

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	18 May 2016
Title:	Extension of the existing 3 form entry to 4 form entry consisting of 3 classrooms, additional WCs, group/interview room and staff preparation room at Tweseldown Infant School, Nepal Gardens, Church Crookham, Fleet, GU52 8LL. Application No. 16/00414/HCC. Site ref: HRE035.
Reference:	7506
Report From:	Head of Strategic Planning

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1. Executive Summary

- 1.1 The planning application is for an extension of the existing 3 form to 4 form entry consisting of 3 classrooms, additional WCs, group/interview room and staff preparation room at Tweseldown Infant School, Nepal Gardens, Church Crookham to accommodate a planned forecast of pupil numbers.
- 1.2 The main points to be considered are location and design of the development, parent car parking and highway safety.
- 1.3 It is considered that the proposal is in accordance with the development plan (summary attached) as it is within a planned area for provision for primary education to serve new residential development (Policy DEV2). The design, appearance and proposed materials will result in a high quality and natural development to the school in terms of its location on the site and landscape (Policies GEN3 and GEN 4). The proposal is considered acceptable in terms of highway safety and capacity (Policies T5 and T14). It will not cause a material loss in amenity (Policy GEN1) and the design incorporates appropriate sustainability features, to reduce energy loss and consumption (Policy GEN10).

2. The Site

- 2.1 The existing school is situated in a 2.8 hectare site consisting of a well developed landscape infrastructure with a mix of open grassed areas, wild flower meadows, and informal hard play surfaces. The gently sloping site is bounded by a mix of open recreation space to the east, a recently

constructed housing development to the west and a defined local centre to the north. The use of the site for educational purposes is already established.

- 2.2 The school site was previously an open recreation / training ground for the Ministry of Defence (MoD) which was cleared in preparation for transfer to Hampshire County Council (HCC) and subsequent development as an infant school. HCC received developer's contributions arising from a signed Section 106 agreement between Taylor Wimpey, Secretary of State for Defence, Hart District Council and Church Crookham Parish Council.
- 2.3 The existing school opened in September 2014. It was originally built as a purpose built 3 Form Entry (270 pupils) but it was always intended to expand to a 4 form entry school to serve new adjoining housing development as it became available. However due to an increased demand for pupil places a single temporary classroom was permitted to the north east of the school when the school opened with a further double classroom and additional car parking granted permission in 2015. One of the classrooms of the double temporary unit is occupied; the remaining classroom will be occupied in September 2016. The proposal seeks to replace the temporary accommodation with a permanent extension to accommodate existing/proposed pupils at the school.

3. The Proposal

- 3.1 The proposed extension is positioned at the southern corner of the school and will complete the organisational design principles of the existing school of three classrooms wings arranged around a central courtyard. It will comprise a reception classroom, 2 key stage classrooms, pupil toilets, group/parent interview room, staff preparation room and an increase in external hard standing.
- 3.2 The extension will be of a similar design to the existing building and will be constructed in the same materials, with traditional Hampshire facing brickwork and clay roof tiles for the classrooms and vertical timber cladding with high performance facing brickwork and clay roof tiles for the classrooms and vertical timber cladding with high performance mineral coated felt for the single storey elements. The windows, flashings, and rainwater goods will be grey polyester powder coated (PPC) aluminium to match the existing school in a light grey colour. A grey cladding panel is proposed above the windows in the timber clad areas in a grey shade to compliment the windows. Materials have been chosen to be attractive, durable and sustainably sourced. The current dual pitched gables will be extended to form the volumes of the additional classrooms. The WC provision, group / interview room and staff preparation room will be contained within a flat roofed single storey element. The extensions to the existing single storey canopies will also be detailed to match the existing school.

