3 At present there are 496 visitor car parking spaces on the site, the majority of which are located within a single area to the front of the main hospital entrance. This area provides a total of 445 visitor spaces, including 43 disabled parking bays, with 255 within the covered ground floor of a multi-storey car park and the remaining 147 in an external overflow car park accessed through the main visitor car park. The proposed extension to the existing car park will provide an additional 118 parking spaces for visitors and patients. No additional parking is to be provided for staff, given the Lyon Way staff car park that provides 450 spaces.

7.4.4 The extensive expansion of hospital facilities in recent years has resulted in a significant increase in patient numbers with a 41% percent rise in numbers between 2010 and 2015. It is anticipated that within the next 3 years patient numbers will continue to rise steadily. As a consequence, the expansion of the hospital far exceeds the parking provision on the site, and additional car parking provision is required to meet demand from increasing patient numbers. The County Highway Authority acknowledge that while it would be more preferable for patients and visitors to travel to and from the hospital in more sustainable ways, the use of the site does not always lend itself alternative transport modes. In

calculating the patient numbers compared to visitor spaces ratio, there is a yearly turnover of 895 visitors per parking space at present (1 space used by 895 visitors per year). With the current proposal of an additional 118 spaces, the above number would be reduced to 617 visitors using each parking space. With the projected increase in patient numbers however, more parking provision would be required in order to maintain the same ratio of visitors to parking spaces.

- 7.4.5 As such, the County Highway Authority concludes that the current proposal would assist in reducing traffic queuing on Portsmouth Road and contributes towards meeting the growing demand for car parking on the site. To contribute towards curbing the need for additional parking on the site, the County Highway Authority seeks to promote more sustainable travel modes for visitors through a dedicated pedestrian/cycle access from the Portsmouth Road to the main entrance. This would also include improved signage. In addition, the existing car park barrier system would need to be improved and details in respect of the existing system are to be provided and, where necessary, adjustments made.
- 7.4.6 Subject to compliance with the attached conditions, it is considered that the proposal accords with Policy CP11 and DM11 of the Core Strategy. Whilst outside the application site, it is further noted that there are proposals for the widening of the A325 Portsmouth Road by Surrey County Council to facilitate a dedicated lane for traffic flow into Frimley Park Hospital. Clearly the aim of these plans will also assist in improving the current traffic issues in the area.

7.5 The proposal's impact on the character and appearance of the area

- 7.5.1 The NPPF seeks a presumption in favour of sustainable development securing high quality design, as well as taking account of the character of different areas. Paragraph 59 of the NPPF requires design policies to concentrate on guiding the overall scale and density of new development in relation to neighbouring buildings and the local area more generally. Policy DM9 of the Core Strategy is reflective of this, requiring development proposals to respect and enhance the local environment.
- 7.5.2 Although the existing car park is functional, it has a bulky presence on the Portsmouth Road frontage, with dark render detailing that provides an unattractive setting for the hospital entrance buildings beyond. The applicant's Design and Access Statement advises that the design of the new car park elevations is intended to create a visual transition between the timber fence and landscaped area fronting Portsmouth Road and the bulk of the hospital buildings behind. The 'trespa' colour has been chosen as a neutral foil to the various cladding colours and materials of the existing hospital which will be visible from the Portsmouth Road frontage. On the elevations fronting the highway the applicant proposes the panels to over clad with Siberian larch battening to break up the monolithic appearance which will weather over time to create a more natural edge to the hospital frontage.
- 7.5.3 It is considered that the use of trespa cladding on the car park extension would provide a lighter backdrop for the hospital. When viewed in the context of the various cladding detailing visible on the hospital buildings beyond, as well as the existing multi storey car park, it is considered that the proposed car park extension's neutral detailing would integrate well within this setting.
- 7.5.4 The proposal would necessitate the relocation of four of the recently planted line of Fastigate Oaks on the western entrance drive. There is little available room to enhance the area with any mitigation planting. As a consequence, the Council's Tree Officer objects to the proposal. Whilst the loss of trees is regrettable, it is considered that the overriding need for additional car parking on the site outweighs the loss of the new vegetation on the western entrance.

On this basis, it is considered that the proposed development would be of an acceptable design and character and would accord with Policy DM9 of the Core Strategy.

7.6 The proposal's impact on the amenities of neighbouring properties

- 7.6.1 The NPPF seeks a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 of Core Strategy advises that in the consideration of development proposals, the amenities of the occupants of neighbouring properties are respected.
- 7.6.2 The development proposed is within the Frimley Park Hospital grounds, however, there are a number of residential properties in close proximity to the site. These include properties on Gilbert Road, The Grove (and adjoining roads), High Beaches and Denton Way. The development is a sufficient distance from these properties for the built form to impact on residential amenities.
- 7.6.3 It is proposed that the car park extension is illuminated through pole mounted LED floodlights at first floor level and soffit mounted tubular LED batten fittings at ground levels. A lighting statement has been submitted with the application advising that the new lighting scheme will be designed to limit the potential for light pollution/overspill to the adjacent surroundings. In order to prevent the car headlights from affecting the amenities of residential properties on The Grove as well as shining into the hospital windows to the west, the applicant's Planning, Design and Access Statement advises that the new car park will require solid panelling at ground level. The Council's Environmental Health Department have indicated that they have no objection to the proposal. Accordingly, a condition requiring compliance with the submitted lighting details has been provided.
- 7.6.4 It is therefore considered that the proposed development would not have an adverse impact on the amenities that the occupants of neighbouring properties enjoy and as such, would accord with the amenity principles set out in Policy DM9 of the Core Strategy.

7.7 Other matters

- 7.7.1 In respect of surface water drainage, the Government in April 2015 changed requirements for major developments for sustainable drainage systems (SuDS). Under these requirements the Council must be satisfied during determination of the application that SuDS can be designed into a proposal, unless demonstrated inappropriate. The Council's Drainage officer has been consulted and advised that due to the complexities of the existing drainage systems, and the minor impact associated with the additional development, no surface water drainage submission is required. An informative advising the applicant to ensure all excess surface water is contained on site and that no nuisance flooding occurs as a result of the development has been added.
- 7.7.2 The application is not CIL liable because CIL only applies to residential or retail uses. Furthermore, in line with paragraph 204 of the NPPF planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. No such requirements have been identified.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT) ORDER 2012 WORKING IN A POSITIVE/PROACTIVE MANNER

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.
- c) Have communicated with the applicant through the process to advise progress, timescale or recommendation.

9.0 CONCLUSION

- 9.1 It is considered that the proposed development would be an enhancement to the existing community facility and would contribute toward meeting the existing and growing demand for car parking on the site. On this basis, it is recommended that the application be approved subject to highway conditions in respect of provision for a cycle path and improvements to the car park barrier system.

10.0 RECOMMENDATION

GRANT subject to the following conditions:-

1. The development hereby permitted shall be begun within three years of the date of this permission.

Reason: To prevent an accumulation of unimplemented planning permissions and in accordance with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The building works, hereby approved, shall be constructed in external fascia materials; siberian larch vertical battens and trespa cladding in paprus white.

Reason: In the interests of the visual amenities of the area and to accord with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012.

3. The proposed development shall be built in accordance with the following approved plans:
PH-15011-1,02,
PH/15011/001
E/15011/1, 01A, 04A, 05A, 07, 08, 09, 15, 16.
unless the prior written approval has been obtained from the Local Planning Authority.

