

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	20 June 2012
<b>Title:</b>	Construction of a Single Storey Three Form Entry Infant School with Associated Car Parking and External Works at Tweseldown Infant School, Part of Former Queen Elizabeth Barracks, Sandy Lane, Church Crookham, Hampshire GU13 OBF (Application No: 12/00777/HCCRG3) (Site Ref: HRE035)
<b>Reference:</b>	4052
<b>Report From:</b>	Head of County Planning

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#### 1. Executive Summary

- 1.1. Planning permission is sought for the construction of a single storey three form entry infant school with associated car parking and external works at Tweseldown Infant School, part of former Queen Elizabeth Barracks, Sandy Lane. The proposed school is to be incorporated into the Queen Elizabeth Barracks development which was granted permission in November 2011 (11/00001/MAJOR).
- 1.2. The main points to be considered are the car parking provision for staff, highways safety, the quality of design, the provision of Sustainable Drainage Systems (SuDS), sustainability features, biodiversity and landscape impact.
- 1.3. It is considered that the proposal would be in accordance with the development plan (summary attached) as it is within a planned area of large-scale development (DEV2). The design, appearance and proposed materials are considered appropriate (GEN4), the proposed landscaping will ensure the development fits with the landscape character of the area (CON8), will contribute to the adjacent local designation (CON3) and will ensure promotion of ecological value around the site (CON5). The proposed mitigation measures ensures the proposal is acceptable when considering archaeological potential (CON11). The proposal is considered acceptable in terms of highways safety and convenience (T5 and T15). The proposal will not cause a material loss in amenity (GEN6), and will not adversely affect the surface or ground water (GEN8), and through the

design incorporating appropriate sustainability features the energy loss and consumption will be minimal (NRM11).

## **2. Site and proposal**

- 2.1. The proposed 2.8 hectare site consists of a gently sloping field that is currently surrounded by woodland, former barracks buildings and a portion of the new, wider development by Taylor Wimpy. The site was previously an open recreation/training ground for the Ministry of Defence (MoD). The proposed site is located to the east of the existing road, Sandy Lane, as detailed on plan PO9618-A.001RevA and is within an area of archaeological potential as it has been identified as an area of Iron Age settlement.
- 2.2. Planning permission was granted in November 2011 for a Hybrid application with full details for phase 1. Consequently permission was granted for the construction of 872 residential units, a new primary school, local centre, employment land, community buildings and formal open space. The approved masterplan shows that the proposed site will be bound to the south-west by housing and to the north-west by the local centre. A copse of trees will remain to the west of the site and to the south the land will be utilised for formal recreational facilities. The copse is designated as a Site of Importance for Nature Conservation (SINC).
- 2.3. Planning permission is sought for the construction of a single storey three form entry infant school with associated car parking and external works. The school has been designed with the ability to expand into a four form entry school in the future if the demand for school places so dictates. The equivalent number of full-time staff is proposed to be 24.
- 2.4. The school has been designed to provide facilities for the wider community use. These facilities are:
  - (i) main hall;
  - (ii) discovery point (library and ICT rich Learning Resource Centre);
  - (iii) food technology classroom;
  - (iv) group/parents room; and
  - (v) toilets (including accessible WC and hygiene room).
- 2.5. The building has been designed to allow for separation to prevent community access to the teaching facilities. The facilities to be provided which are to be exclusive to school use are:
  - (i) classrooms x 9;
  - (ii) food tech and practical;

