

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	8 January 2014
Title:	Two form of entry expansion to Calthorpe Park School including provision of a floodlit synthetic turf pitch (STP), an unlit synthetic turf multi sports games pitch, informal social play area, additional car parking and associated landscaping works at Calthorpe Park School, Hitches Lane, Fleet, Hampshire GU51 5JA. (Application No: 13/02411/HCCRG3)
Reference:	5486
Report From:	Head of County Planning

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1. Executive Summary

- 1.1. Planning permission is sought for a two form of entry expansion to Calthorpe Park School including proposed two storey extension and new public entrance facing onto Hitches Lane, provision of a floodlit synthetic turf pitch (STP), an unlit synthetic turf multi sports games pitch, informal social play area, additional car parking and associated landscaping works at Calthorpe Park School, Hitches Lane, Fleet, Hampshire GU51 5JA.
- 1.2. The main issues to be considered when determining the planning application are the design and appearance of the proposed two storey extension and new public entrance facing onto Hitches Lane and the appropriateness of the proposed landscaping. The car parking and cycle parking provision and improvement to dedicated pedestrian and cycle routes into the school site. The proposed mitigation measures to prevent a noise impact being generated from the bin service area. The noise impact that is likely to be generated by the use of the floodlit STP, the proposed noise mitigation measures that could lead to a significant change to the character and appeal of the shared public cycleway/footway. The visual impact potential from the floodlit STP.
- 1.3. The proposed development is acceptable in principle as it will meet the needs of the existing and future local communities through providing additional teaching provision at the secondary school (URB 20 and NPPF para 72). The majority of the overarching planning policy GEN 1 is met. The design of the extension is appropriate as it is of a high quality providing an improvement to the appearance of the existing school. The new public entrance relates well

to Hitches Lane and gives the school an identity; the external materials will enhance the character of the area through modernising the schools frontage (GEN 4). Support is given to the renewable energy provision (GEN 10) through the use of solar photovoltaics. The proposed floodlighting lighting levels are such that they will not have a significant adverse effect on bat species populations (CON 5). The STP and lighting will not compromise the purpose of the Local Gap due to its scale and design (CON 21). Due to its location at the edge of the settlement boundary it will not have an adverse affect on the character of the area (CON 22) and it is well related to the urban settlement (RUR 35). The arboricultural impact assessment appropriately demonstrates that there will be no harm caused to mature Oak Trees that are of significant landscape and amenity value (CON 8). The archaeological potential will be appropriately investigated and is not an overriding concern (CON 11). The cycle parking and car parking to be provided meets the adopted guidelines and the school is appropriately sited adjacent to a recently upgraded cycleway/footway to encourage more sustainable travel. The internal site layout is adequate to ensure pedestrians safety (T 14). On balance the potential noise impact to nearby residents is outweighed by the need to ensure the open views across the playing fields from the public cycleway/footway are retained thereby maintaining an attractive environment to further encourage use of the popular route (CON 23).

2. Site

- 2.1. Calthorpe Secondary School dates back to the 1970's, the school's existing buildings are mostly of SCOLA construction and vary from single storey to three storeys. A number of alterations have taken place over the last few years with a drama block extension, recladding of the main block and kitchen block and the provision of double modular temporary classrooms.
- 2.2. The school shares its site with Hart Leisure Centre, the centre supports the school's PE curriculum. The leisure centre is located to the south of the school buildings but to the north of the school's playing fields. To the south of the main school playing fields is a Right of Way (RoW) that connects to Hitches Lane. Along the eastern boundary the site is bound by mature trees, which are covered by Tree Preservation Orders, beyond which is a shared lit public cycleway and footway then housing. Hitches Lane travels along the western edge of the school site, beyond which are open fields. To the north is further housing. The proposals map shows the school buildings to be within the settlement boundary of Fleet, the majority of the playing fields are within the Local Gap.
- 2.3. Calthorpe Park School is a mixed 11-16 secondary school with approximately 1,100 on roll, an eight form of entry school. The current admission number is 224. There are currently 135 members of staff at the school, 72 teaching and 63 non teaching staff. The existing parking provision is for 112 cars (47 at the front of the school and 65 at the rear), three disabled bays at the front of the school, 84 cycles (62 covered and 22 uncovered)). There are three school mini buses but there are no formal parking spaces for them at present.

2.4. The site is accessed off Hitches Lane; historically staff have parked in marked bays and on the grass at the front of the school site. Recently an additional parking area started to be tested to the east (rear) of Hart Leisure Centre. The parking at the front of the school is served by a one way access road. School buses drop off pupils in this area and parents drop off and collect pupils from this area also. The Hart Leisure Centre car park is also utilised by parents collecting and dropping off pupils as there is a car park with provision for 101 spaces including three disabled. The main pedestrian entrance to the school is from Hitches Lane however there is a pedestrian entrance providing access directly onto the shared footway/cycleway to the east of the school. This is manned by a member of staff during peak arrival and departure times.

3. Proposal

3.1. Planning permission is sought for a two form of entry expansion to Calthorpe Park School including provision of a floodlit synthetic turf pitch (STP), an unlit synthetic turf multi sports games pitch, informal social play area, additional car parking and associated landscaping works at Calthorpe Park School, Hitches Lane, Fleet, Hampshire GU51 5JA.

3.2. The ten form of entry school would cater for 1,420 students, thereby increasing the pupil admission number to 284. The number of staff working at the school would increase to 155, an additional 20 staff (10 teaching and 10 non-teaching).

3.3. In summary the proposal is for:

- a) Demolition of old drama block;
- b) Creation of a new two storey L-shaped front block to accommodate a new visitor's entrance, 14 general teaching spaces, learning resource area, and ancillary spaces (including plant room, toilets, office), thereby creating a large external courtyard area with covered walkways to its rear. A lift is to be provided to ensure the building is fully accessible;
- c) Re-configuration of the existing bus drop off and staff car parking area at the front of the school site to create a visitor car parking area, a 'plaza' type entrance with block paving, staff car parking, bus and coach parking bays and 'drop off' bays;
- d) Formalisation and slight extension of the car parking area to the east of the Leisure Centre that is currently being tested;
- e) Provision of a new assembly/exam hall by infilling the existing courtyard;
- f) Construction of a synthetic turf pitch (97.5m x 61m) bound by a four metre high green coated weldmesh fence with floodlighting (8 X 15m high columns)
- g) A possible two metre high acoustic fence along a section of the eastern boundary of the school site between the playing fields and the existing footway/cycleway;
- h) Creation of a new synthetic turf three court games area (52m x 35m) enclosed by a three metre high green coated weldmesh fence. No floodlighting proposed.