Reason: For the avoidance of doubt and in the interest of proper planning and as advised in ID.17a of the Planning Practice Guidance.

4. Prior to the commencement of the car park development, details shall be submitted to the Local Planning Authority of the existing car park barrier entry system and where necessary, adjustments shall be made to optimise vehicle entry into the car park to accommodate the additional vehicle flow as a result of the

development. Prior to the first use of the additional car parking spaces hereby approved, the required adjustments to the barriers shall be implemented.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012.

5. Prior to the commencement of the car park development, details of a dedicated pedestrian/cycle access from Portsmouth Road to the main entrance of the hospital, shall be submitted to the Local Planning Authority. Such details should include new surfacing, improved signage and associated facilities. Once the scheme of works has been approved, such works shall be implemented prior to the additional parking spaces being brought into use.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012.

6. The proposed development shall be built in accordance with the Construction Management Plan dated February 2015 by Scott White and Hookins.

Reason: The condition above is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

7. The development hereby permitted shall be built in accordance with the submitted *Outline Lighting Proposal Planning Statement* by T. A. Tompson LLP Consulting Engineers dated 3rd March 2015 prior to first occupation of car park extension building, and thereafter there shall be no changes unless otherwise agreed with the Local Planning Authority.

Reason: To limit light pollution in the interests of residential amenities and to comply with Policy DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the NPPF.

Informative(s)

1. Decision Notice to be kept DS1
2. Building Regs consent req'd DF5
3. Due to the complexities of the existing drainage systems, and the minor impact associated with the additional development, no surface water drainage submission is required. However, the applicant should ensure all excess surface water is contained on site and that no nuisance flooding occurs as a result of the development.

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2015/0153

Reg Date 02/03/2015

Lightwater

LOCATION: LAND REAR OF 4,6 & 8 MACDONALD ROAD, LIGHTWATER, GU18 5TN

PROPOSAL: Erection of one pair of three bedroom, two storey semi-detached dwellings on land rear of 4, 6 and 8 Macdonald Road with new access off Catena Rise, car parking and associated works.

TYPE: Full Planning Application

APPLICANT: Marinsky Ltd

OFFICER: Mr N Praine

The application would normally be determined under the Council's Scheme of Delegation, however, at the request of a local ward councillor it has been called in for determination by the Planning Applications Committee.

RECOMMENDATION: REFUSE

1.0 SUMMARY

- 1.1 Permission is sought for the erection of 2 semi-detached two storey dwellings on land rear of 4, 6 and 8 Macdonald Road with new access off Catena Rise, integral garages, driveway parking and associated works.
- 1.2 The report concludes that the size of the site is not considered sufficient to accommodate the additional residential units. This proposal would result in cramped, contrived and incongruous development out of character with the established urban pattern and would fail to integrate satisfactorily with neighbouring buildings. The proposal would also result in an adverse loss of residential amenity for the immediate neighbouring owner/occupiers of Macdonald Road. In addition, no payment has been made toward SAMM (Strategic Access Management and Monitoring) measures and so this forms an additional reason for refusal. As such the proposal would conflict with the NPPF and the development plan and is recommended for refusal.

2.0 SITE DESCRIPTION

- 2.1 The application site is located to the southeast side of Catena Rise, in a settlement area of Lightwater. The plot area of approximately 0.6ha currently forms rear gardens of No's. 4, 6 & 8 Macdonald Road. The application site is occupied by a number of outbuildings, including a shed, a greenhouse and a single garage. The site is fairly flat. There are extant statutory controls on site in the form of a Tree Preservation Order.
- 2.2 The immediate surrounding area is characterised by residential dwellings of various sizes and styles. The properties to Macdonald Road are semi-detached two-storey dwellings, some with rooms in the roof space.

Residential dwellings in Catena Rise are predominantly semi-detached two-storey dwellings with an exception of Cape Lodge on the corner plot with Guildford Road. Catena Rise is an approximately 115m long cul-de-sac leading to Lightwater Village School. Properties to the north of the application site are terraced two-storey dwellings.

3.0 RELEVANT HISTORY

- 3.1 SU/14/0943 - Erection of 2 linked-detached two storey dwellings with rooms in the roofspace on land rear of 4, 6 and 8 Macdonald Road with new access off Catena Rise, car parking and associated works – refused 18/12/14 for the following reason:

The proposal by reason of the size of the site area, the proposed layout and resultant rear amenity space for the existing and proposed dwellings; and, coupled with the footprint, height and massing of the proposed dwellings would:

result in a cramped, contrived and incongruous development at odds with the established pattern of development forming poor relationships with the host dwellings and neighbouring buildings along the west side of Macdonald Road. As such the proposal would fail to integrate, respect and improve the character and quality of the area contrary to Policies CPA and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Lightwater Village Design Statement Supplementary Planning Document and the National Planning Policy Framework; and,

- a) represent an unneighbourly form development for nos. 4 - 12 Macdonald Road, and for the future occupiers of the proposed units, resulting in adverse overbearing impacts, loss of privacy and overlooking contrary to Policy DM9 (iii) of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.*

- 3.2 Since the refusal of this application the applicant has not entered into any pre-application discussions with the Local Planning Authority.

4.0 THE PROPOSAL

- 4.1 Permission is sought for the erection of 2 semi-detached two storey dwellings with rooms in the roof space on land rear of 4, 6 and 8 Macdonald Road with access off Catena Rise.
- 4.2 The proposed dwellings would be of the same dimensions, measuring a maximum of 8.7m deep, 7.6m wide with a maximum ridge height of 7.5m reducing to 6.53m and eaves height of 5.0m. Each of the dwellings would have a single attached garage, allocated area for storage of bins and cycle stores and an access from Catena Rise. Additional off street driveway parking to the front of the garage would also be proposed for each dwelling.
- 4.3 The main differences between this proposal and the previous refusal are as follows:
- The 2 dwellings are of a semi-detached style whereas previously they were of linked-detached style. With this change in design the footprints of the dwellings have been reduced from 9.25m deep and 7.85m wide to a maximum of 8.7m deep, 7.6m wide and;

- The height of the dwellings has been reduced. Previously they extended to a maximum height of 8.4m. The current proposal reduces this to a maximum ridge height of 7.5m reducing to 6.53m.

5.0 CONSULTATION RESPONSES

- 5.1 Surrey County Council Highway Authority No objections subject to informatives.
- 5.2 Windlesham Parish Council Raise objection to the proposal for the following reasons:
- Parking & traffic implications in Macdonald Road and Catena Rise;
 - Access for emergency vehicles to the school would be compromised during construction;
 - Overlooking & loss of privacy;
 - Loss of light to garden of No. 2 Macdonald Road;
 - Overbearing impact within Catena Rise street scene; and
- [these issues are addressed in section 7]*
- 5.3 Surrey Heath Tree Officer No objection subject to conditions.

6.0 REPRESENTATION

- 6.1 At the time of preparation of this report 28 letters of objection and 2 letters of support were received from the neighbouring occupiers in connection with the following issues:
- Out of character with the surrounding area *[see para 7.3]*;
 - Overlooking *[see para 7.4]*;
 - Overbearing *[see para 7.4]*;
 - Overshadowing *[see para 7.4]*; and
 - Parking & traffic implications in Catena Rise & in Macdonald Road *[see section 7.5]*.