- (iii) group rooms x 2;
  - (iv) staffroom and staff workspace;
  - (v) administration offices;
  - (vi) pupil and staff toilets;
  - (vii) accessible toilets, staff shower and a hygiene room; and
  - (viii) kitchen, plant room, storage and caretaker's room.
- 2.6. The single storey school buildings are to be constructed of brick, timber and glass. The buildings have been designed to have a both pitched and flat roofs as detailed in the site overview plan PO9618-A.051. The pitched roofs are to be insulated and finished in traditional clay tiles. The flat roof areas that link the larger volumes will be finished with a high performance mineral coated felt. A mix of open and solid brise-soleil will provide shade to the more exposed elevations and play areas. External lighting will be provided as detailed on plan PO9618-A.031 to provide safe access. To mitigate against the noise generated by Farnborough Airport attenuation vents have been included within the design and additional absorption to lower the reverberation time within internal spaces is proposed.
- 2.7. The building has been designed to ensure minimal energy loss and consumption at the source and exceed the current requirements of Building Regulations. The school will be fitted with a SMART meter to help with the management of energy and monitor the consumption within the school. SuDS are to be located on the site, beneath the staff car park and at the front of the school. A site waste management plan will be developed to ensure that waste generation is minimised throughout the construction of the school. In summary the buildings have been designed with following sustainability features:
- (i) sustainable rainwater attenuation to minimise impact on the existing storm water drainage system;
  - (ii) an air-tight and super-insulated building envelope;
  - (iii) high performance windows, door and roof lights;
  - (iv) provision of excellent levels of day lighting to all teaching areas to reduce energy use;
  - (v) strategic placement of extended roof canopies above large glazing areas to avoid summer time overheating;
  - (vi) natural ventilation to main spaces with night-time cooling strategy;
  - (vii) improved biodiversity around the site;

- (viii) energy efficient lighting and heating controls; and
  - (ix) low water-consumption sanitary installations.
- 2.8. The building design has been risk assessed and in accordance with Hampshire County Council policy sprinklers have been identified as not being required due to the proposed compartmentalisation, good means of escape as a single storey building with multiple exit points and the suitable use of materials.
- 2.9. The vehicular entrance for staff is to the north-west boundary with parking provision for 18 members of staff. This includes two dedicated accessible parking spaces. There is to be a second vehicular entrance to the south-west of the site for day-to-day servicing and deliveries to the kitchen. Four pedestrian access points are to be provided with three to the north and one to the south-west of the site. It is proposed to provide a total of 14 cycle parking spaces for visitor, staff and pupil use, eight of which are to be covered. Scooter storage is also proposed. It is proposed that parking for school drop off/pick up is to be undertaken within the local centre car park, which is located directly opposite the school site. 'School Keep-Clear' road markings and double yellow lines are proposed outside the school to discourage drop off/pick up. An uncontrolled pedestrian crossing between the car parking area and the school entrance will be provided.
- 2.10. The landscaping of the site is detailed on plan PO9618-A030RevA and will consist of a central courtyard area, wild flower meadows, wetland habitat area, mown margins and informal hard play areas. It is the intention that the landscaping will meet the principles stated with the Taylor Wimpey's Design Statement. Tree planting is intended to appear as an extension to the neighbouring copse. Teaching spaces are to feature heavily within the different landscaped areas. The boundary to the front of the school will be defined by an 'Estate' fence. A 1.8 metre high weldmesh fence will form the boundary to the play areas of the site and will be screened by a hedge when it truncates back to the building between the staff car park and schools habitat area.

### **3. Development Plan**

- 3.1. The appropriate development plan document for consideration is the Hart District Local Plan (replacement) 1996-2006: Saved Policies (2009) and the South East Plan (2009).
- 3.2. The relevant policies are GEN1 (General Policy for Development), GEN4 (General Design Policy), GEN6 (Policy for Noisy/Un-Neighbourly Developments), GEN8 (Pollution), CON3 (Local Designations), CON8 (Trees, Woodland and Hedgerows: Amenity Value), CON11 (Archaeological Sites and Schedule Monuments), T5 (Highway Network), T15 (Development Requiring New or Improved Access) and DEV2 (Queen Elizabeth II Barracks Area, Church Crookham).

- 3.3. The relevant policy from the South East Plan is NRM11 (Development Design for Energy Efficiency and Renewable Energy).

#### **4. Consultations**

- 4.1. **Councillor Radley** supports the application but has made comments on the potential noise disturbance to pupils from the nearby Farnborough Airfield and the surrounding highway network and design including the need for a safe crossing between the new school site and the Local Centre car park.
- 4.2. **Hart District Council** raise no objection to the proposed development subject to the inclusion of recommended conditions.
- 4.3. **Environment Agency** raise no objection to the proposed development.
- 4.4. **Church Crookham Parish Council** raise objection to the proposed development. The objection states that the proposal should include a crossing between the village car park and school. Staff parking is inadequate. Hall and office space should be large enough for four form entry from beginning.
- 4.5. **Highways Authority** raise no objection to the proposed development subject to the inclusion of conditions.

