

 Reigate & Banstead BOROUGH COUNCIL Banstead Horley Redhill Reigate	TO:	PLANNING COMMITTEE
	DATE:	27 th March 2024
	REPORT OF:	HEAD OF PLACES & PLANNING
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AGENDA ITEM:	6	WARD: South Park and Woodhatch

APPLICATION NUMBER:	23/00879/F	VALID:	1 st May 2023
APPLICANT:	South Park Sports Association	AGENT:	Mr Robert Ellis
LOCATION:	SOUTH PARK SPORTS ASSOCIATION WHITEHALL LANE REIGATE SURREY RH2 8LG		
DESCRIPTION:	Proposed increase to existing car park. As amended on 14/06/2023, 06/07/2023, 21/07/2023, 16/09/2023 and on 02/02/2024		
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This application is referred to planning committee in accordance with the constitution as the proposed development exceeds 250 sq. metres of gross floor space.

SUMMARY

This is a full application for the proposed increase of the existing car park at South Park Sports Association, located on Whitehall Lane to the south of Reigate. The site falls within the Metropolitan Green Belt however is on the edge of the urban area, to the south of New North Road. The application site consists of existing grass sports pitches, children's playground, as well as the 3G football pitch constructed in 2022 at the King George Playing Fields. There is an existing club house, and tarmac car park at the entrance to the site with space for approximately 31 cars, accessed to the east from Whitehall Lane.

It is proposed to increase the level of parking to 74 spaces by expanding the area of the existing car park to the south. At present the site has insufficient formal parking to accommodate many of the users of the facility, with cars at times having to park on the grass to the east of the existing playing pitches and at times on the verge adjacent to Sandcross Lane.

The proposed enlarged area of parking would increase the level of hardstanding at the site by 181%. The National Planning Policy Framework 2023 (NPPF) states that the provision of appropriate facilities (in connection with the existing use of land or a

change of use) for outdoor sports and recreation is considered an appropriate form of development in the greenbelt as long as the facilities preserve the openness and do not conflict with the purposes of including land within it. Whilst the extension to the car park would change the appearance of the land somewhat, the changes would all be at ground level (with some underground drainage works which would not be visible) and the overall character of the site would remain broadly the same. There would be some visual impact during times that the car park is in use by way of the parked cars and comings and goings of the users of the site, however this is taking place anyway albeit in an informal manner, which arguably has a more harmful impact on the Green Belt. No further structures such as fencing or additional lighting are proposed and there would not be a substantial increase intensification of use such that this would be harmful.

The design is entirely functional given the use as a carpark. There would be some visual impact when the extended car park is fully occupied however this would be transient and temporary in nature due to the hours of use, which overall would not be visually harmful. The car park would facilitate levels of parking that are currently taking place therefore there would not be concern regarding noise disturbance to neighbouring properties at New North Road.

A protected Oak tree is located to the southeast of the site, within the field boundary along Whitehall Lane. This tree is protected by a Tree Preservation Order (TPO) which has been in place since September 2023. Parking spaces have been removed from under the tree to reduce impact on the root protection area of this tree and to ensure its protection from future harm. This has been reviewed by the Tree Officers who raise no objection and recommends conditions for appropriate tree protection measures during construction.

The proposed car park extension would more than double the existing parking capacity which would improve the existing issues of congestion at busy times. Conditions have been recommended to encourage non-car modes of transport, as well as the provision of a car park management plan and travel information pack. A condition has also been recommended requiring the provision of the footpath from the existing access to Sandcross Lane to encourage the use of public transport and improve safety of pedestrians.

To conclude, the development is considered to be acceptable with regards to impact on the openness of the Green Belt, impact on the character of the area, neighbouring amenity, trees and flooding matters.

RECOMMENDATION(S)

Planning permission is **GRANTED** subject to conditions.

Consultations

Highway Authority: The County Highway Authority has been consulted on the application and are satisfied that the development would not give rise to harm to the safe operation of the highway subject to conditions and informatives in relation to parking, visibility splays, the submission of a construction transport management plan, electric vehicle charging points, provision for cycle storage, a travel information pack, a car park management plan and the provision of a pedestrian footpath from the site access to Sandcross Lane to the north.

