

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.