#### **5. Representations**

- 5.1. No letters from members of the public have been received.

#### **6. Commentary**

- 6.1. The principle of the development has been established through the approval of the planning permission issued by Hart District Council. The location of the proposed school accords with the approved location and therefore conforms with policy DEV2.
- 6.2. Policy GEN4 supports developments which sustain or improve the urban design and the quality of areas through their layout and form, scale, character and appearance. The proposed school is to be a single storey building which will therefore be less prominent on the street scene than the local centre. However, through the design of the buildings, the materials and finishes to be utilised and the hard and soft landscaping the school will help to positively contribute to the character of the local centre by providing a sense of place. The existing tree belt running along the east and south of the site is to be retained and complemented with further tree planting and soft landscaping. This will ensure that the trees which have an amenity value at present are protected with their value being utilised to create a pleasant boundary to the school site. The SINC adjacent to the eastern boundary of the site will also remain and it is considered that the

development will not adversely impact this designation. Through the proposed landscaping of the site it could positively contribute to the ecological value of the area through the generation of further habitat areas. It is considered that the proposed development will achieve the aims of Policies GEN4, CON3, CON5 and CON8.

- 6.3. Due to the extent of the archaeological potential being unknown it is recommended that when ground works are being undertaken there is the possibility that previously unknown archaeological deposits could be disturbed. Consequently to ensure that the proposed development complies with policy CON11 it is recommended that a condition is attached to the planning permission requesting the implementation of a programme of archaeological work in accordance with a written specification.
- 6.4. The concerns of the Church Crookham Parish Council are noted. The school site integrates well into the surrounding development with multiple pedestrian access points being provided thereby facilitating and encouraging walking to the school as opposed to the reliance on the car. The approach to utilising the local centre car park for school drop off/pick up is supported as it provides dual-use for the car park, providing car parking spaces for two short periods of the day, whilst also providing car parking for the local shops and other services in the local centre. However it is considered that the means of securing the right for parents to use the car park for school drop off/pick up is not made clear and an agreement will be needed with the managing body of the local centre and car park to ensure this facility remains available. The 18 car parking spaces being provided is considered appropriate for the proposed development. Therefore it is considered that the proposed level of car parking on site is appropriate. The proposed vehicular access points onto the road network are acceptable with the required visibility splays being possible to achieve through the Section 38 Agreement currently being progressed for the wider development. The Highways Authority confirm that the uncontrolled pedestrian crossing between the local centre car parking area and the school entrance is suitable but do require confirmation that appropriate pedestrian visibility splays can be accommodated to ensure that good visibility is provided. The Authority are satisfied that this can again be secured through the Section 38 Agreement. The access will not adversely affect the safety or character of the road network. The proposal accords with policies T5 and T15.
- 6.5. The proposed location of noise generating activities are to be sited in a suitable location on the site as they are a reasonable distance from the nearby residents, therefore the school will not generate a noise level which will cause a material loss in amenity. It is recommended that conditions are attached requesting details of the means of drainage to ensure that there is no adverse environmental impact upon the community. The proposal therefore accords with Policies GEN6 and GEN8.
- 6.6. Policy NRM11 of the South East Plan requires Local Authorities to actively promote energy efficiency and the use of low carbon energy sources.

Through the proposed sustainability features proposed and the design of the school it is considered that the design of the building will ensure minimal energy loss and consumption at the source thereby achieving the aims of the policy.

- 6.7. It is considered that the proposal would be in accordance with the development plan (summary attached) as it is within a planned area of large-scale development (DEV2). The design, appearance and proposed materials are considered appropriate (GEN4), the proposed landscaping will ensure the development fits with the landscape character of the area (CON8), will contribute to the adjacent local designation (CON3) and will ensure promotion of ecological value around the site (CON5). The proposed mitigation measures ensures the proposal is acceptable when considering archaeological potential (CON11). The proposal is considered acceptable in terms of highways safety and convenience (T5 and T15). The proposal will not cause a material loss in amenity (GEN6), and will not adversely affect the surface or ground water (GEN8), and through the design incorporating appropriate sustainability features the energy loss and consumption will be minimal (NRM11).