- 3.3 External Lighting will be located to facilitate safe access and emergency escape routes during hours of darkness. The lighting will be designed to prevent light pollution and avoid nuisance to residential properties. The lighting scheme will be developed to match the principles used for the design of the current school. This includes the use of down-light luminaires installed within the building canopy and the use of bulkhead luminaires installed within the walls adjacent to any footpaths where canopies are not available.
- 3.4 The approved master plan for whole site, as submitted by Taylor Wimpey prior to the construction of the current school, provides an integrated network of footpath and cycle routes with effective links to Church Crookham and Ewshott. The school entrance is approached from the north-west boundary via a network of gently sloping footpaths. A further pedestrian access to the reception play area is provided from south west boundary. The existing pedestrian access principles will remain unchanged. Each entrance is managed by the school with those entering the secure play areas being opened at the beginning and end of the school day.
- 3.5 The parking numbers (26 spaces) will remain unchanged due to the additional car parking spaces that were added as a part of the double temporary classroom planning application made in July 2015. A [School Travel Plan \(STP\)](#) (and [associated appendices](#)) and [Transport Statement \(TS\)](#) form part of the planning application. They were not available for the previous applications for temporary classrooms as survey work was still being undertaken. However they now provide up to date information based on a 4 form entry school and demonstrate that there is a high level of children that walk to school and the school are very proactive in encouraging Park and Stride and walking buses.
- 3.6 The current drainage network installed during the construction of the current school was sized to accommodate the addition of a further 1FE. As such there is capacity for the additional foul drainage to be fed into the adjacent foul sewer and all surface and storm water drainage to be managed on site.
- 3.7 During the construction phase, contractors working hours will be limited to minimise disruption to the community and to avoid unnecessary health and safety risks. Provisions will be made to mitigate the transfer of mud and other debris onto the highway when vehicles are leaving the construction site.
- 3.8 The extension to Tweseldown Infant School has been designed around sustainability principles and embodies a number of features that enable the building to be as efficient in terms of energy reduction and thermal performance. The building has been designed to reduce energy consumption at source. It is to be super insulated to reduce energy loss through the fabric of the building and will perform better than the energy performance required of the current Building Regulations. The building construction will exceed the air tightness target required of the Building Regulations which will again serve to reduce energy loss and consumption. These are key aspects in reducing energy consumption. Artificial lighting

within the building is another of the potential major energy usages and the lighting installation proposed has been designed to be intelligent and to react to the environment. The approach taken is to reduce the use of energy at source so each space is naturally lit as much as possible. The day lighting design has been carefully considered with good levels of day-lighting to each habitable space. Each light fitting is day-light linked with absence detection to ensure the minimum energy is used.

- 3.9 Another key element of the design is a natural ventilation strategy for the building. This strategy includes secure opening vents at high and low level allowing effective cross ventilation and night time cooling. The proposed water usage of the school has also been considered and low water sanitary fittings have been specified throughout the school. All statutory services connected to the building have been fitted with SMART meters to help with the management of energy and monitor consumption within the school. Sustainable surface water drainage will manage all surface and storm water on site within a sustainable drainage systems (SUDS) – located beneath the car park area and at front of the entrance.

4 Development Plan

- 4.1 [Hart District Local Plan \(Replacement\) 1996-2006 and First Alterations to the Hart District Local Plan \(Replacement\) \[HDLP\]](#). The relevant policies are:

- Policy GEN1 (General Policy for Development);
- Policy GEN3 (General Policy for Landscape Character Areas);
- Policy GEN4 (General Design Policy);
- Policy GEN10 (Renewable Energy);
- Policy URB20 (Retention and provision of local services and community facilities);
- Policy T5 (Highway Network);
- Policy T14 (Transport and Development); and
- Policy DEV2 (Queen Elizabeth II Barracks area, Church Crookham).

- 4.2 Paragraph 72 of the [National Planning Policy Framework](#) (NPPF) is a material consideration.

5. Consultations

- 5.1 **Hart District Council (HDC):** No objection.
- 5.2 **Church Crookham Parish Council:** Considers it a shame that the opportunity to build a 4 form entry was not taken at the outset. They are concerned that Construction vehicles do not strictly adhere to site operating times and traffic and parking problems occur during school drop off and pick up times.
- 5.3 **Highway Authority (HA):** No objection.
- 5.4 **County Ecologist:** No objection subject to a biodiversity enhancement scheme.
- 5.5 **County Archaeologist:** No objection.
- 5.6 **County Landscape Architect:** No objection.
- 5.7 **County Councillor Bennison:** Was consulted.

6 Representations

- 6.1 Nine letters of objection have been received. The majority understand the need for additional school places but object on transport grounds as outlined below:

i) Transport Planning Policy

- Concerns have been raised that the TS is biased in favour of the development.
- It has been noted that item 1.1.4 of the TS has been written following superseded guidance and does not seek to elaborate on robust reasons as to why it has not followed the latest guidance.
- The importance of the National Planning Policy Framework (NPPF) (March 2012), should be acknowledged in which Paragraph 35 states that development should be located and designed where practical to:
 - Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- A number of items relating to each of the above were raised, namely the provision of a turning circle for delivery vehicles, controlled

crossing provision and pedestrian improvements, and the identification of near misses as result of the current parking arrangements.