Surrey Police – No objection raised and advise that the applicant should consider the installation of a gate to prevent unauthorised access or encampment outside of operating hours. Notes that the area experiences low levels of crime and the nature of the site means that there are existing security provisions at the site.

Sport England – Initial holding objection received and comments requiring scaled drawings showing existing and proposed pitch layout as well as justification for the proposed parking. Also, a request for clarity on whether the cricket pitch is still located at the site and that existing football pitches would not be impacted by the location of the proposed parking area. Following confirmation from the applicant that the proposed parking would not impact on existing playing pitch provision at the site and that the parking is required to meet an identified shortfall, Sport England have raised no objection.

Lead Local Flood Authority: Recommends condition requiring the submission of a Surface Water Drainage Scheme prior to commencement of development.

Representations:

Letters were sent to neighbouring properties on 12th May 2023, and a site notice was posted 5th June 2023.

44 responses have been received raising the following issues:

Issue	Response
Hazard to highway safety	See paragraphs 6.16-6.19
Increase in traffic and congestion	See paragraphs 6.16-6.19
Poor design	See paragraphs 6.8-6.11
Alternative location/ proposal preferred	Submitted scheme must be assessed on its own planning merits
Harm to Green Belt/countryside	See paragraphs 6.2-6.7
Inconvenience during construction	See paragraphs 6.16-6.18
Noise & disturbance	See paragraphs 6.28-6.30
Overdevelopment	See paragraphs 6.2-6.11
Crime fears	See paragraphs 6.28-6.30

Flooding	See paragraphs 6.24-6.27
Harm to Conservation Area	The site is not located within a Conservation Area
Loss of a private view	Not a material planning consideration
Out of character with surrounding area	See paragraphs 6.2-6.11
Drainage/sewage capacity	See paragraphs 6.24-6.27
No need for the development	Submitted scheme must be assessed on its own planning merits
Property devaluation	Not a material planning consideration
Loss of/harm to trees	See paragraphs 6.20-6.23
Overlooking and loss of privacy	See paragraph 6.12-6.15

Support has been received citing the following reasons:

Community/regeneration benefit

Visual amenity benefits

Improve parking problems

Benefit to housing need

Improve highway safety

Current car parking situation is inadequate

1.0 Site and Character Appraisal

1.1 The application site consists of existing grass sports pitches, children's playground, as well as the 3G football pitch constructed in 2022 at the King George Playing Fields. There is an existing club house, and tarmac car park at the entrance to the site with space for approximately 31 cars, accessed from the east from Whitehall Lane. The site occupies a transitional location, being to the south of New North Road, transitioning into the wider countryside to the south. The clubhouse is located to the very northeast corner of the site. The site is currently comprised of two football pitches, accommodating 11v11, 9v9 and 7v7 matches. A small training pitch, 5v5 junior pitch and 3G pitch are located to the south of these.

1.2 South Park FC is well established club and facilitates a wide range of teams and training opportunities. This includes men's first team, a youth team, boys & girls junior teams & a veterans team. The club has over 30 junior teams ranging from under 7s to youth football for boys and girls. The function hall to

the north of the car park, as well as serving the football club, is also available to hire for a range of functions such as birthdays, christenings, fundraisers, presentation nights, business training, conferences and weddings.

- 1.3 The site lies within the Metropolitan Green Belt. A mature Oak Tree located to the southeast corner of the site to the south of the extended car parking area. The site lies within flood zone 1.

2.0 Added Value

- 2.1 Improvements secured at the pre-application stage: The applicant did not approach the Local Planning Authority for advice prior to the submission of the application.
- 2.2 Improvements secured during the course of the application: During the course of the application, additional information has been sought to address queries raised by Sport England, the County Highway Authority and Surrey County Council Flood Risk Planning and Consenting Team.
- 2.3 Further improvements to be secured through the use of conditions and a legal agreement to secure affordable housing provision.