- i) Creation of a social play area that is to be made from synthetic grass and will allow for the use of benches and tables all year round;
- j) Creation of a separate main pedestrian entrance from Hitches Lane;
- k) Creation of a cycle only entrance on the north eastern boundary of the site providing direct access from the adjacent cycleway into a cycle parking area all existing cycle parking to be re-located into this area. Parking area to be enclosed by a three metre high green weldmesh fence. This entrance will be manned by a member of staff during pupil arrival and departure times;
- l) Creation of a dedicated service area in the north eastern corner of the site to house three large containers, three small containers and the School bins. This site is to be bound by a 1.8 metre close boarded wooden acoustic fence; and
- m) Refurbishment of existing accommodation, including upgrade services, re-decoration, and provision of specialist teaching spaces in specified departments. This will include two new science labs with prep rooms, an additional music room and an additional food room. Alterations to Design and Technology and Art facilities to take place to provide one more DT and two more art rooms are also proposed.

3.4. The proposed new building is to be an L-shape at the front of the School site facing directly onto Hitches Lane. The visitor's entrance 'corner' is designed to be transparent and relate to the new dedicated pedestrian entrance from Hitches Lane. The proposed oak cladding at the entrance will screen the reception office area. The proposed western and northern arms of the new building will be two storeys in height with a low pitched roof and 1,100mm parapet. The proposed external finish is an orange/red brick with dark grey high performance aluminium window system and dark grey louvre detailing. The brick finish has been proposed to complement the most recent extension to the School, the new Drama Block. In addition the architects considered that it complemented buildings within the locality of the school site. The external surfaces of the Hall, which will be seen above the immediate existing roofs, are to be wood clad. The windows on the western elevation facing onto Hitches Lane represent classrooms behind. The classrooms have been designed and tested to establish a good ventilation strategy and achieve a good daylight factor.

3.5. Roof mounted solar photovoltaics are to be installed on the western arm of the building. A green roof was considered at the early stages of the design however there is not enough space on the roofs to make it a viable option. On the northern arm of the building there is the need to house the lift overrun, ventilation chimneys and various outlets for the toilets and plant room. High efficiency condensing gas fired boilers will be utilised to heat the building. The new buildings will be naturally ventilated via perimeter fresh air units and louvres. Artificial lighting will be minimised through the use of natural daylight. All lighting will feature occupancy detection. Solar gain is to be minimised with the use of canopies. The canopies will also provide external shade for pupils to utilise.

- 3.6. A fire risk assessment was carried out and reviewed by Hampshire Fire and Safety Review Group. The existing fire alarm system is to be extended to cover the new build areas with the fire alarm system being adapted as necessary in the refurbished areas. It is proposed to provide an asset protection sprinkler system to the new teaching block. The storage tank is to be located within the plantroom.
- 3.7. An additional 13 car parking spaces are proposed providing a total of 125 staff car parking spaces (45 at the front of the school and 80 to the rear). In addition to this there are to be four additional disabled spaces taking the total to seven (four at the main entrance, two near to the kitchen and one at the rear). At present there is no provision for powered two-wheelers (PTW), eight spaces are to be created. Three formal minibus spaces are to be provided on a porous final surface. The number of cycle spaces on site will be increased to 140, an additional 56 spaces, all additional cycle parking is to be covered. A separate five cycle hoops are to be provided for 10 members of staff to use. This parking will be located within the existing garage and there will be lockers provided. Two additional cycle stands are to be provided at the site entrance thereby providing for four bike parking spaces.
- 3.8. To facilitate the new building and re-located car parking at the front of the school site there are to be six semi-mature trees lost on the boundary of the site with Hitches Lane. Furthermore there are to be four trees lost from the grassed area in front of the existing Visitor Reception entrance. To mitigate against the loss of the trees eight new trees are proposed along the boundary of the site with Hitches Lane with a further seven in areas adjacent to the eastern side of the internal access road. Recently three Oak Trees have been planted within the highway verge, outside of the school site. An additional six new trees are to be planted in the new courtyard to replace the trees lost from the grassed area. No trees are to be lost to facilitate the construction of the STP's or social play area. One semi-mature Hazel Tree will be lost to enable the maintenance access to the playing fields to be created. An Arboricultural Impact Assessment and Arboricultural Method Statement have been submitted that conclude that sympathetic construction methods and surface finishes are to be used when creating the minibus parking spaces and the extended car parking area. There are no Tree Preservation Orders for trees within the school site. However there is a Tree Preservation Order 72/031A that runs along the eastern boundary of the site so encompasses trees that overhang the cycleway/footway. All trees on the School site and those that significantly overhang School buildings (i.e. those adjacent to the proposed bin storage area and cycle parking area) are subject to an annual site inspection.
- 3.9. The two new STP's are to be located on the existing playing fields in the southern section of the school site. The floodlit STP is required due to the historic poor quality grass pitch which frequently experiences waterlogging and rabbit damage. It is the intention that the pitch would be utilised by the School but also the neighbouring Leisure Centre. The lighting design is to include Abacus Light Control to ensure light pollution is minimised, a double

asymmetric reflector which produces full flow of light over the application area with a flat floodlight appearance to reduce the area of reflector visible to residents. There are to be internal baffles which re-direct upward waste light back into the floodlight beam and the use of flat glass technology to reduce overspill and upward light. The nearest properties to the proposed floodlit sports pitch are approximately 130m from the centre of the sports pitch to the east on Tavistock Road.