ii) Legal and Inconsiderate Parking

- A number of residents have stated that the TS consider spaces of residents and visitors of residents' bays which are privately owned by either the homeowners or by the management company.
- It has also mentioned that illegal parking has not been considered within the TS.
- The parking beat survey was carried out prior to the School Keep Clear parking restrictions being introduced as at the time the timescales for implementing the Traffic Regulation Order (TRO) were unclear. Concerns are raised that the implementation of the TRO will increase the number of legally parked vehicles and will increase the number of vehicles parked in legal spaces elsewhere.
- Two representations identify that there is a discrepancy between the existing movements set out in the TS and the results of the parking beat survey.
- It was identified that there was an error with regards to the road labelling (between Nepal Gardens and Jubilee Drive) in Table 5.1 of the Transport Statement.

iii) Construction Traffic

- Concerns have been raised to the use and location of the construction access, namely the ability for construction traffic to turn and that it is situated at a point which is heavily trafficked by pedestrians.

7 Commentary

Principle of the Development

- 7.1 The principle of the use of the site is already established with the existing school in occupation. The proposal to extend the school is accepted as it was always the intention that Tweseldown Infant would be a 4 Form Entry school to align with the Local Education Authorities pupil forecasts. The growth has been sooner than anticipated and children are already on site in temporary accommodation. Therefore the issue is whether there are other policies in the development plan which indicates that planning permission should not be granted.

Location and Design

7.2 The location proposed for the extension was identified at the outset of the design of the school when it was recognised that a 4 form entry school would eventually be required to serve the new residents moving into the new community. It will complete the organisational design principles of the existing school of the three classroom wings arrange around a central courtyard or 'learning forum'. The proposed materials will match those used on the existing school buildings and will comprise of traditional Hampshire facing brickwork and clay roof tiles for the classrooms and vertical timber cladding with high performance mineral coated felt for the single storey elements. Windows, flashings and rainwater goods will all match the school in a light grey colour. No objections have been received to the location or design of the extension. The proposal will lead to a significant improvement to the appearance and amenity of the school as it will enable the removal of highly visible temporary classrooms at the front of the school which currently detract from the attractiveness of the site.

Highway Safety and Capacity

7.3 The school is positioned in close proximity to residential dwellings and there are a range of travel choices for pupils, parents and staff to travel by sustainable transport modes. The [TS](#) has demonstrated that there is an extensive network of footways and shared surface roads that are generally in good condition in the vicinity of the site connecting the school to local residential areas. In addition there are cycle routes that can be used to access the school and there are frequent bus services operating within close proximity. However all letters of objection received are concerned about highway safety and capacity issues. The issues raised have been taken seriously by the Highway Authority and in response to the issues raised by residents are addressed as follows:-

Transport Planning Policy

- i) The [TS](#), in accordance with relevant policy, has been produced to provide sufficient information for HCC to make an objective judgement on the transport implications of development proposals. All information contained within the TS follows best practice guidance, standard transport planning practices and is based on evidence (from site visits and surveys), thus there is no bias.
- ii) The TS states that it has been prepared in accordance with the now superseded Department for Transport (DfT) Guidance on Transport Assessment (GTA). However, whilst GTA has been superseded by the NPPF, the NPPF contains no detailed guidance on the content of Transport Assessments and Statements; therefore, this GTA guidance is still widely considered appropriate in this regard. The TS does also accord with the NPPF as clearly set out in Section 2 of the report.
- iii) With regard to the current and proposed delivery and servicing arrangements for the school Section 7.5 of the TS sets out that:

“For general supply deliveries, delivery vehicles currently stop on the highway outside of the school and use the end gate nearest the kitchen, middle gate or main entrance to gain access. It is anticipated that these deliveries will continue to operate in similar way to the existing arrangements.

The newly installed zig-zag and school keep clear markings outside of the school [as shown in Section 4.3 of the TS] prohibit vehicles from stopping between 8.00am and 9.30am and between 2.30pm and 4.00pm on Mondays to Fridays inclusive, therefore, deliveries are managed so as to avoid these times”.

The school expansion proposals are not anticipated to impact upon the number of deliveries to the school site, consequently it is not proposed to alter the existing delivery and servicing arrangements.