3.0 Relevant Planning and Enforcement History

There is a long planning history at the site, the most relevant applications are listed below:

- | | | | |
|-----|--------------|--|--|
| 3.1 | 21/00238/F | Landscape bunds, hard standing storage areas and boundary fencing | Approved with conditions
29 th April 2021 |
| 3.2 | 19/02233/S73 | Amendment to planning approval 04/02868/F. Amend condition No.2 - change time to usage to 6:45pm - 10:00pm, increase usage to a maximum of 30 times per year and remove restriction on number of times lights can be used in a week. Variation of condition 2 of permission 09/00255/F. Amendment to time and use restrictions of floodlights - removal of the restriction that the lights can only be used three evenings a week, removal of the restriction that the lights can only be used 30 times per year and amendment to the illumination time to 5.00pm to | Approved with conditions
11 th February 2020 |

10.00pm. As amended on
02/01/2020.

- | | | | |
|-----|--------------|--|---|
| 3.3 | 17/02186/F | Conversion of the existing natural grass stadium pitch to a 3G synthetic pitch. | Approved with conditions 30 th November 2017 |
| 3.4 | 15/01876/S73 | Fully enclosed 'all weather' ballgame and coaching area of maximum dimension 45m x 25m. Variation of Conditions 1 & 2 of 87/0081/OUT - Change of surface from tarmac to 3G Astroturf, change the 3 lights to a more modern type. | Approved with conditions 5 th July 2016 |

4.0 Proposal and Design Approach

- 4.1 This is a full application for a proposal to increase the size and capacity of the existing car park. The existing car park, accessed from Whitehall Lane, has an area that can accommodate approximately 31 parked cars. The application proposes an increase in hardstanding from approximately 1,014sqm to 2,850sqm, an increase of 1,836sqm (181%).
- 4.2 The proposal would increase the car park capacity to 74 parking spaces. This number would include 6 parking spaces for disabled users. The existing area of hardstanding would be extended to the west and south to provide the additional parking spaces.
- 4.3 A design and access statement should illustrate the process that has led to the development proposal, and justify the proposal in a structured way, by demonstrating the steps taken to appraise the context of the proposed development. It expects applicants to follow a four-stage design process comprising:
Assessment;
Involvement;
Evaluation; and
Design.
- 4.4 Evidence of the applicant's design approach is set out below:

Assessment	The statement does not include an assessment of local character
	No site features worthy of retention were identified.
Involvement	No community consultation took place.
Evaluation	The statement does not include any evidence of other development options being considered.

Design	The applicant's reasons for choosing the proposal from the available options were to increase parking capacity on site due to the increase in numbers of users of the social club, football club as well as general use of the grass areas for leisure activities.
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4.5 Further details of the development are as follows:

Site area	0.31 hectares
Existing parking spaces	31
Proposed parking spaces	76
Parking standard	1 car space per 2 playing participants (maximum)

5.0 Policy Context

5.1 Designation

Metropolitan Green Belt
TPO RE1518 (Oak)

5.2 Reigate and Banstead Core Strategy

CS1(Sustainable Development)
CS2 (Valued Landscapes and Natural Environment),
CS3 (Green Belt)
CS4 (Valued Townscapes and Historic Environment)
CS10 (Sustainable Development),
CS11 (Sustainable Construction),

5.3 Reigate & Banstead Development Management Plan 2019

Design, Character and Amenity (including housing)	DES1
Landscape & Nature Conservation	NHE3
Metropolitan Green Belt and Development outside Urban Areas	NHE5
Open Space and Recreation	OSR3
Transport, Access and Parking	TAP1
Climate Change Resilience and Flooding	CCF2

5.4 Other Material Considerations

National Planning Policy Framework	
National Planning Practice Guidance	
Supplementary Planning Guidance	Surrey Design Local Distinctiveness Design Guide Vehicle and Cycle Parking Guidance 2018 Outdoor Playing Space Provision
Other	Human Rights Act 1998 Community Infrastructure Levy Regulations 2010 Conservation of Habitats and Species Regulations 2010

6.0 Assessment

6.1 The main issues to consider are:

- Impact on Metropolitan Green Belt
- Design appraisal
- Neighbour amenity
- Highway matters
- Impact on trees
- Drainage
- Other Matters

Impact on Metropolitan Green Belt

6.2 Paragraph 96 of the NPPF 2023 states planning decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles. Paragraph 102 recognises access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Paragraph 154 states the provision of appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sports and recreation is considered an appropriate form of development in the greenbelt if the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

6.3 In terms of the visual impact, the hardstanding would extend the existing area of car park to the west and the south. Whilst this would change the appearance of the land somewhat, the changes would all be at ground level (with some underground drainage works which would not be visible) and the overall character of the site would remain broadly the same. There would be some visual impact during times that the car park is in use by way of the parked cars and comings and goings of the users of the site.