- 3.10. A Noise Impact Assessment was submitted in support of the planning application. Due to the existing use of the playing fields by the school, the assessment considered that the noise levels associated with the proposed unlit STP and social play area are unlikely to cause unreasonable disturbance to residents at the nearest residential properties during school hours. The noise impact assessment considered the noise impact from public use during evenings and weekends. The existing background noise levels, which were established through noise measurements, were taken between 11th and 15th July 2013. The lowest background noise level (i.e. worst case scenario within the proposed hours of use) of 36dB $L_{A90, 1hour}$ was selected.
- 3.11. The noise from the proposed STP with floodlights was assessed in accordance with three methodologies: guidance for impulsive noise sources using the day target shooting SNL; BS 8233: 1999 for internal noise levels (on the basis of an upper level of 40 Db L_{Aeq} for internal noise levels in living rooms); and BS 4142: 1997 for external levels of relative to the background noise level at the most critical time.
- A Shooting Noise Level (SNL) of between 55 and 65 dBA, was calculated for the existing properties, this is within the range where disturbance is possible. Therefore it concluded that mitigation would be required to reduce the noise predicted at the houses on Tavistock Road (130m to east from centre of proposed STP) to a satisfactory level.
 - When considering BS 8233 1999 the resultant noise levels within the properties would be subject to a reduction from inside to outside of between 10 to 15 dBA therefore the resultant internal noise level is 29dB L_{Aeq} . This value is concluded as being acceptable.
 - With regard to BS 4142: 1997 (although not directly applicable for the assessment of noise from recreational activities it can be used to provide an outline indication of possible complaints) the noise predicted would give a Rating Level of +8dB over background level and therefore indicates that noise complaints are likely and therefore mitigation measures would be required.
- 3.12. Overall the noise impact assessment concluded that due to the existing use of the playing fields by the school, the noise levels associated with the proposed STP during school hours would be unlikely to cause unreasonable disturbance to residents at the nearest residential properties. However a two metre high acoustic fence is recommended to reduce the potential for noise impact during evenings and weekends. It is stated that the fence should be

located at the site boundary to prevent visual line-of-sight between the STP and residential properties on Tavistock Road. It is predicted that the fence would reduce impulsive and ambient noise levels to approximately 55 dBA, the level at which annoyance is considered less likely to occur.

- 3.13. The proposed hours of use of the STP and floodlights are weekdays until 21:30 with floodlights switching off at 21:45 for safety, Saturdays until 19:45 with switch off at 20:00 for safety and Sundays and Bank Holidays until 17:45 with floodlight switch off at 18:00.
- 3.14. To facilitate construction of the extension it is proposed that a new road entrance will be built from Hitches Lane onto the playing field area. On completion of the works, the site entrance is to be retained for maintenance access only.

4. Development plan

- 4.1. The appropriate Development Plan Document for consideration is the Hart District Local Plan (Replacement) 1996-2006: Saved Policies.
- 4.2. The relevant saved policies are GEN 1 (General Policy for Development), GEN 4 (General Design Policy), GEN 6 (Policy for noisy/un-neighbourly developments), GEN 10 (Renewable Energy), CON 5 (Species Protected by Law), CON 8 (Trees, Woodland & Hedgerows: Amenity Value), CON 11 (Archaeological Sites and Schedule Monuments), CON 21 (Local Gaps), CON 22 (Setting of settlements and recreation), CON 23 (Development affecting Public Rights of Way), RUR 35 (Social infrastructure and services), URB 20 (Retention and provision of locals services and community facilities), T 14 (Transport and Development).
- 4.3. The National Planning Policy Framework (paragraphs 72 and 57) is a material consideration.

5. Consultations

- 5.1. **County Councillor Wheale** is the Member for the area. She has attended the numerous pre-planning consultation meetings that have been held.
- 5.2. **Hart District Council** raises no objection to the development subject to conditions.
 1. No development shall take place until a revised Swept Path Analysis for larger buses/coaches, refuse freighters and container collection vehicles demonstrates that satisfactory provision has been made for the turning of vehicles within the site. Reason: In the interest of highway safety.
 2. No development shall take place until the School Travel Plan (October 2013) has been formally endorsed by Calthorpe Park School and this shall explicitly include provision for pupils coming from the former Queen

Elizabeth Barracks Development. Reason: In the interest of highway safety.

3. No development shall take place until revised plans for the student cycle storage demonstrate that the provisions of the Hampshire County Council guidance have been satisfied, in particular that all cycle storage shall be permanent and under cover. Reason: In the interest of highway safety.
4. No development shall take place until revised plans for the proposed acoustic barrier demonstrates that satisfactory provision for amenity has been made. Reason: To protect the amenities of the area.
5. All works and tree protection shall be undertaken and erected in accordance with the information contained within the reports titled 'Tree Survey and Arboricultural Impact Assessment' dated 28 July 2013 and 'Arboricultural Method Statement' dated 4 December 2013. The Council should be notified when this has been completed. Reason: To ensure the protection of trees within the site to accord with the requirements of Local Plan Policies GEN 1 and CON8.
6. No works or development shall take place until a scheme of supervision for the arboricultural protection measures required by condition 5 has been approved in writing by the local planning authority. This scheme will be appropriate to the scale and duration of the works and will include details of:
 - a) Induction and personnel awareness of arboricultural matters;
 - b) Identification of individual responsibilities and key personnel;
 - c) Statement of delegated powers;
 - d) Timing and methods of site visiting and record keeping, including updates;
 - e) Procedures for dealing with variations and incidents;
 - f) The scheme of supervision shall be carried out as agreed;
 - g) The scheme of supervision will be administered by a qualified arboriculturalist instructed by the applicant and approved by the local planning authority.

Reason: To ensure the protection of trees within the site and to accord with the requirements of Local Plan Policies GEN 1 and CON8.

7. All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). Any vegetation clearance should be conducted outside of the bird breeding season (March to August inclusive). If this is not possible the site should be checked by an

experienced ecologist immediately prior to any clearance work. Reason: To prevent harm to wild birds and their nests.