7.0 PLANNING CONSIDERATION

- 7.1 The National Planning Policy Framework (NPPF); Policies CPA, CP2, CP14, DM9 and DM11 of the Surrey Heath Core Strategy and Development Management Policies 2012 (CSDMP); the Developer Contributions SPD; the Thames Basin Heath Special Protection Area Avoidance Strategy SPD; the Lightwater Village Design Statement SPD (LVDS SPD); and, Policy NRM6 of the South East Plan are material considerations in this application.

7.2 It is considered that the main issues to be addressed in determining this application are:

- Impact on the character of the area, including trees;
- Impact on residential amenities;
- Whether the development is acceptable in terms of parking and highway safety;
- Impact on local infrastructure; and
- Impact on Thames Basin Heaths SPA.

7.3 Impact on the character of the area, including trees

- 7.3.1 The NPPF has a presumption in favour of sustainable development and to secure high quality design, as well as taking account of the character of different areas. However, the NPPF rejects poor design that fails to take the opportunity to improve the character and quality of an area. Paragraph 59 of the NPPF requires design policies to concentrate on guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area generally.
- 7.3.2 Policy CP2 (Sustainable Development and Design) of CSDMP 2012 is reflective of the NPPF as it requires development to ensure that all land is used effectively within the context of its surroundings and to respect and enhance the quality of the urban, rural, natural and historic environments. Policy DM9 (Design Principles) of CSDMP 2012 also promotes high quality design that respects and enhances the local environment, paying particular regard to scale, materials, massing, bulk and density.
- 7.3.3 The application site, as it lies within the settlement of the Lightwater village, is subject to the design principles outlined in the LVDS SPD. This document states that new development should pay regard to the locally distinctive and valued patterns of development, ranging from the shape of streets, the size of building plots, the spaces between buildings, the scale and shape of buildings, the architectural detailing and materials of individual buildings, boundary treatments, and landscaping. The overdevelopment of sites should be resisted due to its harmful impact on residential amenity, increased traffic generation and harm to the character of the area through eroding the generally smaller scale character of the Village.
- 7.3.4 The application site is located to the rear of three dwellings in Macdonald Road. This residential road is approximately 1.6km long. At such a length, it accommodates a great variety of design, architectural styles, scale and form of dwellings. The general pattern of plots to the west side of Macdonald Road within the application site stretch (No's 2 - 32) is of long, narrow and regular rectangular plots. No's 4, 6 and 8 Macdonald Road are very similar to the others, albeit slightly irregular in shape, as these abut Catena Rise to the rear (which runs diagonally to Macdonald Road).
- 7.3.5 Turning to the current proposal it is noted that the application site is located to the rear of the three dwellings in Macdonald Road and the proposal is similar to the previously refused scheme insofar as it is to retain less than 50% of the depth of the existing plots of No's 4, 6 & 8 Macdonald Road to enable the two new dwellings to be erected within the newly formed plots. At an approx depth of 25m, the retained plots of the host dwellings would be substantially smaller when compared with those to their south, namely No's 10 – 32, all of which are fairly identical with a depth of approximately 53m.

As such, officers continue to share the same concerns as previously raised under SU/14/0943 (see paragraph 3.1), that the proposal would result in a cramped and contrived layout that would be at odds with the existing pattern of development to the west side of Macdonald Road and therefore harmful to the character of the surrounding area.

- 7.3.6 The frontages of the proposed Plots 1 & 2 would be sited parallel to Catena Rise. As such, the rear elevations of the proposed dwellings would still have an oblique relationship with the rear walls of dwellings in Macdonald Road. The separation distances between the rear walls have increased over the previous scheme, however, the rear gardens of numbers 4 & 6 and 8 Macdonald Road are just under 7m which is still considered inadequate for a garden area to serve these dwellings.
- 7.3.7 The two oak trees within the southwest corner of the application site are protected by a TPO (Tree Protection Order) ref. TPO 17/09. An Arboricultural Report, including the Impact Assessment, Method Statement and a Tree Protection Plan submitted with the application states that the proposed dwelling and garage would be outside of the RPA (Root Protection Area) of any existing trees. Furthermore while part of the access driveway of Plot 2 will pass across the edge of the RPA of a protected tree, the submitted Arboricultural Report advises that no dig excavations should be employed within this RPA when constructing the driveway. Therefore subject to pre-commencement conditions to agree tree protection and site supervision along with full compliance with the submitted Arboricultural Report, no objections are raised on protected tree grounds.
- 7.3.8 For the above reasoning, the proposed development by reason of insufficient plot sizes and the proposed garden sizes would result in a cramped, contrived and incongruous built form that would fail to integrate satisfactorily into its context and not respect or enhance the character and quality of the area, so contrary to Policy DM9.

7.4 Impact on residential amenities

- 7.4.1 The NPPF seeks a good standard of amenity for all existing and future occupants of land and buildings. Policy DM9 (Design Principles) ensures that the amenities of the occupiers of the neighbouring properties and uses are respected.
- 7.4.2 Plot 1, located to the north part of the application site, would maintain a minimum separation distance of approximately 16m and 17m to the nearest rear part of No's. 4 & 6 Macdonald Road respectively. While the separation distance has increased over the previous refused scheme, officers do not consider that this improvement goes far enough to protect neighbour amenity. At a maximum height of 7.5m in combination with the separation distances to proposed Plot 1, officers consider the proposal would still result in an overbearing impact on the above existing dwellings in Macdonald Road when viewed from the garden area and closest ground floor windows of these properties. This relationship would be the same when considered vice versa in terms of the overbearing impact of numbers 4 and 6 Macdonald Road on the future occupiers of the Plot 1. Although Plot 2 would be of the identical height as Plot 1, it would be set further back from the rear walls of the neighbouring properties in Macdonald Road, an approximate minimum distance of 20m, and therefore is not considered to result in any adverse overbearing impact on the above neighbouring properties.
- 7.4.3 The separation distances of the first floor rear windows of number 4 Macdonald Road onto the rear wall of Plot 1 at its closest point measures 17.5m. This is considered insufficient and would lead to overlooking of the rear garden areas of Plot 1 resulting in unacceptable loss of privacy to the garden area. The minimum separation distances between the principal rear walls of the other properties in Macdonald Road and from the

first floor habitable rooms of Plot 1 and Plot 2 now exceed 20 metres therefore no objection is raised regarding loss of privacy from the proposal to the occupiers of the other properties in Macdonald Road.

7.4.4 Due to the retained separation distances and the orientation of the proposed and the existing dwellings, it is not considered that the proposed development would result in any adverse overshadowing to the habitable rooms or the rear gardens of properties in Macdonald Road.

7.4.5 Given the location in combination with the proposed separation distances from the other residential properties in Catena Rise (minimum 22m) no undue loss of residential amenity is anticipated by this proposed development to the occupiers of any adjoining or nearby residential properties in Catena Rise.

7.5 Whether the development is acceptable in terms of parking and highway safety

7.5.1 Policy DM11 (Traffic Management and Highway Safety) seeks to ensure that no adverse impact on the safe and efficient flow of traffic movement on the highway network results from new development. The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and has advised that is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. It is also noted that the previous application for 2 linked-detached dwellings (see paragraph 3.1 above) was not refused on highway and parking grounds. This application is similar in this regard as the proposal again is for two dwellings with similar off street parking arrangements which again accords with parking standards.

