

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	18 May 2016
<b>Title:</b>	Application for two form entry, two storey primary school with associated parking and external works at The Western School Site, Queens Avenue, Aldershot GU11 2DP. (Application No. 16/00144/HCC) (Site Ref: RME036)
<b>Reference:</b>	7508
<b>Report From:</b>	Head of Strategic Planning

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## 1. Executive Summary

- 1.1. Planning permission is sought for the construction of a two form entry, two storey primary school, with associated parking and external works, at Queen's Avenue, north of Aldershot Town Centre. The proposed school is to serve the Aldershot Urban Expansion Area (AUE), which will provide 3,850 new homes. The school site formed part of the outline planning permission granted on 11 March 2015 (Ref 12/00958/OUT) submitted by Grainger (Aldershot) Ltd and Secretary for Defence. The site is referred to as the Western School in the School End Zone 1 of the Wellesley Masterplan and will be located adjacent to the site for a proposed neighbourhood centre.
- 1.2. When considering the application the key issues to be taken into consideration are highways safety, the parking provision for staff on site, design, scale and massing of the proposed school buildings, biodiversity, sustainability features and landscape impact.
- 1.3. It is considered that the proposal is in accordance with the Saved Rushmoor Local Plan Review 1996-2011 and Rushmoor Plan Core Strategy 2011 and therefore that planning permission should be granted for the above reasons, subject to the conditions listed in Integral Appendix B.

## 2. Site

- 2.1 Outline planning permission (ref. [12/00958/OUT](#)) was granted by Rushmoor Borough Council (RBC) in March 2013 for 3,850 homes, a local neighbourhood centre, two primary schools, a waste facility, employment and community buildings, sports facilities, play spaces, formal open space

and suitable alternative natural green spaces (SANGS) including full details for Phase 1, at land at the Ministry of Defence's former Aldershot garrison (known as Wellesley, Aldershot Urban Extension). To assist in the identification of areas and the phasing of development the application included a Development Zone Plan (HPA 2) which divides the overall site into 20 named and colour coded areas. The first of the new primary schools, "Western", subject of this application, is within Zone I (School End). A second "Eastern" school is proposed within Zone N.

- 2.2 The school site (2.9 hectares) is currently an open grass area with a demolished MOD depot on its western part. It is bounded to the north by Alison's Road and to the east by Queen's Avenue, a key road in the development. The southern boundary will be determined by the proposed new Steele's Road whilst its western side will be bounded by housing. It is located within a conservation area and will adjoin the curtilage of the Alexander Observatory, a Grade II Listed Building which fronts Queen's Avenue. The existing rows of trees on Queen's Avenue and Alison Road frontages are significant parts of the overall masterplan landscape strategy. Other individual trees are located within the site.
- 2.3 The site falls approximately 6 metres from south east to north west. The site will require some remodelling to create level access for the school building, playcourt and pitches. The cut and fill should seek to provide a level access and retain as many trees as possible along Queen's Avenue. New levels should tie in with adjacent roads (Queen's Avenue and Alison's Road) and respect the curtilage of the Observatory.
- 2.4 Laboratory testing of samples of the topsoil and made ground on the site has recorded the presence of asbestos. To facilitate the delivery of the school the areas of soft landscape will have to be remediated. This comprises laying a geotextile membrane in any areas of proposed soft landscaping and importing clean material to lay down over the textile ensuring no risk to users of the school site.

### **3. The Proposal**

- 3.1 The application is for the construction of a new two form-entry, two storey primary school, with associated parking and external works. The school forms part of the County's Primary School Programme.
- 3.2 The new school has been designed in accordance with a [Design Brief](#) approved by Rushmoor Borough Council and Grainger (developer) as required under the Section 106 agreement. It will also apply to the second school when it comes forward in the programme. The Design Brief is heavily influenced by the school sites prominent position within a conservation area and surrounded by a number of heritage assets. The proposals seek to respond to the heritage assets by:
  - Adopting the townscape principles of the AUE of "place making" by creating a courtyard form;

- Predominantly using two storey pitched roof building forms;
  - Using traditional materials to reflect the listed buildings in the area;
  - Using other traditional materials such as timber to the doors and zinc seamed roofs;
  - Respecting the setting of the Alexander Observatory;
  - Retaining the significant lines of trees fronting Queen's Avenue;
  - Paving the main entrance in material be selected from the developer's heritage materials pallet; and
  - Addressing surrounding development proposals - the entrance will be located on Queen's Avenue facing the proposed neighbourhood centre and will be on a key east/west pedestrian route through the proposed housing.
- 3.3 Areas that have the potential for community use such as the hall, music and drama areas will be located on the main frontage to Queen's Avenue. The football pitches will also be available for community use. The design also incorporates a central courtyard to function as a social and curriculum space at the heart of the school following the intention of the masterplan to create defined spaces. The courtyard form and two storey scale of the buildings takes reference from the Grade II listed 4th Division Headquarters opposite. It will initially be built as a two form entry (2FE) Primary School for a maximum of 420 pupils aged 4-11 years which will eventually be extended to a three form entry (3FE) school to accommodate 630 pupils. The first phase of the school for the 2 FE will be arranged in three wings around the courtyard. When the school expands to a 3FE to meet the future needs of the later phases of the housing development, the fourth wing on the south side of the courtyard will be constructed. This is likely to be in approximately 7 years time.
- 3.4 The two form school includes 14 classrooms, eight of which will accommodate junior school children (age 7-11years) and six accommodating infant school children (4-7 years). It will have an internal floorspace of 2,500 sq. m.
- 3.5 In accordance with the Developer's Strategy, the school will predominantly have pitched roofs which will face onto Public Open Spaces, or Primary, Secondary and Tertiary streets on all 'Principle frontage elevations'. It is proposed that the pitched roof will be formed in zinc formed in standing seams.
- 3.6 It is proposed that the south facing pitched roofs will have Photovoltaic Panels (PV). The PV panels will be facing Steele's Road. They will not be located on Queen's Avenue or Alison's Road frontages. The 3 building forms will have predominantly brick façades on the publicly visible elevations with

some areas of timber. Timber facades will line the courtyard and small areas of timber will be created on the street elevations. Vents to the plant room will also be formed in timber louvres. The bricks will be clay bricks with full through colour. The brick will be red and sympathetic to the historic buildings in the area. Solid canopies and timber and steel brise-soleil will provide shade to the more exposed elevations and play areas.