8. All ecological mitigation shall be undertaken in accordance with the Extended Phase 1 Ecological Survey Report (August 2013). Reason: To prevent harm to local ecology.
9. All flood mitigation and drainage works shall be undertaken in accordance with the Strategic Flood Risk and SuDS Drainage Statement, and Flood Risk Assessment. Reason: To ensure that sufficient capacity is made available to cope with the new development and in order to avoid adverse environmental impact upon the local community.
10. Hours of use (STP)
09:00 to 22:00 (Monday to Friday)
09:00 to 19:00 (Saturday, Sunday and Bank Holidays)
Reason: to protect the amenity of the local community.
11. All floodlighting associated with the STP should not remain illuminated beyond
20:00 (Monday to Friday)
19:00 (Saturday, Sunday and Bank Holidays).

5.3. **Hart District Council Environmental Health** in principle does not have any adverse comments to make, however there is concern in relation to the 2m high acoustic fence proposed. The levels drawing for the STP and the surrounding grounds has been reviewed and it would appear that the ground levels for the STP will be around 69m, where as the levels in the area of the proposed acoustic fence are in the region of 66-67m. This would make the top of the proposed fence area below or at the same level as the STP. It is therefore considered that the proposed acoustic fence will not deliver the projected reduction in sound levels at the nearest receptor. It is recommended that the acoustic fence is redesigned to take into account the site levels. It is recommended that the following hours of use are placed as a condition on any planning decision.

Hours of use

09:00 to 22:00 Monday to Friday

09: to 1900 Saturday, Sunday and Bank Holidays

Reason: To protect the amenity of local residential properties and the environment.

The lighting assessment has been reviewed and there are no adverse comments regarding the proposed lighting. It is requested that the following condition is placed on any decision.

All floodlighting associated with the STP should not remain illuminated beyond

22:00 Monday to Friday and

19:00 Saturday, Sunday and Bank Holidays.

Reason: To protect the amenity of local residential properties and the environment.

5.4. **Sport England** raises no objection subject to conditions, however if the Authority does not attach the conditions, Sport England would wish to lodge a statutory objection to the application. Sport England has been in consultation with the Football Association and the England Hockey Board. Comments were made regarding the need for a synthetic turf pitch with floodlighting but also the carpet length suitable for each sport. The comments highlighted that there is a strategic need for the AGP however the 32mm pile proposed will be unsuitable for football. It is stated that a 40mm pile will be an acceptable surface for some competitive football and hockey. This surface would therefore bring sufficient benefits to the development of sport as to outweigh the loss of the grass playing field. It is recommended that a planning condition could be used to secure a 40mm pile carpet. The increase in pupil numbers and the poor grass pitch quality due to waterlogging and rabbit damage adds weight for the need for all weather use sports facilities for the school. It is noted that the grass pitch arrangement will be altered to accommodate the two pitches to include the repositioning of the cricket strip. The benefits of the proposed development outweigh the loss of the grass playing field. SE exception policies E3 and E5 are appropriate. Three conditions are recommended:

1. That the carpet length is increased to 40mm which shall comply where practicable with Sport England, Football Association and England Hockey Board design guidance;
2. Revised details of the design and layout to comply with SE design guidance shall be submitted for approval; and
3. Before use of the sports pitches a Community Use Scheme shall be submitted to and approved by the Local Planning Authority.

5.5. **Environment Agency** raises no objection to the proposed development.

5.6. **Highway Authority** raises no objection subject to conditions. The main vehicular access to the site will remain as existing, however a new cycle only entrance from the school is proposed. This will enable the school to be well integrated into the wider cycle network and provide pupils with a convenient

access should they choose to cycle. The junction modelling supplied indicates that the egress will be able to cope with the proposed level of traffic without creating a severe capacity issue at the junction and on the wider highway network. The calculations within the Transport Assessment assume that the majority of pupils will walk or cycle to the school (in line with current travel patterns). There will however, be some additional demand for car travel, and the increase in vehicle trips in the region of 165 each AM and PM school peak (students and staff). However, the expected increase in vehicle traffic would be partly offset by the proposed mitigation measures, which include measures to encourage sustainable access. A School Travel Plan has been submitted to support this. However, the final Travel Plan needs to be signed by the Head Teacher and Governors to ensure full buy-in. Under the adopted Schools Parking Guidelines there is a demand for 16 additional spaces. The proposal includes the delivery of these spaces which meets the guidelines. In addition the existing demand will be met through the formalisation of the car parking spaces. The number of cycle spaces meets the Hampshire County Council Guidance for School Cycle Parking, and all new cycle parking spaces are provided under cover. In order to manage the construction phase of the development a Construction Traffic Management Plan should be provided, and full details of the proposed construction access will need to be supplied before the development commences. This should be conditioned.

5.7. **Fleet Town Council** raises no objection.

5.8. **Church Crookham Parish Council** supports the current expansion plans which address the short-term need but is concerned about the medium and longer term provision for secondary education in the area required to meet the demand from the increasing amount of development. There are also concerns about creating a very large school in the longer-term as county data suggests that school performance is likely to decrease once a school gets bigger than 1600 pupils.

6. Representations

6.1. 211 local residents were notified of the proposed development. One letter of objection has been received from a local resident relating to the opening up of a cycle entrance from the shared footway/cycleway. There are concerns that the entrance will not be solely used by cyclists and that pedestrians will also utilise the entrance which will thereby encourage the dropping off of pupils within the nearby cul-de-sac off Tavistock Road.

6.2. District Councillor for Church Crookham West, Jenny Radley, has also made a representation. She has stated how important it is that a longer term strategic plan should be provided to explain the future expansion phases of Calthorpe Park School. She details how the majority of the funding for the two form expansion at the school is being taken from the QEB (Crookham Park) development secondary education contribution. Cllr Radley notes that there is already a shortfall of local secondary school places to provide for

local demand and this situation is predicted to continue therefore the application is simply providing for current and short term future local need. Consequently by the time that the majority of pupils from Crookham Park require secondary school places, all the places will have been taken up by other children from the local area, mainly Fleet. Forward planning is therefore required to ensure there is future provision to meet the demand. She questions how much a school should expand before a new secondary school is required. She trusts that close work between Hampshire County Council and Hart District Council about the future growth and infrastructure needs will be undertaken. She concludes by saying that it would be unreasonable to object to the current proposal for school expansion and there is clearly a need to expand the school to provide for local school children. The current design is a significant improvement on the previous design. However there is a need to ensure that school access is further improved to enable students from the wider local community and Crookham Park development i.e. more off-road cycle provision.