7.6 Impact on local infrastructure

7.6.1 Surrey Heath's Community Infrastructure Levy (CIL) Charging Schedule was adopted by Full Council on the 16th July 2014. As the CIL Charging Schedule will come into effect on the 1st December 2014 an assessment of CIL liability has been undertaken. Surrey Heath charges CIL on residential and retail developments where there is a net increase in floor area. As the proposal relates to a net increase in residential floor area, the development is CIL liable.

7.6.2 At the time of writing of this report, the required CIL forms were submitted and the Council was able to calculate the liable sum, which is estimated to be £38,500. CIL is a land change that is payable at commencement of works. An informative advising of this would be added.

7.7 Impact on the Thames Basin Heaths Special Protection Area

7.7.1 Policy NRM6 of the South East Plan (Thames Basin Heaths Special Protection Area) seeks to protect the ecological integrity of the TBH SPA, Policy CP14B of the Core Strategy builds on this as does adopted the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD (2012). This SPD identifies Suitable Alternative Natural Green Space (SANGS) within the Borough and advises that the impact of residential developments on the SPA can be mitigated by providing a financial contribution towards SANGS.

7.7.2 The application site is located approximately 630m from the Thames Basin Heaths Special Protection Area (SPA). Natural England are currently advising that new residential development within 5km of the protected site has the potential to significantly adversely impact on the integrity of the site through increased dog walking and an increase in general recreational use. The application proposes a net increase of 5.0 in occupancy and as such has the potential, in combination with other development, to have a significant adverse

impact on the protected site. From 1st December 2014, a financial contribution towards the provision of SANG is included within the CIL payment.

- 7.7.3 In addition to the financial contribution towards the mitigation on likely effects of the proposed development on the TBH SPA in terms of SANG, Policy CP14B requires that all new residential development contributes toward SAMP (Strategic Access Management and Monitoring) measures. As this is not included within the CIL, a separate financial contribution towards SAMP is required. In this instance a payment of £1,315 is needed and has to be secured by way of a legal agreement, if not paid in full prior to the determination of the application. At the time of writing of this report, no such payment was or the satisfactory legal agreement was received by the Council.

8.0 ARTICLE 2(3) DEVELOPMENT MANAGEMENT PROCEDURE (AMENDMENT)

ORDER 20

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:

- a) Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- b) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

9.0 CONCLUSION

- 9.1 The proposal by reason of the size of the site area, the proposed layout and resultant rear amenity space for the existing dwellings would result in a cramped, contrived and incongruous development at odds with the established pattern of development forming poor relationships with the host dwellings and neighbouring buildings along the west side of Macdonald Road. As such the proposal would fail to integrate, respect and improve the character and quality of the area contrary to Policies CP1 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Lightwater Village Design Statement Supplementary Planning Document and the NPPF. The proposal would also represent an unneighbourly form of development for nos. 4 - 6 Macdonald Road, and for the future occupiers of the proposed Plot 1, resulting in an adverse loss of residential amenity contrary to Policy DM9 (iii) of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework. In addition, the applicant has failed to make financial contribution or secure legal agreement in terms of SAMP.

10.0 RECOMMENDATION

REFUSE for the following reason(s):-

1. The proposal by reason of the size of the site area, the proposed layout and resultant rear amenity space for the existing dwellings, coupled with the footprint of the proposed dwellings would:
 - a) result in a cramped, contrived and incongruous development at odds with the

established pattern of development forming poor relationships with the host dwellings and neighbouring buildings along the west side of Macdonald Road. As such the proposal would fail to integrate, respect and improve the character and quality of the area contrary to Policies CP1 and DM9 of the Surrey Heath Core Strategy and Development Management Policies 2012, the Lightwater Village Design Statement Supplementary Planning Document and the National Planning Policy Framework; and,

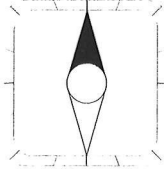

b) represent an unneighbourly form development for nos. 4 - 6 Macdonald Road, and for the future occupiers of the proposed Plot 1, resulting in adverse overbearing impacts, loss of privacy and overlooking contrary to Policy DM9 (iii) of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

2. In the absence of a completed legal agreement under section 106 of the Town and Country Planning Act 1990, the applicant has failed to comply with Policy CP14B (vi) (European Sites) of the Surrey Heath Core Strategy and Development Management Policies Document 2012; and, Policy NRM6 (Thames Basin Heath Special Protection Area) of the South East Plan in relation to the provision of contribution towards strategic access management and monitoring (SAMM) measures, in accordance with the requirements of the Surrey Heath Borough Council's Thames Basin Heaths Special Protection Area Avoidance Strategy Supplementary Planning Document (Adopted January 2012).

Informative(s)

1. The applicant is advised that if this application had been acceptable in all other respects, the scheme would be Liable to the Community Infrastructure Levy (CIL) Schedule which came into effect on 1st December 2014. Therefore, if this decision is appealed and subsequently granted planning permission at appeal, this scheme will be liable to pay the Council's CIL upon commencement of development. In respect of the second reason for refusal, in addition to SAMM contribution, CIL is the only mechanism for collecting Suitable Alternative Natural Green Space (SANG) monies. Therefore if there is SANG capacity at the time of appeal then capacity will be assigned.