- iv) Specific concerns relate to the lack of controlled pedestrian crossings, and the lack of enhancements to the transport infrastructure surrounding the school site. A number of suggested mitigation measures have been outlined by local residents such as:
- a condition on the school expansion that it is not allowed to take place until the spine road through the whole development is opened (to allow traffic to come to the site from different directions);
 - raised Zebra Crossing outside the school;
 - kiss and drop area as part of the proposed expansion of the school where the current car park is;
 - one way system into out of the Sainsbury car park. So to enter at the top of the hill and exit near the roundabout; and
 - a cut through gate at the back of the Willis Hall onto the estate (which will allow for a quicker turnover of cars in/out of the Willis Hall and make it more desirable to park in).
- v) Taylor Wimpey (the developer of Crookham Park) should have opened the spine road on occupation of the 400th dwelling and, as such, are in breach of their Section 106 Agreement. Hampshire County Council and Hart District Council are aware of this and following this up with their respective legal and enforcement teams.
- vi) Section 3 of the [TS Addendum](#) clearly outlines the existing sustainable transport infrastructure within the vicinity of the site. In summary, there is a good provision of footways with uncontrolled crossings and a number of off-road cycle routes in the vicinity of the school.
- vii) Whilst there are no controlled pedestrian crossings within the vicinity of the school, there are a number of uncontrolled pedestrian crossings

with dropped kerbs and tactile paving providing designated crossing points. The school is located within a residential area and as such there is a good network of footways which provide access to the school. The Crookham Park Development in which the school is located, has been designed in accordance with Manual for Streets (2007), providing traffic calming measures such as raised tables at junctions and block paved surfaces. The intention of such features is that motorists entering the area will drive more cautiously and negotiate the right of way with pedestrians on a more conciliatory level, thus providing a safe and unthreatening environment for pedestrians to use; consequently the need for controlled crossings is negated in such a residential area. Despite this, HCC has investigated if the existing uncontrolled crossing located outside of the school meets the relevant criteria to provide a school crossing patrol. Implementation of a school crossing patrol may aid safe pedestrian crossing during the short periods of the day where residents and parents of the school have identified concerns. Recent survey data has identified that the location does meet HCC's criteria, and the school has been included on the waiting list for the provision for a school crossing patrol which will be subject to obtaining funding and finding a suitable applicant to fill the role.

- viii) Providing a kiss and drop area or drop-off loop, as suggested by many residents, is against HCC's 'On-Site School Parking Guidelines'. HCC also has a substantial evidence base of where such arrangements have been implemented and have had a detrimental impact on congestion and safety around school pick up and drop-off times as they encourage more parents/guardians to drive to the school.
- ix) With regard to implementing a one-way system in the Sainsbury's Car Park, HCC does not own or have control of this land; therefore, they cannot change the arrangement of its existing layout as part of this planning application.
- x) A cut through gate at the back of Willis Hall (a park and stride site) is being investigated (still ongoing). There are land ownership issues regarding this cut through which have not yet been resolved, consequently this cannot be proposed as part of the STP at this time, however, it remains a long term aspiration.
- xi) The STP aims address conflict between school traffic and child safety and aims to reduce the number of pupils travelling to school by car, and actively promote walking, scooting and the use of park and stride sites. As a result of fewer pupils travelling to school by car, the conflict between pupils and traffic will be reduced.
- xii) The 2016 Travel to School Census data has just been released, which shows that through the initial measures already being introduced as part of the STP, the number of pupils walking has increased, whilst the number of pupils travelling to school by car has decreased despite an increase in total number of pupils. In 2015, out of 275 responses to the

Census Survey, 218 pupils identified that they travelled to school on foot and 57 travelled to school by car alone. Whilst in 2016, 309 pupils responded to the survey, of which 258 walk to school and 51 travel to school by car alone. These figures demonstrate a lower mode share of travelling to school by car than that obtained from the 2015 STP Survey, which was used to predict the anticipated number of vehicle trips as a result of the school expansion. Thus demonstrating a robust assessment has been undertaken.

- xiii) Both the TS and STP which accompany the planning application identify that a number of near misses have been recorded and that pupil safety is a key issue. The STP identifies a number of measures in the STP Action Plan to help address this, largely through education and awareness training for pupils. The school also actively tries to reduce conflict by having staff patrolling the roads in the immediate vicinity of the school at start and finish times. Staff ask all parents parked inappropriately or unsafely to move on. Furthermore, both Police and Hart District Council Civil Enforcement Officers frequent the site in order to help educate and enforce and parents to park appropriately