- 6.3. The 15 residents that live nearest to the proposed floodlit STP were provided with the proposed drawings and planning documents prior to the application being submitted. The residents were also invited to a meeting to discuss matters relating to the acoustic fence along a section of the playing field boundary. No residents took up the offer of the meeting.

7. Commentary

- 7.1. The proposed two form of entry expansion is supported in principle as it seeks to address the identified shortfall in secondary school places in Fleet and the surrounding area. The National Planning Policy Framework (NPPF) (paragraph 72) and policy URB 20 gives great importance to ensuring that there are sufficient school places available to meet the needs of existing and new communities.
- 7.2. Planning Policy GEN 4 and the NPPF (paragraph 57) recognise the importance of high quality design and the need to try and secure improvements to the urban design qualities of the area. The existing SCOLA buildings give a dated and tired appearance to the school. The proposed two storey extension will be in keeping with the existing scale and form of the buildings and when seen from street level will be appropriately significant without being imposing. The proposed palette of external materials seeks to modernise the appearance of the school and is in keeping with more recent extensions to the school, the wood cladding and significant glazing proposed for the visitor entrance will ensure an inviting public entrance is created. The introduction of the main public entrance will mean the school has a focal point and clear identity. The entrance is well related to the new pedestrian entrance and with the proposed block paving surface creating a more inviting entrance through removing the emphasis of the car and giving priority to the pedestrian. It is unfortunate that there is the need to remove semi-mature trees at the front of the site to facilitate the access road and car parking however the replacement and additional tree planting proposed along the

school frontage will appropriately mitigate against this loss. Overall it is considered that the proposed extension is of a high quality design that will enhance the character of the area and is therefore in accordance with policy GEN 4.

- 7.3. The provision for solar photovoltaics panels is supported and the proposed location is such that they will not be visible from public viewpoints. The panels will not impact upon the attractive qualities of the buildings design and therefore the impact on the surrounding landscape is not significantly detrimental. The panels will contribute to the energy needs in a sustainable way and help increase the security of supply. The aims of policy GEN 10 are therefore met.
- 7.4. The proposed extension building will not give rise to a level of noise that could create an increase in noise levels that would be unsuitable for the area. The location of the service area in the north eastern corner could give rise to intermittent and occasional noise that could disturb properties off Tavistock Road. Through the area being bordered by an acoustic fence it will ensure the service area is contained but also the noise appropriately attenuated.
- 7.5. The noise that is to be generated by the floodlit STP during the day is not likely to give rise to an unacceptable impact on the amenity of residents as the existing use is being retained. The Noise Impact Assessment (conclusions set out in paras 3.10 to 3.12 above) acknowledges this but identifies that there could be potential adverse noise impact for residents within Tavistock Road during the evening and weekend proposed hours of use. Advice from Environmental Health Officer (EHO) is set out in Section 5 above and confirms that there will be a potential noise impact from the floodlit STP on the amenity of local residents. The noise impact assessment recommends a 2m high acoustic barrier is installed at the boundary of the playing field to attenuate the noise however EHO are of the opinion that such a fence height is not sufficient due to the changing ground levels. EHO recommend that the acoustic fence is redesigned to take into account the site levels. Policy GEN 6 states that developments which could create noise will not be permitted unless the proposal incorporates adequate noise abatement measures to alleviate any material loss in amenity.
- 7.6. However the proposed acoustic fencing is to run along a section of the school playing fields eastern boundary, this is adjacent to a recently upgraded cycleway/footway which was installed to encourage and facilitate more sustainable travel within the local community and in particular to the school. The views from the cycleway/footway extend across the school playing fields and give a sense of openness. The cycleway/footway and residential properties are bordered by mature trees which have significant tree canopies. This can lead to a relatively dark cycleway/footway and the existing open views therefore provide beneficial natural light which enhances the attractiveness of using the route. If the fencing was to be installed the close boarded nature of it would result in a loss of public open views and detract from the amenity and recreation value of the well used cycleway/footway and

consequently would significantly change the character of the area. This would be contrary to the Rights of Way Policy CON 23.

- 7.7. Consequently there is a need to balance the protection of the amenity of occupiers of neighbouring dwellings versus the loss of public open views and the change to the character of the cycleway/footway and potential perceived reduction in the safety for the users of the route. The acoustic fencing forms part of the proposal however it is felt that on balance the negative impact the fence will have on the character of the area and perceived safety of the cycleway/footway users outweighs the potential noise impact that could be experienced by local residents as it is considered that the noise level is unlikely cause demonstrable harm. It is however recognised that the money set aside for the fencing should be retained and if within the first six months of use of the floodlit STP noise complaints are received details of the proposed fencing should be submitted and once the details have been approved the fence should be erected on site. To limit the impact on the neighbouring dwellings it is necessary to control the floodlit STP's hours of use and ensure there are appropriate arrangements for minimising noise disturbance for example through a Community Use Agreement which should include lettings terms and conditions.
- 7.8. When considering the proposed lighting around the building extension and landscaped areas there is not likely to be an adverse impact on residential amenity due to these areas being of a significant distance from housing. The location of the floodlit STP within the Local Gap will not result in the coalescence of settlements as the weldmesh fencing and lighting columns are of a scale, design and location that would not constitute significant built development. The lighting columns when lit will generate some horizontal and vertical light spill but it has been demonstrated that these levels will be less than moonlight at the boundary of the site. The lighting will not therefore alter the light levels at the nearest residential properties, there will be no adverse impact on residential amenity by virtue of light and it will not damage the character of the edge of the settlement boundary. Being at the edge of the settlement boundary the new STP is well related to the catchment area and should be supported as it will provide a new facility for the school and wider community. The conditions requested by Sport England are noted, discussions have been undertaken with Sport England around the wording of the conditions, in particular the requirement for a 40mm carpet pile length. It is not felt appropriate or reasonable to attach the condition as proposed if planning permission is granted. It is recommended that the condition is amended to secure a carpet pile length and design that will meet the requirements of both the Football Association and the England Hockey Board but also give the school flexibility to ensure they can develop the facility to meet their needs. This will secure the same aim as that required by Sport England. The proposal is therefore in accordance with policies RUR 35, CON 21 and CON 22.
- 7.9. Through siting the floodlit sports pitch adjacent to the mature trees the potential for the development to impact on the nature conservation status of