Title	Planning Applications	Page	3 of 4
Application number	14/0893	Scale @ A4	1:1,250
Address	KROONER PARK, AND LAND AT CRABTREE PARK. WILTON ROAD, CAMBERLEY, GU15 2QP	Date	11-05-2015
Proposal	Creation of a Football Centre, to include 1 full size artificial grass pitch, 7 artificial 5-a-side pitches with associated clubhouse, changing rooms and spectator seating. (Additional info rec'd 23/0	 	
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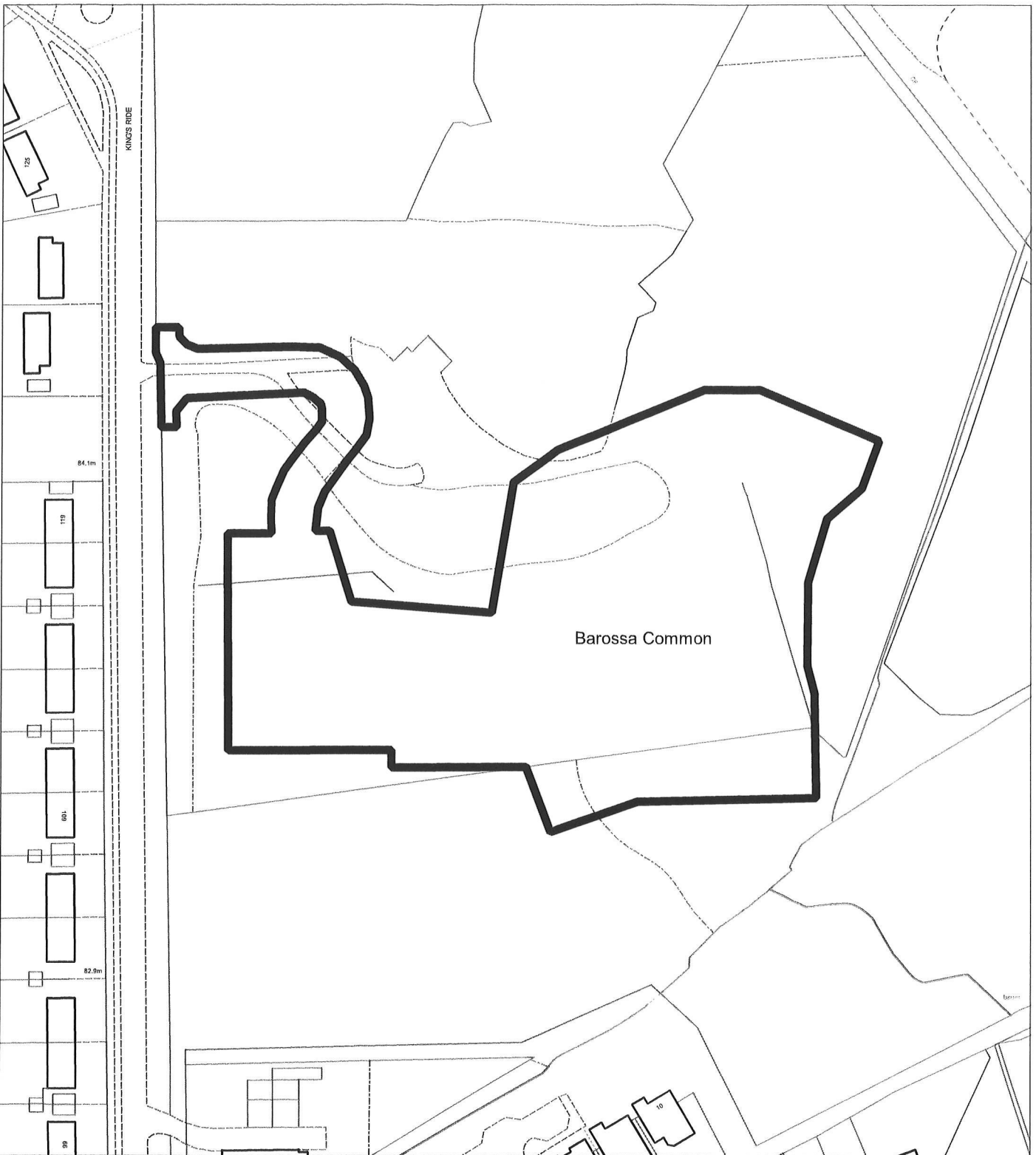
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SU/14/0893 – KROONER PARK, AND LAND AT CRABTREE PARK.
WILTON ROAD, CAMBERLEY, GU15 2QP

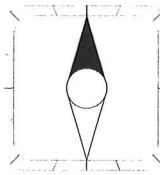


SU/14/0893 – KROONER PARK, AND LAND AT CRABTREE PARK.
WILTON ROAD, CAMBERLEY, GU15 2QP





Title	Planning Applications		Page	4 of 4
Application number	15/0106		Scale @ A4	1:1,250
Address	WHITEHILL FARM, KINGS RIDE, CAMBERLEY, GU15 4LJ		Date	11-05-2015
Proposal	Erection of a two storey 64 bedroom (Class C2) Care Home with parking, access and landscaping. (Amended plans rec'd 27/03/2015)			

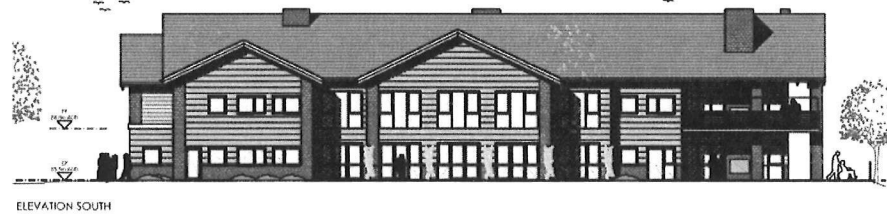
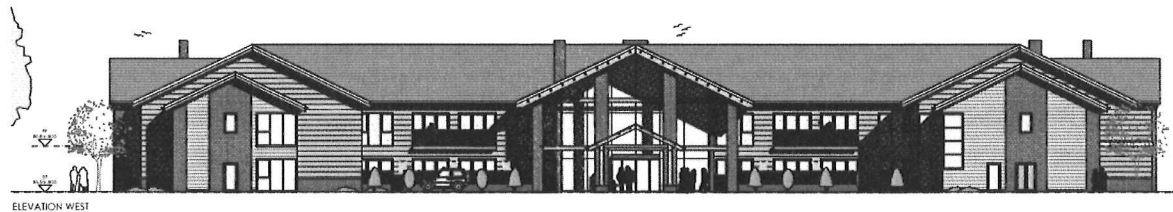
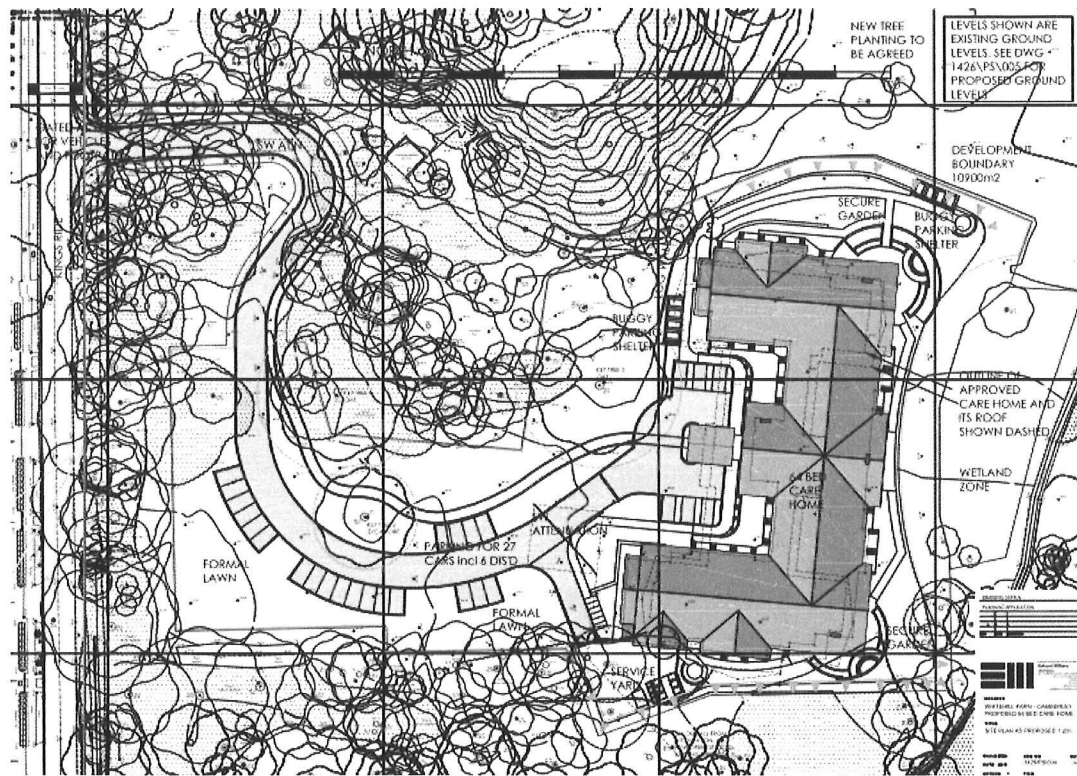