## **7. Recommendation**

- 7.1. That planning permission for the construction of the three form entry school (12/00777/HCCRG3) be granted, subject to the conditions listed in Integral Appendix B.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

DocumentLocation

Construction of a Single Storey Three Form Entry Infant School with Associated Car Parking and External Works at Tweseldown Infant School, Part of Former Elizabeth Barracks, Sandy Lane, Church Crookham, Hampshire GU13 OBF (Application No: 12/00777/HCCRG3) (Site Ref: HRE035)

Elizabeth II Court West, The Castle, Winchester, SO23 8UD

## CONDITIONS

### Commencement

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 of the Town and Country Planning Act 1990 (as amended).

### Hours of Working

2. No work relating to the construction of the development hereby approved, including works of demolition or preparation prior to operations, shall take place before the hours of 0730 nor after 1800 on Mondays to Fridays, before the hours of 0800 nor after 1300 on Saturdays, and not at all on Sundays and public holidays.

Reason: To protect the amenities of the occupiers of nearby properties during the construction period and to comply with saved policy GEN1 of the Hart District Local Plan.

### Highways

3. A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include; lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety and to comply with saved Policies GEN1, T5, T15 and DEV2 of the Hart District Local Plan.

4. No lorries shall enter or leave the application site and no plant or machinery shall be operated, except between the hours of 09.15 and 15.00 hours Mondays to Fridays and between 08.00 and 13.00 on Saturdays. No work shall take place at the site on Sundays or recognised public holidays.

Reason: To avoid conflict in vehicle movements during the school opening and closing times and to comply with saved policy GEN1 of the Hart District Local Plan.

5. Within three months from the commencement of use of the new school a Travel Plan is to be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented thereafter.

Reason: In the interests of highway safety and promoting sustainable travel can comply with the NPPF.

6. The building hereby permitted shall not be occupied until a vehicular and pedestrian route, completed to base course level, is available between the building and the public highway, and until the vehicle and cycle parking spaces serving the development have been constructed and surfaced. The spaces shall not thereafter be used for any other purpose other than the parking of vehicles and cycles.

Reason: In order to ensure satisfactory access to the development and to comply with saved policy GEN1 of the Hart District Local Plan.

7. Detailed plans of the provision to be made for on-site cycle parking and facilities shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The approved details shall be provided before the use hereby permitted is occupied and thereafter retained for their intended purpose.

Reason: To encourage sustainable travel

### **Materials**

8. No development shall take place until samples and details of the materials to be used in the construction of all external surfaces hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development has a satisfactory external appearance in the interest of visual amenities to comply with GEN4 of the Hart District Local Plan.

### **Landscape**

9. No development shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the details approved. Any plants or trees which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

The scheme should include:

- (i) full details of soft landscape works including planting plans; written specifications; schedules of plants, noting species, plant size and proposed numbers/densities;
- (ii) full details of hard landscape works including include, as appropriate, proposed finished levels and/or contours, external surfaces (hard surfacing materials), means of enclosure of un-built open areas, car parking layouts, other vehicle and pedestrian

access and circulation areas, and artefacts and structures (e.g. furniture, refuse or other storage units, signage, lighting, external services, manholes etc).

- (iii) a landscape management plan, including management responsibilities and maintenance schedules for all landscaped areas.

Reason: To ensure the provision of amenity afforded by appropriate landscaping and to satisfy saved policy GEN1 of the Hart District Local Plan.

- 10. No development shall take place until a scheme for the provision and management of a buffer zone alongside the ditches shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme.

Reason: Development that encroaches on ditches and ponds has a potentially severe impact on their ecological value. This is contrary to government policy in the NPPF and to the UK Biodiversity Action Plan. Land alongside ditches is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between the suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change. To comply with saved policy CON5 of the Hart Local Plan.

### **Drainage**

- 11. No development shall take place until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community and to comply with saved policies GEN1 and GEN6 of the Hart District Local Plan.