bats needs to be considered. It has been confirmed that the trees likely to be affected by some light spill do not have the potential for bat roosts. There are however known foraging routes in the tree belts. The lighting levels are such that they will allow the foraging of bats along the southern woodland boundary. Whilst there is some lighting within the trees to the north of the floodlit STP the light levels and nature screening effect that the trees themselves will provide would mean that the far side of the wooded strip would still be able to function as a foraging/commuting habitat. Therefore it can be concluded that the long-term survival of the bat population within the local area will not be compromised. In relation to badgers a condition is proposed to secure the mitigation measures identified in the ecological assessment. The development accords with Policy CON 5.

- 7.10. Some of the proposed works, namely the creation of the minibus parking area and extension to the rear car parking area has the potential to impact upon trees that are considered to have significant landscape and amenity value. The final Arboricultural Survey and Impact Assessment and Arboricultural Method Statement appropriately demonstrates that the construction methods and amended surfacing proposals will not result in a detrimental negative impact on the long-term health of the mature trees resulting in the protection of their value. It is recommended, however, that the documents are conditioned and there is a need to secure a scheme of supervision during construction of the development. The trees that are proposed to be removed will be appropriately replaced and added to. This will soften the appearance of the extension building and will help create an attractive and inviting school frontage. The exact spacing, species type and maintenance plan should be secured through the submission of a detailed landscape scheme. The recommended conditions will ensure the aims of policy CON 8 are achieved.
- 7.11. Due to work that has been undertaken within the immediate vicinity of the school there is a known archaeological potential. The archaeological concern relates to the construction of the STPs only and it is not felt that this is an overriding concern however there is the need to mitigate the potential impact and it is recommended that an archaeological condition is attached to secure a preliminary archaeology survey is undertaken prior to the commencement of development. The proposal is in accordance with CON 11.
- 7.12. The provision of a new monitored cycle entrance leading into a dedicated cycle parking area from the recently improved cycleway/footway is a significant improvement to the existing situation. This will enable the school to be well integrated into the wider cycle network and provide pupils with a convenient access. The concerns of the local resident regarding the new cycle entrance are noted. It has been confirmed that the school will have staff monitoring the cycle entrance to ensure there is no pedestrian access. The existing pedestrian access onto the cycleway/footway is to be retained and is approximately 210m from the cycle entrance. The dedicated cycle parking area will appropriately contain pupils' bikes within a secure area. The new cycle parking provided is covered and therefore meets the requirements of the Cycle Parking Guidelines. Some relocated existing cycle parking will

remain uncovered and due to space constraints it is not feasible to provide covers. This approach is accepted and the School cannot be required to rectify a legacy issue. The proposed improvement to the car parking arrangements at the school is supported with the adopted Schools Parking Guidelines being met and further to this the legacy issue is being addressed, which is not a requirement of the guidelines but has been an aspiration and improvement for the school. Policy T 14 is appropriately met.

- 7.13. The junction modelling supplied indicates that the egress will be able to cope with the proposed level of traffic without creating a severe capacity issue at the junction and on the wider highway network. The calculations within the Transport Assessment assume that the majority of pupils will walk or cycle to the school. There will however, be some additional demand for car travel, and the increase in vehicle trips in the region of 165 each AM and PM school peak (students and staff). However, the expected increase in vehicle traffic would be partly offset by the proposed mitigation measures, which include measures to encourage sustainable access. A School Travel Plan has been submitted to support this. At present the School Travel Plan has not been signed off by the Head Teacher and Governors. To ensure there is full buy-in to the Travel Plan this should be secured and it is recommended that a condition should be attached.
- 7.14. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Local Planning Authority have worked with the agent and applicant in a positive and proactive manner. Pre-application discussions were undertaken with the applicant and agent where the relevant planning policies were identified, guidance was provided on the key planning issues with clear advice being given on the survey work and detailed landscape design required. All statutory consultation responses and details of representations were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.
- 7.15. In conclusion, the proposed development is acceptable in principle as it will meet the needs of the existing and future local communities through providing additional teaching provision at the secondary school (URB 20 and NPPF para 72). The majority of the overarching planning policy GEN 1 is met. The design of the extension is appropriate as it is of a high quality providing an improvement to the appearance of the existing school. The new public entrance relates well to Hitches Lane and gives the school an identity; the external materials will enhance the character of the area through modernising the schools frontage (GEN 4). Support is given to the renewable energy provision (GEN 10) through the use of solar photovoltaics. The proposed floodlighting lighting levels are such that they will not have a significant adverse effect on bat species populations (CON 5). The STP and lighting will not compromise the purpose of the Local Gap due to its scale and design (CON 21). Due to its location at the edge of the settlement boundary it will not have an adverse affect on the character of the area (CON 22) and it is well related to the urban settlement (RUR 35). The arboricultural impact

assessment appropriately demonstrates that there will be no harm caused to mature Oak Trees that are of significant landscape and amenity value (CON 8). The archaeological potential will be appropriately investigated and is not an overriding concern (CON 11). The cycle parking and car parking to be provided meets the adopted guidelines and the school is appropriately sited adjacent to a recently upgraded cycleway/footway to encourage more sustainable travel. The internal site layout is adequate to ensure pedestrians safety (T 14). On balance the potential noise impact to nearby residents is outweighed by the need to ensure the open views across the playing fields from the public cycleway/footway are retained thereby maintaining an attractive environment to further encourage use of the popular route (CON 23).

8. Recommendation

- 8.1. That planning permission for the two form of entry expansion to Calthorpe Park School including provision of a floodlight synthetic turf pitch (STP), an unlit synthetic turf multi sports games pitch, informal social play area, additional car parking and associated landscaping works at Calthorpe Park School, Hitches Lane, Fleet, Hampshire GU51 5JA (Application No: 13/02411/HCCRG3) be granted, subject to the conditions listed in Integral Appendix B.