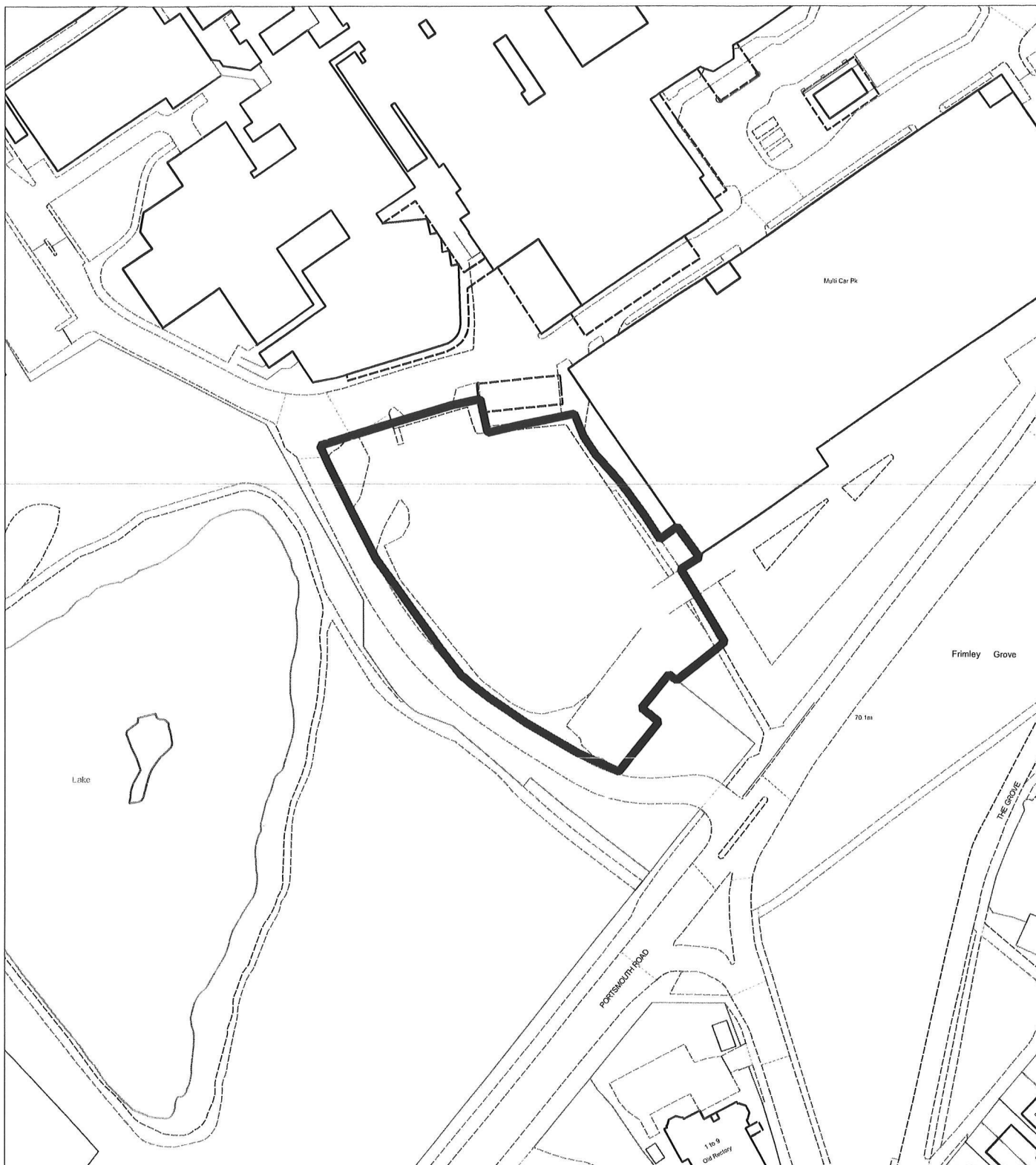
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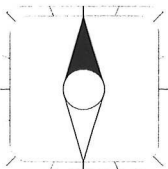
SU/15/0106 – WHITEHILL FARM, KINGS RIDE, CAMBERLEY



SU/15/0106 – WHITEHILL FARM, KINGS RIDE, CAMBERLEY

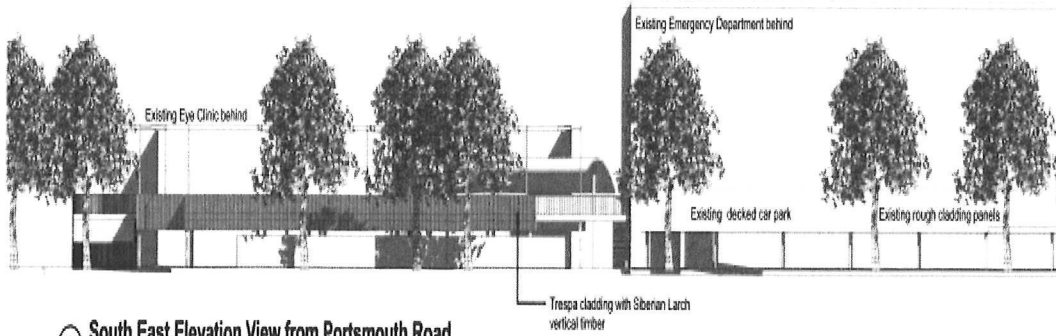




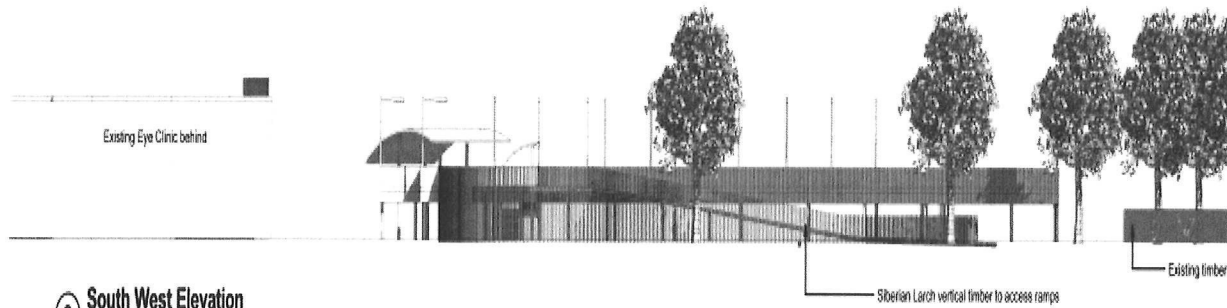
Title	Planning Applications		Page	1 of 4
Application number	15/0196		Scale @ A4	1:1,250
Address	FRIMLEY PARK HOSPITAL, PORTSMOUTH ROAD, FRIMLEY, CAMBERLEY, GU16 7UJ		Date	11-05-2015
Proposal	Reconfiguration of existing car park and erection of extension to the existing decked car park to provide 273 visitor car parking facilities and 6 disabled parking spaces; a net increase of 121 spaces			
				
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SU/15/0196 – FRIMLEY PARK HOSPITAL, PORTSMOUTH ROAD