- 6.4 No changes to fencing, ancillary structures or floodlights are proposed. The provision of additional car parking spaces would result in a degree of intensification in the use on the site by virtue of the users of the site being able to park within the grounds. However, the overall use of the site would not be more intense than that permitted by way of the existing uses of the site for sports and recreation. It is worth noting that, as the club has experienced increased numbers of users, an increased level of parking has been taking place informally on the grass surrounding the pitch, which has a greater level of visual impact on the openness of the Green Belt.
- 6.5 Mindful of these physical and visual characteristics, coupled with the fact that the NPPF encourages local planning authorities (para 149) to plan for the beneficial use of the Green Belt, including opportunities for sport and recreation, it is considered that the proposal would preserve the openness of the Green Belt and would not conflict with the purposes thereof.
- 6.6 The proposal would bring health and wellbeing benefits to the community by way of improved access to sports facilities. In this regard, it would fall within the ambit of the exceptions in paragraph 149 of the Framework and would not be inappropriate development. It would therefore also comply with the provisions of Policy CS3 of the Core Strategy.
- 6.7 Were the proposal to be considered inappropriate development, very special circumstances do exist to outweigh the harm by way of the benefits the proposal would in providing a solution to parking difficulties experienced during peak usage times of the site on local residential roads.

Design and character

- 6.8 The proposed increase in the car parking area would have some screening to Whitehall Lane by way of the existing hedging that bounds the site on this side. There would be some minor visual change from a grass to hard surface, but this would not cause significant harm to the character of the area.
- 6.9 There would be some visual impact when the extended car park is fully occupied however this would be transient and temporary in nature due to the hours of use.
- 6.10 The site is not within nor adjacent to a Conservation Area and therefore no harm would occur in this regard.
- 6.11 Overall, it is considered that the proposal would not result in a harmful impact upon the visual amenities of the area or harmful impact upon character.

Neighbour amenity

- 6.12 The proposed extension to the car park would be set away from the nearest neighbouring dwellings to the north by between 13 – 21m, whereby the rear boundaries of dwellings fronting New North Road share a boundary with the application site. Given the level of separation the proposal is not considered

to give rise to a harmful impact upon neighbour amenity in terms of overbearing or domination. Objection was raised on the grounds of overlooking and loss of privacy, the application is for a car park extension and the proposal is not considered to result in harm in this regard.

- 6.13 The majority of the new parking spaces proposed would be to the south of the existing car park, further from the neighbouring dwellings and therefore the proposal is not considered to result in a harmful impact in terms of noise and disturbance. The car park would accommodate a level of occupation from vehicles that currently use the site albeit informally. The carpark would simply regularise that. Therefore, there is not an overriding concern that there would be a substantial enough increase in noise that would harm amenity.
- 6.14 Objection has been raised properties regarding inconvenience during construction. Some inconvenience may occur during the construction of the proposal; however, this is part and parcel of development and would not form a sustainable reason for refusal. Statutory nuisance legislation does however exist to control any significant harm that may occur, and a construction method statement would be secured by planning condition were the application to be approved.
- 6.15 Objection was received on the grounds of crime fears. Surrey Police Prevention of Crime Officer has commented that the area experiences low levels of crime. There are security measures in place at the site currently including external lighting of the car park and CCTV installed on the clubhouse. An informative advising the applicant of the benefits of installing a gate across the access is recommended.