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

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

<u>Document</u>	<u>Location</u>
Two form of entry expansion to Calthorpe Park School including provision of a floodlight synthetic turf pitch (STP), an unlit synthetic turf pitch, informal social play area, additional car parking and associated landscaping works at Calthorpe Park School, Hitches Lane, Fleet, Hampshire GU51 5JA (Application No: 13/02411/HCCRG3)	EII Court West, The Castle, Winchester, Hampshire. SO23 8UD

CONDITIONS

Time Limits

1. The development hereby permitted shall be begun before the expiration of three years from the date on which this planning permission was granted.

Reason: To comply with Section 91(as amended) of the Town and Country Planning Act 1990.

Plans and Particulars

2. The development hereby permitted shall be carried out and completed strictly in accordance with the approved plans, specifications and written particulars identified within the decision notice.

Reason: To ensure that the development is carried out in accordance with the approved details.

Hours of Working

3. There shall be no access to the development site by any traffic associated with the construction/demolition (ie. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0815 and 0845; and in the afternoon between 1445 and 1530.

Reason: In the interests of public safety, to avoid traffic conflict at the times of the day when pupils are arriving at and departing from school in accordance with Policy GEN 1 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

4. No work relating to the construction of the development approved, including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials, shall take place before 0800 or after 1800 Monday to Friday inclusive, before 0800 or after 1400 on Saturday and not at all on Sunday or recognised public holidays.

Reason: To protect the amenities of occupiers of nearby properties in accordance with Policy GEN 1 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

Hours of Use of STP and Floodlights

5. Hours of use (Synthetic Turf Pitch 'STP'):

09:00 to 21:30 (Monday to Friday)

09:00 to 19:45 (Saturday)

09:00 to 17:45 (Sunday and Bank Holidays)

Reason: To protect the amenity of the local community in accordance with Policy GEN 6 of the Hart District Local Plan (Replacement) 1996 -2006: Saved Policies.

6. All floodlighting associated with the Synthetic Turf Pitch should not remain illuminated beyond:

09:00 to 21:45 (Monday to Friday)

09:00 to 20:00 (Saturday)

09:00 to 18:00 (Sunday and Bank Holidays)

Reason: To protect the amenity of the local community in accordance with Policy GEN 1 of the Hart District Local Plan (Replacement) 1996 -2006: Saved Policies.

Materials

7. Samples and/or details of the materials and finishes to be used for the external walls and roofs of the proposed buildings shall be submitted to and approved by the Local Planning Authority in writing before the development commences.

Reason: In the interests of visual amenity and to secure a satisfactory development to ensure the aims of Policy GEN 4 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies are met.

8. Samples and/or details of RAL number finishes to be used for the STP's weldmesh fencing and floodlighting columns shall be submitted to and approved by the Local Planning Authority in writing before the development commences.

Reason: In the interests of visual amenity and to secure a satisfactory development to ensure the aims of Policy GEN 4 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies are met.

Highways and Transport

9. No development shall take place until the School Travel Plan has been endorsed by the Calthorpe Park School and thereafter has been submitted and approved in writing by the Local Planning Authority. The Travel Plan shall thereafter be implemented in full.

Reason: To encourage sustainable modes of travel in accordance with the aims of Policy T 14 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

10. A Construction Traffic Management Plan, including 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 shall be submitted to and approved by the Local Planning Authority in writing before development commences. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety in accordance with Policy T 14 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

11. No development shall take place until full details of the student cycle stands and storage has been submitted and approved by the Local Planning Authority. The cycle parking shall be implemented and maintained in accordance with the approved details prior to occupation of the school extension.

Reason: In the interest of highway safety and to encourage alternative sustainable travel to school in accordance with Policy T 14 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

12. No development shall take place until full details of the construction / maintenance access from Hitches Lane, as shown in principle on drawing P10069-100 Rev C, has been submitted to and approved in writing by the Local Planning Authority. The details shall be fully implemented prior to the start of development.

Reason: To ensure safe and adequate access to the site in accordance with Policy T 14 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

Tree Protection

13. All works and tree protection shall be undertaken and erected in accordance with the information contained within the reports titled 'Tree Survey and Arboricultural Impact Assessment' dated 28 July 2013 and 'Arboricultural Method Statement' dated 4 December 2013. The Council should be notified when this has been completed.

Reason: To ensure the protection of trees within the site to accord with the requirements of Policies GEN 1 and CON 8 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

14. No works or development shall take place until a scheme of supervision for the arboricultural protection measures has been approved in writing by the local planning authority. This scheme will be appropriate to the scale and duration of the works and will include details of:
 - a) Induction and personnel awareness of arboricultural matters;
 - b) Identification of individual responsibilities and key personnel;
 - c) Statement of delegated powers;
 - d) Timing and methods of site visiting and record keeping, including updates;
 - e) Procedures for dealing with variations and incidents;
 - f) The scheme of supervision shall be carried out as agreed;
 - g) The scheme of supervision will be administered by a qualified arboriculturalist instructed by the applicant and approved by the local planning authority.

Reason: To ensure the protection of trees within the site and to accord with the requirements of Policies GEN 1 and CON 8 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

Nature Conservation

15. All ecological mitigation shall be undertaken in accordance with the Extended Phase 1 Ecological Survey Report (August 2013).

Reason: To prevent a significant adverse impact on the nature conservation status of bat populations in accordance with Policy 5 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

Landscaping

16. No works shall commence until full details of all the hard and soft landscaped areas have been submitted to and approved by the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved plans.

Reason: In the interest of visual amenity to meet the aims of Policies GEN 1, GEN 4 and CON 8 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

Sports Provision

17. Prior to the development being brought into use, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority, after consultation with Sport England. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Policy.

18. Notwithstanding the information on the submitted plans, no development shall commence until revised details of the design and layout of multi use games area, which shall comply with Sport England design guidance, have been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The multi use games area shall not be constructed other than substantially in accordance with the approved details before it is brought into use.