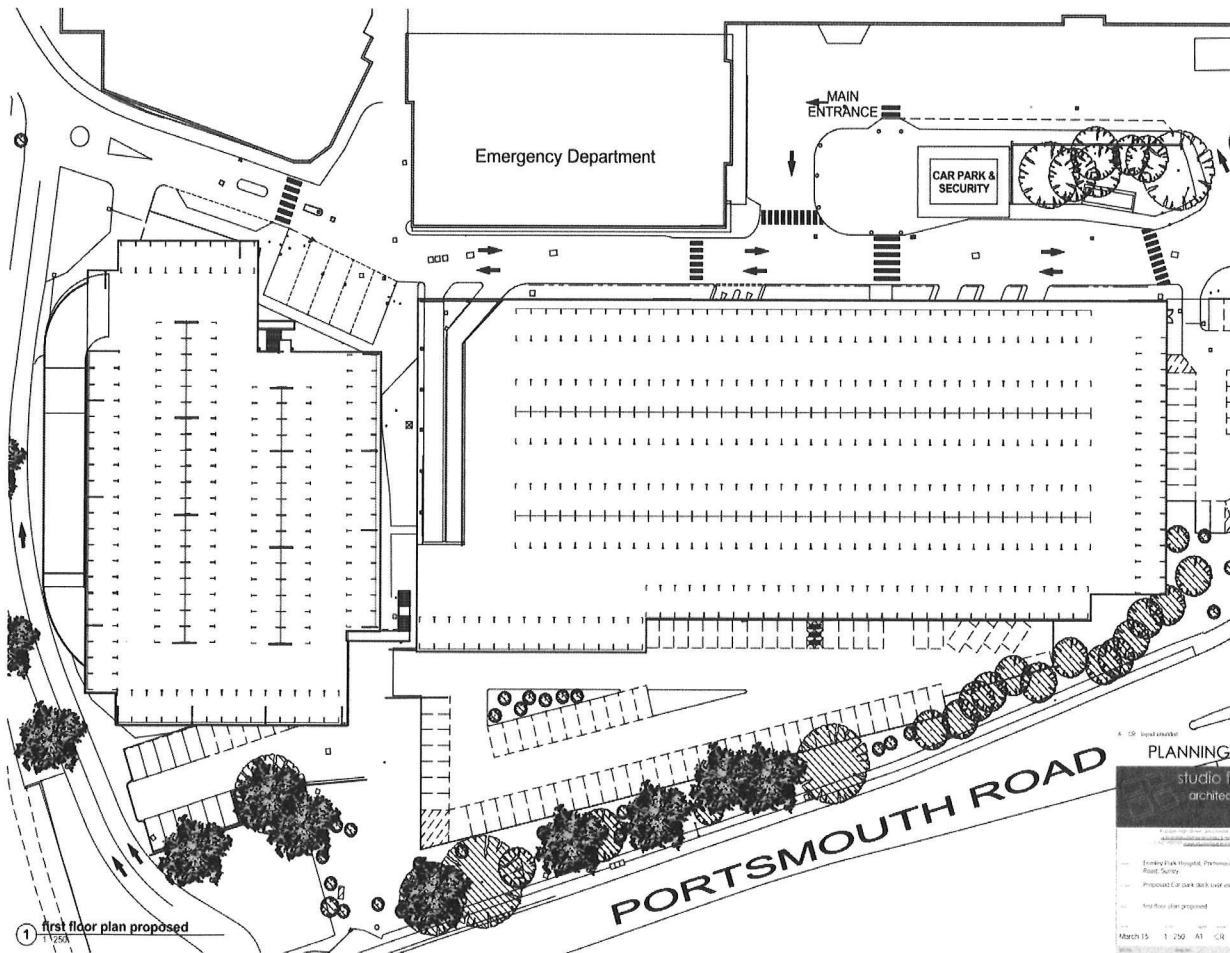




4 South East Elevation View from Portsmouth Road
1:200

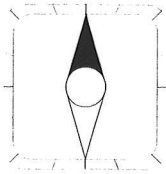



3 South West Elevation
1:200



1 first floor plan proposed
1:200

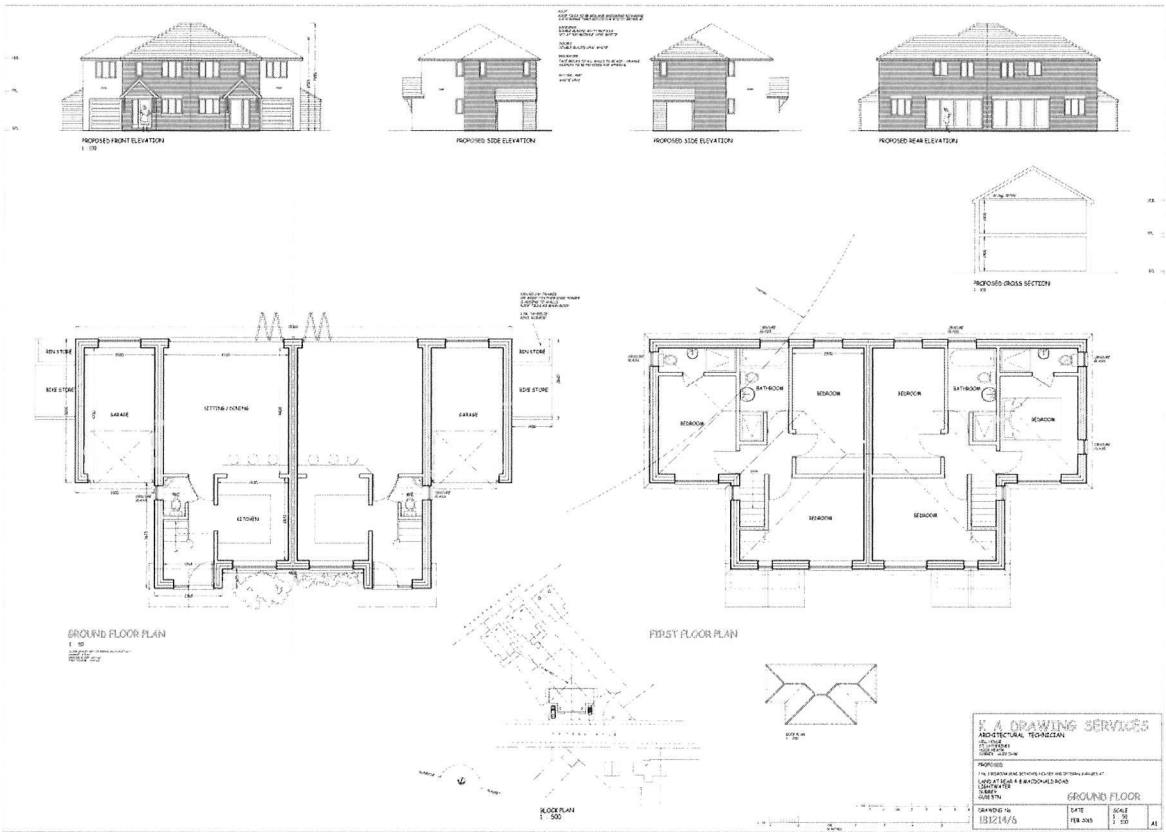


Title	Planning Applications		Page	2 of 4
Application number	15/0153		Scale @ A4	1:1,250
Address	LAND REAR OF 4,6 & 8 MACDONALD ROAD, LIGHTWATER, GU18 5TN		Date	11-05-2015
Proposal	Erection of one pair of three bedroom, two storey semi-detached dwellings on land rear of 4, 6 and 8 Macdonald Road with new access off Catena Rise, car parking and associated works.		 	
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SU/15/0153 – LAND REAR OF 4,6 & 8 MACDONALD ROAD,
LIGHTWATER, GU18 5TN



SU/15/0153 – LAND REAR OF 4,6 & 8 MACDONALD ROAD, LIGHTWATER, GU18 5TN



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**APPLICATIONS FOR PLANNING PERMISSION & RELATED APPLICATIONS FOR
CONSIDERATION BY THE PLANNING APPLICATIONS COMMITTEE**

NOTES

Officers Report

Officers have prepared a report for each planning or related application on the Planning Committee Index which details:-

- Site Description
- Relevant Planning History
- The Proposal
- Consultation Responses/Representations
- Planning Considerations
- Conclusion

Each report also includes a recommendation to either approve or refuse the application. Recommended reason(s) for refusal or condition(s) of approval and reason(s) including informatives are set out in full in the report.