Highway matters

- 6.16 Annex 4 of the DMP advises that maximum parking standards are applied to non-residential uses. For sports club an individual assessment is required as to whether the level of parking provision would be acceptable. It is noted that the sports club has experienced an increase in numbers using the facility, which has in turn increased the number of vehicles needing to access the site. This has led to cars encroaching on to the grass beyond the limits of the existing car park. It is also noted that parking has been taking place on grass verges to the north along Sandcross Lane, as well as the surrounding footpath network. This increase coincided with the development of a new 3G pitch, which is used throughout the year by a range of teams.
- 6.17 The County Highway Authority (CHA) has reviewed the proposal and are satisfied that the amount of parking provision would be acceptable. It is noted that there is currently insufficient provision for alternative modes of transport and encouraging more sustainable travel would be appropriate. As such conditions have been recommended requiring the provision of storage facilities for bicycles including charging facilities for e-bikes. A further condition is recommended to secure electric vehicle charging points for 17 of the spaces (20%). A Travel Information Pack would be required to be provided for distribution to users of the football club. A further condition has

been recommended requiring the provision of a footpath between the access to the site and Sandcross Lane in order to encourage the use of public transport to the site and improve pedestrian safety.

- 6.18 The existing access currently features brick wing walls either side. These are to be reduced to 600mm within the visibility splay, along with the removal of the existing hedge that currently sits on top of the grass verge from within the visibility zone, to improve visibility of vehicles entering and exiting the site. The CHA has reviewed the proposed changes to the access and are satisfied that there would not be harmful impact on the safe operation of the highway and that required sight lines are secured by condition and that visibility zones kept clear of obstruction over 0.6m high above ground level.
- 6.19 Subject to compliance with these conditions the application is deemed to be acceptable with regards to parking provision and impact on the safe operation of the highway and would comply with Policy TAP1 of the DMP.

Impact on trees

- 6.20 Whitehall Lane to the east is lined almost entirely by mixed hedging, with a number of trees found amongst the hedging. This includes an impressive Oak Tree to the south eastern part of the boundary, which has been subject to a tree preservation order since September 2023. The tree contributes positively to the character of the area in this transitional location to the countryside beyond.
- 6.21 The extended parking area is to include land within the root protection area of this tree. It was initially proposed to include parking spaces within the root protection Area (RPA) of this tree. This is a category A tree. The Councils' Tree Officer commented on the application, raising concerns and commenting as follows:

'The proposed car park extension will affect the Root Protection Area (RPA) of a large mature Oak tree, classified by the BS5837, with category A, covered by a Tree Preservation Order (TPO). Although a 3D geotextile membranes cellular confinement system will be installed, filled with permeable material, being a 'no dig' method, and a tree protection fencing will be installed.

The affection will impact 30% of the RPA of this large oak tree. Taking into account the condition of this mature tree, this 30% affected will impact strongly into the root system, leading in a detriment of its health.

In light of the above, I do have objections to the proposal plan. I recommend moving slightly the car park to have an affection in this tree up to 20% of its RPA, and therefore it will follow the British Standard BS5837: 2012.'

- 6.22 In order to seek to address this the applicant has revised the proposed parking layout and removed two parking spaces from within the RPA of this tree. This would reduce the level of incursion to below the minimum 30%

which would reduce the level of impact on this tree. This has been reviewed and is considered to be an acceptable approach. The impacts to occupying trees and hedges within or adjoining the site are considered acceptable providing the development is built in accordance with the approved "Proposed car parking enlargement" drawing 4282/01 revision D, and the tree protection details and tree specific parking space construction methodology within the approved "Tree Protection Plan "dated 13/09/23" provided by Connick Tree Care.

- 6.23 Subject to conditions to secure appropriate tree protection measures being in place during the construction period it is not considered that there would be harm to the health and longevity of this tree, and its contribution to character will remain. The proposal would therefore meet the requirements of Policy NHE3 of the DMP.

Flooding and Drainage

- 6.24 The site is in Flood Zone 1 and is not in an area identified as being at any significant risk of surface water flooding. The application is however, given its size, required to incorporate sustainable drainage systems.
- 6.25 The application was not supported by a drainage strategy and Surrey County Council, Lead Local Flood Authority, have raised objection to the proposed development as the proposed surface water drainage scheme does not meet the requirements set out in the NPPF, its accompanying PPG and the Non-Statutory Technical Standards for sustainable drainage systems.
- 6.26 SCC note 'We are not satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents; however in the event that planning permission be granted by the Local Planning Authority, suitable worded conditions to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.
- 6.27 In the event the application is approved, the recommended conditions would be attached to a grant of planning permission. Subject to conditions requiring the submission of a SUDs scheme the scheme would comply with the requirements of the NPPF and CCF2 of the DMP.