- 12. No development shall take place until a surface water drainage scheme based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall also include:

- (i) details of SuDS matching those mentioned in the submitted Flood Risk Assessment. An assessment as to what types of SuDS are appropriate and justification for the extent of their use;
- (ii) demonstration that the development is able to operate without increasing flood risk;
- (iii) demonstration that the 1 in 100 year plus allowance for climate change storm event can be managed within the phase;
- (iv) details of how the scheme shall be maintained and managed after completion.

Reason: To prevent the increased risk of flooding and ensure future maintenance of the individual phases and to comply with saved policies GEN1 and GEN6 of the Hart District Local Plan.

13. No soakaways shall be constructed such that they penetrate the water table, and they shall not in any event exceed three metres in depth below existing ground level. No soakaway shall be constructed in contaminated ground.

Reason: To prevent the pollution of groundwater and to comply with saved policies GEN8 of the Hart District Local Plan.

### **Nature Conservation**

14. All works to trees shall proceed in accordance with the Ecological Assessment (Biodiversity Enhancement Strategy For Phase 1, Ecology Solutions Ltd, November 2011) approved under planning permission 11/00001/MAJOR.

Reason: To avoid impacts on bats and comply with saved policy CON5 of the Hart District Local Plan.

15. The temporary tree protection fencing shall be erected in the location detailed on plan P09618-A030RevA and remain in place for the construction period of the permitted development.

Reason: To avoid an impact on the belt of established trees throughout the construction period.

### **Archaeology**

16. No work shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written specification that has been submitted to and approved by the Local Planning Authority.

Reason: To avoid impacts on archaeological deposits and comply with saved policy CON11.

## Land Contamination

17. Monitoring of CO<sub>2</sub> levels on the development site shall be undertaken and if elevated CO<sub>2</sub> levels are recorded gas protection measures should be implemented. Details of the on site monitoring and potential gas protection measures should be submitted to the Local Planning Authority for consideration and written approval.

Reason: To ensure there is no potential environmental contamination from the construction.

*Annexe to Reasons for Conditions  
(as required by Article 22 of the Town and Country Planning  
(General Procedure) Order 1995 – as amended)*

**HART DISTRICT LOCAL PLAN (REPLACEMENT) 1996-2006: SAVED  
POLICIES**

**Policy GEN1 – General Policy for Development**

Proposals for development which accord with other proposals of this plan will be permitted where they:

- (i) are in keeping with the local character by virtue of their scale, design, massing, height, prominence, materials, layout, landscaping, siting and density;
- (ii) avoid any material loss of amenity to existing and adjoining residential commercial, recreational, agricultural or forestry uses, by virtue of noise, disturbance noxious fumes, dust, pollution or traffic generation;
- (iii) cause no material loss of amenity to adjoining residential uses, through loss of privacy, overlooking or the creation of shared facilities;
- (iv) do not constitute ribbon or sporadic development, unrelated to existing patterns of settlement within the District;
- (v) include provision for the conservation or enhancement of the District's landscape, ecology and historic heritage and natural resources;
- (vi) where the public would reasonably expect to use the building, provide suitable access for people with impaired mobility, including those confined to wheelchairs;
- (vii) have adequate arrangements on site for access, servicing or the parking of vehicles;
- (viii) do not give rise to traffic flows on the surrounding road network, which would cause material detriment to the amenities of nearby properties and settlements or to highway safety;
- (ix) do not create the need for highway improvements which would be detrimental to the character and setting of roads within the conservation areas or rural lanes in the District;
- (x) do not lead to problems further afield by causing heavy traffic to pass through residential areas or settlements, or use unsuitable roads;
- (xi) include provision for any necessary improvements to infrastructure and utilities resulting from the development;
- (xii) take account of the proximity of overhead cables and power lines;
- (xiii) avoid the installation of lighting, which is visually damaging to the character of the area.

**Policy GEN4 – General Design Policy**

Development proposals will be permitted where they sustain or improve the urban design qualities of towns, villages and other settlements which derive from their

layout and form scale, character or appearance, special features, or the arrangement, scale and design of buildings and spaces.

### **Policy GEN6 – Policy for noisy/un-neighbourly developments**

Proposals for development which could create, intensify or expand noisy or noxious uses or which would generate volumes or types of traffic unsuited to the local area will only be permitted where:

- (i) the site is not located where the proposal would have a serious adverse effect on the amenities of existing housing and other sensitive uses such as schools, or the recreational amenity of quiet areas of countryside;
- (ii) the proposal incorporates adequate noise abatement measures to alleviate any material loss in amenity.