How the Committee makes a decision:

The Planning Applications Committee's decision on an application can be based only on planning issues. These include:

- Legislation, including national planning policy guidance and statements.
- Policies in the adopted Surrey Heath Local Plan and emerging Local Development Framework, including Supplementary Planning Documents.
- Sustainability issues.
- Layout and design issues, including the effect on the street or area (but not loss of private views).
- Impacts on countryside openness.
- Effect on residential amenities, through loss of light, overlooking or noise disturbance.
- Road safety and traffic issues.
- Impacts on historic buildings.
- Public opinion, where it raises relevant planning issues.

The Committee cannot base decisions on:

- Matters controlled through other legislation, such as Building Regulations e.g. structural stability, fire precautions.
- Loss of property value.
- Loss of views across adjoining land.
- Disturbance from construction work.
- Competition e.g. from a similar retailer or business.
- Moral issues.
- Need for development or perceived lack of a need (unless specified in the report).
- Private issues between neighbours i.e. boundary disputes, private rights of way. The issue of covenants has no role in the decision to be made on planning applications.

Reports will often refer to specific use classes. The Town & Country Planning (Use Classes) Order 1995 (as amended) is summarised for information below:

A1. Shops	Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops and funeral directors.
A2. Financial & professional Services	Banks, building societies, estate and employment agencies, professional and financial services and betting offices.
A3. Restaurants and Cafes	For the sale of food and drink for consumption on the premises – restaurants, snack bars and cafes.
A4. Drinking Establishments	Public houses, wine bars or other drinking establishments (but not nightclubs).
A5. Hot Food Takeaways	For the sale of hot food consumption off the premises.
B1. Business	Offices, research and development, light industry appropriate to a residential area.
B2. General Industrial	Use for the carrying on of an industrial process other than one falling within class B1 above.
B8. Storage or Distribution	Use for the storage or as a distribution centre including open air storage.
C1. Hotels	Hotels, board and guest houses where, in each case no significant element of care is provided.
C2. Residential Institutions	Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
C2A. Secure Residential Institutions	Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
C3. Dwelling houses	Family houses or houses occupied by up to six residents living together as a single household, including a household where care is provided for residents.
C4. Houses in Multiple Occupation	Small shared dwelling houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
D1. Non-residential Institutions	Clinics, health centres, crèches, day nurseries, day centres, school, art galleries, museums, libraries, halls, places of worship, church halls, law courts. Non-residential education and training areas.
D2. Assembly & Leisure	Cinemas, music and concert halls, bingo and dance halls (but not nightclubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).
Sui Generis	Theatres, houses in multiple paying occupation, hostels providing no significant element of care, scrap yards, garden centres, petrol filling stations and shops selling and/or displaying motor vehicles, retail warehouse clubs, nightclubs, laundrettes, dry cleaners, taxi businesses, amusement centres and casinos.

27 May 2015		
Planning Applications Committee Update		
Item No.	App no. and site address	Report Recommendation
4 Page 11	2014/0893 Krooner Park and Land at Crabtree Park	GRANT subject to conditions and referral to the Secretary of State.
<p><u>UPDATE</u></p> <p>Change to recommendation – Ordinarily an application of this size and nature would be determined by the Council as the Local Planning Authority. However, following an application by a third party requesting the Secretary of State (SoS) intervenes on this application, the SoS has written to the Local Planning Authority and advised that if Members agree with the recommendation to grant planning permission, the application must be referred to the SoS for consideration. This gives the SoS the opportunity to either make no comment and on that basis the application would be approved or the SoS can use call-in powers and make his own decision on the application.</p> <p>Therefore the officer’s recommendation changes to - GRANT subject to conditions and legal agreement and referral to the Secretary of State</p>		
5 Page 65	2015/0106 Whitehill Farm, Kings Ride	GRANT subject to conditions.
<p><u>UPDATE</u></p> <p>For information, the current proposal would result in a reduction in volume (about 4%) over the approved scheme SU/11/0451.</p> <p><u>Changes to conditions:</u></p> <p>Condition 9 (for clarity):</p> <p>Details and the proposed position of a protective reptile fencing during construction shall be submitted to and approved by the Local Planning Authority. The protective fencing shall be provided and retained for the duration of construction works in accordance with the agreed details and position unless otherwise agreed in writing with the Local Planning Authority.</p> <p>Condition 10 (to reflect SWT comments):</p> <p>The mitigation measures as set out in Section 6 of the Preliminary Ecological Assessment Report by Middlemarch Environmental dated March 2015, except where expanded upon within: Paragraphs 5.8 - 5.19 inclusive of the Badger and Hazel Dormouse HSA Survey Report (Version 2) by the Ecology Consultancy dated 05/02/15; Paragraphs 4.4 - 4.7 inclusive and Appendix 3 of the Ground-based Bat Tree Report dated January 2015 by the Ecology Consultancy dated 05/02/15; and the recommendations set out in the Destructive search for Reptiles by Middlemarch Environmental dated 12/03/15; shall be implemented in full within the specified time periods as detailed in the aforementioned documents, unless</p>		

the prior written approval has been obtained from the Local Planning Authority.

Reason: In the interest of nature conservation and to accord with Policy CP14 of the Surrey Heath Core Strategy and Development Management Policies 2012 and the National Planning Policy Framework.

Planning obligation completed has been completed and as a consequence the recommendation should be changed to **GRANT**.

CORRECTION TO COMMITTEE REPORT

A query has been raised with regards to the committee report advising that the development approved under application 2005/0028 approved 14 bedrooms. This is incorrect – this application approved 7 bedrooms within consented leisure development.

6 Page 83	2015/0196 Frimley Park Hospital	Grant
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UPDATE

County Highways have requested that conditions 4 and 5 be updated as detailed below:

4. Prior to the occupation of the car park development, details shall be submitted to the Local Planning Authority of the existing car park barrier entry system and where necessary adjustments shall be made to optimise vehicle entry into the car park to accommodate the additional vehicle flow as a result of the development. Prior to any of the additional car parking spaces being brought into use, the required adjustments to the barriers shall be implemented.

5. Prior to the reconfiguration of the surface car park, details of a dedicated pedestrian/cycle access from Portsmouth Road to the main entrance of the hospital, shall be submitted to the Local Planning Authority, such details to include new surfacing, improved signage and associated facilities. Once the scheme of work has been approved, such works shall be implemented prior to any of the additional parking spaces being brought into use.

7 Page 91	15/0153 Land rear of 4,6 and 8 MacDonald Road	Refuse
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UPDATE

Correction to typo at paragraph 4.1 this should read "**without** rooms in the roofspace"