Other Matters

- 6.28 Objections have been raised on a number of grounds which are addressed below.
- 6.29 With regards to increased noise and disturbance it is not considered that the level of use would generate substantial additional noise so as to warrant refusal. As stated earlier in the report the increase in size of the car park is to address an existing parking need as opposed to a perceived increase in the number of users.

- 6.30 Regarding concerns that the develop would result in a potential increase in the risk crime and anti-social behaviour this is not considered to be the case. The area is a low crime area as confirmed by Surrey Police's Prevention of Crime Officer, who has advised that a gate be provided to prevent unauthorised access outside of hours of use.

CONDITIONS

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

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Plan	Reference	Version	Date
Site Layout Plan	4282/01	D	02.02.2024
Other Plan	4282/SK/01A		02.02.2024
Detailed Technical Plan	4282/SK/02		02.02.2024
Other Plan	4282/SK/01		16.09.2023
Arboricultural Plan	Unnumbered		16.09.2023
Arb / Tree Protection Plan	Unnumbered		16.09.2023
Site Layout Plan	4282/E/01	A	06.07.2023
Location Plan	Unnumbered		01.05.2023

Reason: To define the permission and ensure the development is carried out in accord with the approved plans and in accordance with National Planning Practice Guidance.

3. No development shall take place until the developer obtains the Local Planning Authority's written approval of details of both existing and proposed ground levels and the proposed finished ground floor levels of the buildings. The development shall be carried out in accordance with the approved levels.

Reason: To ensure the Local Planning Authority are satisfied with the details of the proposal and its relationship with adjoining development and to safeguard the visual amenities of the locality with regard to Reigate and Banstead Development Management Plan DES1.

4. Notwithstanding the submitted plans numbered 4282/SK/02 and 4282/01 Rev D the development shall not be commenced unless and until the existing

access to Whitehall Lane has been provided with sight lines of 33 metres in both directions from a setback distance of 2.4 metres into the access from the near side carriageway edge in accordance with a revised scheme to be submitted to and approved in writing with the Local Planning Authority and visibility zones shall be kept permanently clear of any obstruction over 0.6 metres high above the ground 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 the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

5. The car parking spaces shall not be occupied until a minimum 2 metres wide footway has been provided between the site access and Sandcross Lane in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

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 the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

6. No development shall commence 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 any boundary hoarding behind visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment
 - (k) on-site turning for construction vehicles

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

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 the National Planning Policy Framework 2021 and Policy DES8 Construction Management of the Reigate and Banstead Local Plan Development Management Plan September 2019.

7. The car park shall not be occupied unless and until 17 of the car parking spaces are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) and a further 17 car parking spaces are provided with an electric supply to fit future electric vehicle charging points should they be needed in the future in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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 the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

8. The development hereby permitted shall not be occupied unless and until a Travel Information Pack containing information on public transport within 400 metres of the site and the destinations they serve including to the closest rail stations to the site via public transport within 400 metres of the site has been submitted to and approved in writing with the Local Planning Authority. The approved document shall be distributed to users of the proposed development upon first occupation.

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 the National Planning Policy Framework 2021 and Reigate and Banstead Core Strategy 2014 Policy CS17 (Travel Options and Accessibility).

9. The development shall not be occupied until details of a parking management plan to manage the new car park and to encourage appropriate parking on the highway has been provided in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority.

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 the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing of the Reigate and Banstead Local Plan Development Management Plan September 2019.

10. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing with the Local Planning Authority for a minimum of 10 bicycle parking spaces to be provided with charging points for electric bikes with timers to switch them off and shelter. Thereafter the bike parking area shall be retained and maintained for its designated purpose.

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 the National Planning Policy Framework 2021 and Policy TAP1 Parking, access, and Servicing TAP2 of the Reigate and Banstead Local Plan Development Management Plan September 2019.