Legal and Inconsiderate Parking

- 7.4 A parking beat survey was undertaken to assess the current parking situation, and determine whether spaces in the vicinity of the school are currently being used. Section 2.10.9 of the [TS Addendum](#) clearly states that “Zones 1 – 3 ... are residential parking courts; consequently public parking should not occur in these assigned parking spaces. Removal of these parking spaces from the above analysis therefore equates to between 48 and 35 available undesignated parking spaces on the local highway at 08:30 and 15:00 respectively”. Whilst neither the TS nor STP promote parking on residential roads surrounding the school; and instead promote more sustainable modes of travel, such as walking, scooting and the use of park and stride sites; the number of parking spaces is sufficient to accommodate the additional off-site parking associated with the school expansion (11 vehicles).
- 7.5 With regard to comments received that illegal parking has not been considered within the [TS](#) section 2.11 and 4.1.4 of the TS Addendum and/or 4.10 of the TS entitled ‘Inconsiderate Parking’ covers this issue. This section reports the findings of the parking beat survey where parking was occurring in inconsiderate places, such as on verges, on double yellow lines and not within designated parking bays within car parks. Any vehicle observed to be contravening the waiting and parking rules (238 to 252) set out in the Highway Code during the parking beat survey was recorded and has been included within the analysis, however, not all of these are deemed illegal (i.e. not enforceable by law), hence the catch all term of ‘inconsiderate parking’ has been used. As such, it is clearly identified within the TS that a number of inconsiderate or ‘illegal’ parking instances around the school drop-off and pick-up are occurring.

- 7.6 The parking restrictions have been introduced directly outside the school frontage (referred to as Jubilee Drive (A) within the TS). During the parking beat survey it was determined that there were no legal parking spaces on this section of road (i.e. no spaces which didn't contravene parking rules 238 to 252 set out in the Highway Code) as identified in Table 4.4 and 4.5 in the TS and Tables 2.4 and 2.5 in the TS Addendum. Consequently, any vehicle parked in this location was deemed to be inconsiderately (and/or illegally) parked; hence the introduction of the TRO will not have increased the number of inconsiderately/illegally parked vehicles. The only significant difference being, that vehicles now parking in this location can be issued with a Penalty Charge Notice. Hampshire Services understand that since the markings have been introduced Hart District Council Civil Enforcement Officers have been enforcing the TRO around school times.
- 7.7 In respect to the discrepancy between the existing movements set out in the TS and the results of the parking beat survey, the parking beat survey recorded all vehicles parked within the survey area regardless of journey purpose. Therefore, vehicles of residents, visitors and those using the local centre will have been included, in addition to those generated by the school. Whereas the TS only considers the movements generated by the pupils and staff of the school, hence the difference arising in the number of movements.
- 7.8 It is accepted that there was an error with regards to the road labelling (between Nepal Gardens and Jubilee Drive) which occurred due to discrepancies in road names on different types of mapping. This issue has since been resolved in the [TS Addendum](#), issued on the 17th March 2016.

Construction traffic

- 7.9 Section 11.4 of the [TS](#) entitled Construction Traffic Management Plan identifies that construction traffic will be managed to avoid deliveries occurring at peak times, particularly around the start and finish of the school day. Furthermore, it is intended that all construction traffic would enter and egress from the school site in a forward gear. Provision of swept path analysis plans which demonstrate that construction traffic is able to turn within the school site would be provided as part of the Contractors Site Access Plans which will be produced should planning permission be granted.
- 7.10 In conclusion, in highway terms it is recognised that the development will result in a number of additional vehicles accessing and parking on the roads surrounding the school for school drop off/pick up. However it is considered that the local highway network can accommodate both the anticipated level of vehicle movements and number of cars parking on the local highway network without compromising network capacity or safety. The recently introduced parking restrictions outside the school entrance should reduce the problems previously experienced at this location.
- 7.11 The proposed level of staff car parking, pupil cycle/scooter parking and the school's aim to encourage and promote sustainable methods of travel via the

STP, will all help mitigate the increase in traffic to the school site and on local residential roads.

Ecology

7.12 In any consent the opportunity should be sought to secure biodiversity enhancements in line with NPPF and the planning authority's duty under the NERC Act 2006. It is therefore proposed that such a scheme is required as a condition of the planning permission to support national policy and enhance further the school's environment.

8 Summary

8.1 In conclusion, it is considered that the proposal is in accordance with the relevant policies in the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement) and paragraph 72 of the NPPF.