### **Policy GEN8 – Pollution**

Proposal for development which could significantly adversely affect the quality of air, surface water or ground water, will not be permitted.

### **Policy CON3 – Local Designations**

Development which would adversely affect the nature conservation interest of sites of importance for nature conservation will only be permitted if other material considerations outweigh the importance of the site to local nature conservation.

### **Policy CON8 - Trees, Woodlands and Hedgerows: Amenity Value**

Where development is proposed which would affect trees, woodlands or hedgerows of significant landscape or amenity value planning permission will only be granted if these features are shown to be capable of being retained in the longer term or if removal is necessary new planting is undertaken to maintain the value of these features. Planning conditions may be imposed to require the planting of new trees or hedgerows to replace those lost.

### **Policy CON11 – Archaeological Sites and Scheduled Monuments**

Development that would adversely affect a scheduled ancient monument, other site of archaeological importance or its setting will not be permitted. Archaeological remains should be protected in situ, unless there are overriding needs for development which would prevent this, in which case a detailed archaeological investigation should be carried out prior to development.

### **Policy T5 - Highway Network**

Proposals which maintain the effectiveness of the strategic road network will be permitted where they:

- (i) encourage local traffic to use alternative modes through the development of integrated transport strategies;
- (ii) improve capacity on roads administered by the County Council where they meet safety, economic and environmental objectives of area and route

strategies, provided that they accord with other relevant proposals of this plan.

**Policy T15 - Development requiring new or improved access**

Development requiring new or improved access will not be permitted if it would:

- (i) interfere with the effectiveness of, or significantly reduce the safety, function and standard of service of the strategic road network;
- (ii) adversely affect the safety and character of the non-strategic road network.

**Policy DEV2 - Queen Elizabeth II Barracks area, Church Crookham**

74 Hectares of land in Crondall (Ewshot) Parish, to the south of Church Crookham, known as Queen Elizabeth II Barracks and Wakefords Copse, is proposed for comprehensive mixed use development as follows.

- a) on no more than 32 hectares of previously developed land (or an equivalent area) within the site:
  - (i) housing, at an average density of 40 dwellings per hectare, on up to 25.4 hectares, of which up to 550 units will be developed during the current local plan period and any remainder after 2006;
  - (ii) combined home/employment units or employment on approximately 2.6 hectares;
  - (iii) a site for a school on approximately 1.1 hectares;
  - (iv) a local centre (including shops and a supermarket for local needs) on up to 1.5 hectares;
  - (v) a site within the local centre for primary medical care services (with the ability to accommodate a single storey building of approximately 740 square metres and associated car parking and delivery spaces);
  - (vi) a community centre incorporating sports changing facilities on approximately 0.2 hectares (juxtaposed with formal open space);
  - (vii) children's play areas on approximately 1.2 hectares;
  - (viii) other leisure and employment uses, should the opportunity arise within this overall area.

**SOUTH EAST PLAN (2009)**

**Policy NRM11 - Development Design for Energy Efficiency and Renewable Energy**

Local authorities should:

- (i) promote and secure greater use of decentralised and renewable or low-carbon energy in new development, including through setting ambitious but viable proportions of the energy supply for new development to be required to come from such sources. In advance of local targets being set in development plan documents, new developments of more than 10 dwellings or 1000m<sup>2</sup> of non-residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon

- sources unless, having regard to the type of development involved and its design, this is not feasible or viable;
- (ii) use design briefs and/or supplementary planning documents to promote development design for energy efficiency, low carbon and renewable energy;
  - (iii) work towards incorporation of renewable energy sources including, in particular, passive solar design, solar water heating, photovoltaics, ground source heat pumps and in larger scale development, wind and biomass generated energy;
  - (iv) actively promote energy efficiency and use of renewable and low carbon energy sources where opportunities arise by virtue of the scale of new development including regional growth areas, growth points and eco-towns.

Local authorities and other public bodies, as property owners and managers, should seek to achieve high levels of energy efficiency when refurbishing their existing stock.