11. The development shall be built in accordance with the approved "Proposed car parking enlargement" drawing 4282/01 revision D, and the tree protection details and tree specific parking space construction methodology within the approved "Tree Protection Plan" dated 13/09/23" provided by Connick Tree Care.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction - Recommendations' and policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

12. No development, groundworks or demolition processes shall be undertaken until an agreed scheme of supervision for the arboricultural protection measures have been submitted to and approved in writing by the local planning authority. The conditioned pre-works commencement meeting, supervision and monitoring shall be undertaken in accordance with these approved details. The submitted details shall include: i) Pre commencement meeting between the retained Arboricultural consultant, local planning authority Tree Officer and individuals and personnel responsible for the implementation of the approved development; ii) Timings, frequency of the supervision and monitoring regime; iv) and an agreed reporting process to the local planning authority. The supervision monitoring and reporting process shall be undertaken by a qualified arboriculturist.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction - Recommendations' and policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

13. On installation of the tree protection measures and prior to any development associated activities, a pre-works commencement meeting will occur between the council's Tree Officer (Mr John Igglesden-07896940665), appointed main contractor, and retained arboricultural consultant. The purpose of this meeting is to check and sign off all arboricultural approved requirements, including but not limited to tree works, tree protection measures, works with retained tree's root protection areas. The applicant or their agent is requested to contact the council's tree officer in respect of this matter. The council will require a minimum of 10 days' notice of the pre commencement meeting.

Reason: To ensure good arboricultural practice in the interests of the maintenance of the character and appearance of the area and to comply with British Standard 5837:2012 'Trees in Relation to Design, demolition and Construction - Recommendations' and policies NHE3 and DES1 of the Reigate and Banstead Development Management Plan 2019.

14. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.

b) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate **equivalent to the pre-development Greenfield run-off**.

c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Should infiltration be proposed confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.

d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

e) Details of drainage management responsibilities and maintenance regimes for the drainage system.

f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

15. Upon completion of the works, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS.

INFORMATIVES

1. You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - (a) Work that is audible beyond the site boundary should only be carried out between 08:00hrs to 18:00hrs Monday to Friday, 08:00hrs to 13:00hrs Saturday and not at all on Sundays or any Public and/or Bank Holidays;
 - (b) The quietest available items of plant and machinery should be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduce noise levels;
 - (c) Deliveries should only be received within the hours detailed in (a) above;
 - (d) Adequate steps should be taken to prevent dust-causing nuisance beyond the site boundary. Such uses include the use of hoses to damp down stockpiles of materials, which are likely to generate airborne dust, to damp down during stone/slab cutting; and the use of bowsers and wheel washes;
 - (e) There should be no burning on site;
 - (f) Only minimal security lighting should be used outside the hours stated above; and
 - (g) Building materials and machinery should not be stored on the highway and contractors' vehicles should be parked with care so as not to cause an obstruction or block visibility on the highway.

Further details of these noise and pollution measures can be obtained from the Council's Environmental Health Services Unit.

In order to meet these requirements and to promote good neighbourliness, the Council recommends that this site is registered with the Considerate Constructors Scheme - www.ccscheme.org.uk/index.php/site-registration.

2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or watercourse. 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.

3. 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.
4. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
5. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
7. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged, or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be

found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises and BS 5839-1 the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.

8. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards. Sub ground structures should be designed so they do not have an adverse effect on groundwater. If there are any further queries please contact the Flood Risk, Planning, and Consenting Team via SUDS@sueeycc.gov.uk.

9. The applicant is advised of the benefits of installing a gate across the existing access to address the permeability of the carpark outside of operating hours. This would reduce the risk of an unlawful encampment and anti-social behaviour.