Reason: To ensure the development is fit for purpose and bring sufficient benefits to the development of sport as to outweigh the detriment caused by the loss of grass playing field, and sustainable and to accord with Development Plan Policy.

19. Prior to the construction of the floodlit STP revised details of the design and layout of the artificial grass pitch to comply with Sport England, Football Association FIFA One Star performance accreditation and England Hockey Board design guidance shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The floodlit STP shall not be constructed other than in accordance with the approved details before it is brought into use.

Reason: To ensure the development is fit for purpose and bring sufficient benefits to the development of sport as to outweigh the detriment caused by the loss of grass playing field.

Noise Mitigation

20. The noise levels generated by the floodlit Synthetic Turf Pitch 'STP' shall be monitored over a period of six months from the date of first use. If within the six month period the noise levels generated through the use of the STP within the evenings or at the weekends are excessive and leading to complaints details of the proposed acoustic fencing in the location detailed on plans P10069-724 revC, P10069-725 revC and P10069-726 revC shall be submitted to the Local Planning Authority for written approval. The fencing shall be erected within one month from the date of approval and remain in accordance with the approved details.

Reason: In the interests of the local amenity to secure the aims of Policy GEN 6 and CON 23 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

Archaeology

21. That no development 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 or approved by the Planning Authority.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for this and future generations in accordance with Policy CON 11 of the Hart District Local Plan (Replacement) 1996 - 2006: Saved Policies.

Flood Protection

22. All flood mitigation and drainage works shall be undertaken in accordance with the Strategic Flood Risk and SuDS Drainage Statement, and Flood Risk Assessment.

Reason: To ensure that sufficient capacity is made available to cope with the new development and in order to avoid adverse environmental impact upon the local community.

Advice Note

1. All wild birds and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). Any vegetation clearance should be conducted outside of the bird breeding season (March to August inclusive). If this is not possible the site should be checked by an experienced ecologist immediately prior to any clearance work.
2. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Local Planning Authority have worked with the agent and applicant in a positive and proactive manner. Pre-application discussions were undertaken with the applicant and agent where the relevant planning policies were identified, guidance was provided on the key planning issues with clear advice being given on the survey work and detailed landscape design required. All statutory consultation responses and details of representations were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.

*Annexe to Reasons for Conditions
(as required by Article 31 of the Town and Country Planning
(Development Management Procedure) (England) Order
2010)*

Hart District Local Plan (Replacement) 1996-2006: Saved Policies

Saved Policy GEN 1 – 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.

Saved Policy GEN 4 – General Design Policy

Development proposals will be permitted where they sustain or improve the urban design qualities of towns and 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.

Saved Policy GEN 6 – 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 proposals 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; or
- (ii) The proposal incorporates adequate noise abatement measures to alleviate any material loss in amenity.

Saved Policy GEN 10 – Renewable Energy

Proposals for the development of renewable energy schemes will be permitted provided that:

- (i) The impact of the development on the immediate and wider landscape is not significantly detrimental;
- (ii) The proposal does not adversely affect features and areas of ecological, historic or cultural interest;
- (iii) The impact of development on local land use and residential amenity is minimised, both during and after construction, to the satisfaction of the local planning authority;
- (iv) The proposal is justified in terms of local and wider benefits;
- (v) The local is necessary as the particular resource can only be harnessed where it occurs.

Saved Policy CON 5 – Species Protected by Law

Planning permission will not be granted for development that would have a significant adverse effect on plant or animal species or their habitats protected by law unless conditions are attached or planning obligations entered into requiring the developer to take steps to secure their protection.

Saved Policy CON 8 – Trees, Woodland & 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.

Saved Policy CON 11 – Archaeological Sites and Schedule 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 exceptional overriding needs for development which would prevent this, in which case a detailed archaeological investigation should be carried out prior to development.

Saved Policy CON 21 – Local Gaps

Development which would lead to the coalescence or damage the separate identity of neighbouring settlements will not be permitted in the following local gaps:

- i) Fleet to Crookham Village;
- ii) Fleet/Church Crookham to Ewshot;
- iii) Crookham Village to Dogmersfield;
- iv) Eversley to Yateley;
- v) Hook to Newham;
- vi) Odiham to North Warnborough;
- vii) Eversley Centre and Eversley Cross.

Saved Policy CON 22 – Setting of settlements and recreation

Development which would adversely affect the character or setting of a settlement, or lead to the loss of important areas of the development of open land around settlements, will not be permitted where it would:

- i) Obscure typical views of the settlement from public vantage points;
- ii) Obstruct significant public views out of the settlement;
- iii) Result in the loss of “green fingers” important to the structure and amenity of the settlement; or
- iv) Otherwise have a serious adverse effect on the character or setting of the settlement.

Saved Policy CON 23 – Development affecting Public Rights of Way

Development will not be permitted which would seriously detract from the amenity and consequent recreational value of well-used footpaths and other public rights of way in the countryside close to main settlements by reducing their rural character or detracting from significant views.

Saved Policy RUR 35 – Social infrastructure and services

Proposals which retain, improve or provide new local shops, schools, post offices, medical facilities, churches, meeting halls, playing fields and other community based services will be permitted within and on the edge of rural settlements or where existing facilities are adjacent to the urban areas provided that the location is well related to the catchment area served and other policies of the development plan are satisfied. Proposals that would result in the loss of community facilities such as schools, meeting halls and recreation areas will not be permitted unless it can be demonstrated that they are no longer required, or they provide for replacement facilities within the catchment area or suitable alternatives exist.

Saved Policy URB 20 – Retention and provision of local services and community facilities

Proposals which retain or provide new local shops, schools, post offices, medical facilities and other community based services will be permitted provided that other policies and development control criteria are satisfied.

Saved Policy T 14 – Transport and Development

Development proposals which accord with other policies of this plan will be permitted provided that:

- (i) Within existing or proposed built up areas they are, or could be, served by public transport, cycling and walking;
- (ii) Those of type likely to attract a large number of trips are located where choice in transport mode can be provided, including a significant proportion by public transport;
- (iii) They make adequate provision for highway safety, access and internal layout and parking.