9 Recommendation

9.1 That planning permission shall be GRANTED subject to the conditions listed in integral Appendix B.

Appendices:

Integral Appendix A – Corporate or Legal Information

Integral Appendix B – Conditions

Integral Appendix C – Annexe to Reasons for Conditions/Refusal

Appendix D - Location Plan

Appendix E – Plans and elevations

Other documents relating to this application:

<http://www3.hants.gov.uk/mineralsandwaste/application-details.htm?id=17091>

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

Hampshire safer and more secure for all:	No
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	No
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	No
Corporate Improvement plan link number (if appropriate):	
OR	
This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:	
The proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste planning authority.	

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

<http://www3.hants.gov.uk/mineralsandwaste/application-details.htm?id=17091>

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.

2. No later than one month from the commencement of use of the new extensions, the temporary classroom unit(s) shall be removed from the school campus and the land reinstated as soon as possible.

Reason: The buildings are considered unsuitable for permanent retention and in accordance with Policy GEN1 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement).

Hours of Working

3. There shall be no access to the development site by any traffic associated with the construction/demolition (i.e. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0830 and 0915; and in the afternoon between 1515 and 1545 Monday to Friday.

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 and in accordance with Policy T14 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement).

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 and in accordance with Policy GEN1 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement).

Materials

5. The external materials to be used shall match as closely as possible in type, colour and texture to those on the existing building.

Reason: To secure a satisfactory development and in accordance with Policy GEN 4 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement).

Landscaping

6. The trees to be retained shall be protected during building operations by the erection of protective fencing in strict compliance with the requirements of the Local Planning Authority relating to their protection. The existing trees shall not be lopped, topped, felled or destroyed without the prior approval in writing of the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of natural features and in accordance with Policy GEN 3 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement).

7. Before any works are commenced on site, measures shall be taken to protect from damage those trees on the site which are to be retained. Such measures shall be maintained for the duration of the building contract works.

Reason: In the interest of preserving the natural features of the site and in accordance with Policy GEN 3 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement).

Ecology

8. Prior to commencement of development, a detailed scheme of biodiversity enhancements (which include features such as bird and bat boxes on the proposed buildings or other habitat features around the site) to be incorporated into the development shall be submitted for written approval to the Local Planning Authority.

Reason: To enhance biodiversity in accordance with NPPF, and the Local Planning Authorities' duty under the NERC Act and Policy LP44 of the Local Plan (which references securing a net gain of on-site biodiversity) and in accordance with Policy CON 4 of the Hart District Local Plan (Replacement) 1996-2006 and First Alterations to the Hart District Local Plan (Replacement).

Plans

9. The development hereby permitted shall be carried out in accordance with the following approved plans: P10985-HCC-DR-A-001, P10985-HCC-DR-A-010, P10985-HCC-DR-A-011, P10985-HCC-DR-A-015, P10985-HCC-DR-A-020, P10985-HCC-DR-A-025, P10985-HCC-DR-A-026, P10985-HCC-DR-A-030, P10985-HCC-DR-A-035, P10985-HCC-VS-A-005, RJ511151-001(Rev A).

Reason: For the avoidance of doubt and in the interests of proper planning.

Note to applicant

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts.

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

**Hart District Local Plan (Replacement) 1996-2006 and First
Alterations to the Hart District Local Plan (Replacement) 1996-
2006 Saved Policies**

Policy GEN 1 General Policy for Development

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 GEN 3 General policy for landscape character areas

Gen 3 within the landscape character areas, as indicated below and shown on the proposals map, development will be permitted if it does not adversely affect the particular character of the landscape, and is in accordance with other policies of this plan.

1. Wellington
2. Tylney
3. Bartley
4. Whitewater Valley
5. Blackwater Valley
6. Firgrove
7. Bramshill
8. Hazeley / West Green
9. Winchfield
10. Dogmersfield
11. Hart Valley
12. Minley
13. Tweseldown
14. Redlands
15. Hart Downs

Policy GEN 4 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 GEN 10 Renewable Energy

Gen 10 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 location is necessary as the particular resource can only be harnessed where it occurs.

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.

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 T14 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 effectively 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.

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 surgery building of approximately 740 square metres and associated car parking and delivery space); and
 - 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.
- B) On at least 34.7 hectares of open space, woodland and previously undeveloped land (or an equivalent area) within the site:
- ix) Open space for formal recreation on at least 7.6 hectares;
 - x) Open space for informal recreation on at least 10.1 hectares;
 - xi) Land, comprising Sites of Importance for Nature Conservation within the site set aside and managed for nature conservation on 17 hectares.
- C) The balance of the site is required to secure a means of access and to provide a rural setting on the edge of the site.

National Planning Policy Framework (NPPF) 2012

Paragraph 72

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.