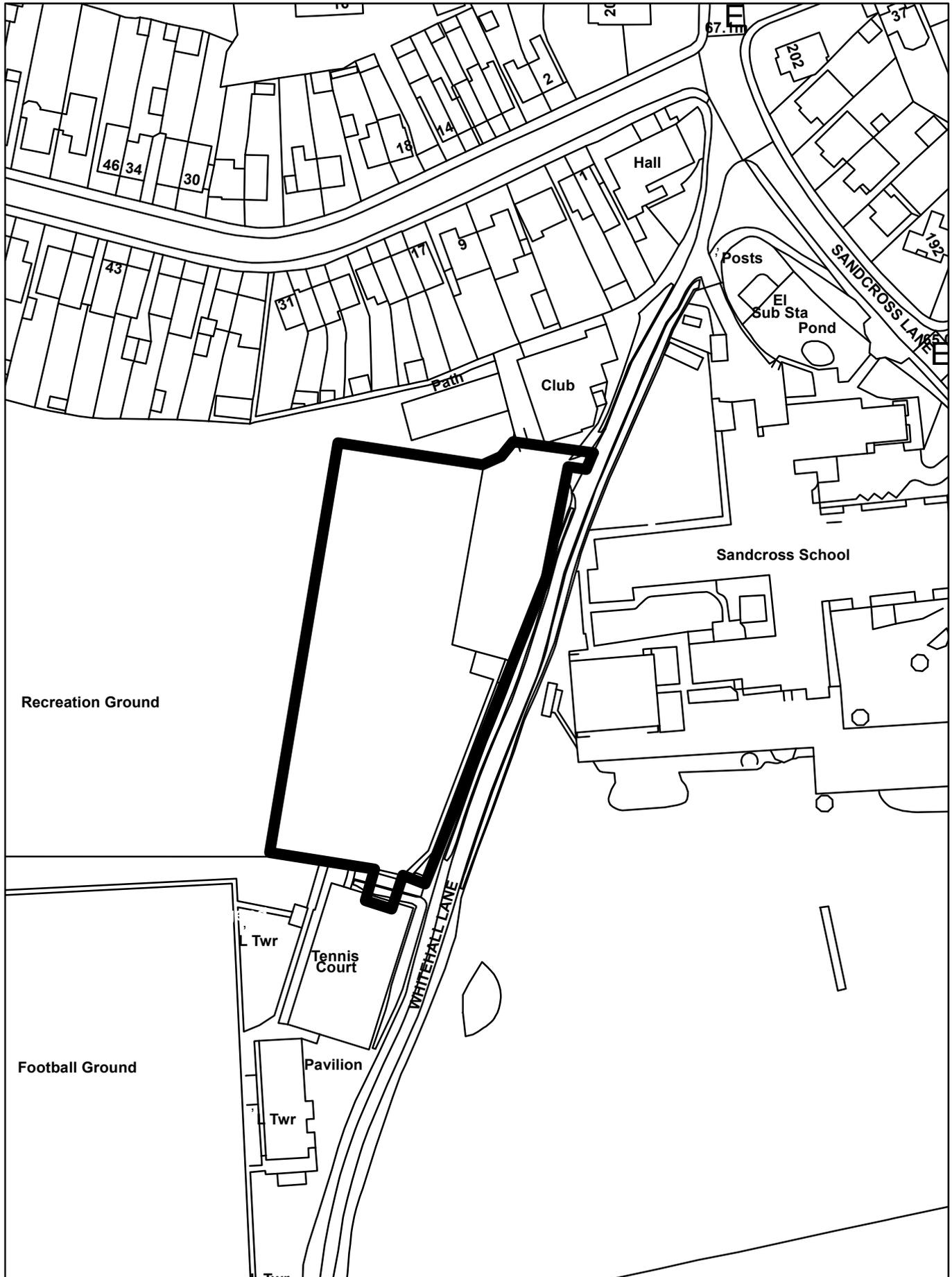
REASON FOR PERMISSION

The development hereby permitted has been assessed against development plan policies DES1, TAP1, NHE3, NHE5, OSR3 and material considerations, including third party representations. It has been concluded that the development is in accordance with the development plan and there are no material considerations that justify refusal in the public interest.

Proactive and Positive Statements

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development where possible, as set out within the National Planning Policy Framework.

23/00879/F - South Park Sports Association, Whitehall Lane Reigate





D. KLINOR AMENDMENTS 28/1/22
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Client
SOUTH PARK SPORTS ASSOCIATION

Job Title
**WHITEHALL LANE
REIGATE
SURREY
RH2 8LG**

Drawing Title
**PROPOSED CAR PARK
ENLARGEMENT**

D. MINOR AMENDMENT 20/7/22
A. SCHEME AMENDED 20/6/22

Scale 1:500

Date MAR 23 Drawn by R.E.

Drw. No. **4282/01** **D**

1:500 LAYOUT PLAN