- 3.7 The proposal has been designed around the Building Research establishment Environmental Assessment Method (BREEAM) and is targeting BREEAM “very good” accreditation. Sustainability measures proposed include: Photovoltaics on south facing roofs; use of sustainably sourced timber; an air-tight and well-insulated building envelope, high performance windows, doors and roof lights, provision of excellent levels of day lighting to all teaching areas to reduce energy use, strategic placement of extended roof canopies above large glazing areas to avoid summer time overheating, natural ventilation to main spaces, improved biodiversity around the site, energy efficient lighting and heating controls, low water-consumption sanitary installations, smart metering and energy displays in public entrance area, the exclusive use of timber that is FSC certified and from sustainable sources. A site waste management plan will be developed to ensure that during construction the principles of minimising waste are maintained.
- 3.8 Emergency lighting will provide safe egress from emergency escape routes during hours of darkness, whilst column lights will be used in the car park and adjoining footpath when the school is operational. These lights will be carefully designed to prevent light pollution and nuisance to residential properties. They will be controlled with photocells and timers to avoid disturbance to residents.
- 3.9 The general principle for the overall AUE scheme is for each development zone to dispose of the surface water drainage via traditional piped networks which either discharge directly or indirectly to the Basingstoke Canal to the north of the site. Each development zone will be required to discharge at controlled rates and attenuate as required within the respective boundary of that zone, the surface water from up to and including the 1 in 100yr plus 30% climate change storm. The proposed surface water drainage for the school site will be designed in accordance with the above and will incorporate sustainable drainage systems (SUDs) features wherever possible.
- 3.10 Vehicular access will be via the staff car park in Steele’s Road off Queen’s Avenue adjacent to the observatory. This car park will be strictly for staff use and taxi drop off and pick up of Special Education Need (SEN) pupils only. Car parking for staff, cycles and pupil cycles and scooters are provided in accordance with Hampshire Parking and Cycle Storage Standards 2013. There will be a separate pedestrian gate, plus two further pedestrian gates on Queen’s Avenue and Alison’s Road. Cycle and scooter storage will be covered to encourage local families to cycle and scoot to school using the network of shared use pedestrian and cycle paths. In total there will be 38

car parking spaces (including 2 accessible), 11 hoops for pupil cycles, 3 staff cycle spaces (to be stored separately), 42 scooter spaces and one for a powered two wheeler. It is anticipated that cycle and scooter storage will be close to the pedestrian entrances off Alison's Road and Steele's Road.

3.11 The long term proposals for the road network will be proposed and carried out by the developer subject to HCC Highways' approval and are therefore illustrative at this stage. Proposals include the following:

- The junction of Alison's Road and Queen's Avenue will be reconfigured.
  - Queen's Avenue will be narrowed with a pedestrian link between the school site and the neighbourhood centre.
  - New bus stops will be provided in close proximity to the school and Neighbourhood Centre.
  - The existing on road cycle way will be relocated within the public realm.
  - Alison's Road will be narrowed to create a new drop off zone adjacent to the school. This will be constructed with the adjacent residential area to enable parents to turn left after the drop off zone rather than being forced to continue to the west of the development and/or onto Farnborough Road.

3.12 Short Term - opening of the school

- Steele's Road will be extended to the western side of Queen's Avenue which will provide access to the school site for staff parking and deliveries.
- Steele's Road will be extended to link to the existing parade ground which will provide temporary parking. The temporary parking area will be retained on site until the drop off zone is completed on Alison's Road.
- A pedestrian link will be provided from the temporary parking area to the school site.
- The existing bus stop on Queen's Avenue, at the Steele's Road junction will be temporarily moved to the north of Queen's Avenue, opposite the entrance to the proposed school site.
- The existing access from Alison's Road to the school site will be retained to provide a maintenance access.

A Transport Assessment has been prepared to support this application

3.13 Further potential park and stride sites such as St Andrew's Church of Scotland as well as the St Michael' and St George Cathedral Church of the Forces might also be available for use once the school is in operation.

- 3.14 There is a series of well planned access routes to the AUE development and building on the existing network of cycle ways and footpaths in the AUE, the development will create a strong pedestrian connection across the neighbourhood. A connection between the Western and Eastern Primary Schools will be a priority as well as pedestrian connections to the surrounding area.
- 3.15 The school is due to be completed for opening in September 2017 to align with the anticipated occupation of the new housing within the development area. It is anticipated that the total number of pupils will build gradually once the school opens, with an initial intake of up to 30 infant age children. The academy trust intends to have a phased increase in pupil numbers by an additional 60 each year until the school reaches full capacity in either September 2022 or 2023 depending on the build out rates of the housing development.

#### **4. Planning History**

- 4.1 The site formed part of the MoD estate and the majority of the original development was carried out before the introduction of the Town and Country Planning Act 1947. Subsequent development was carried out either under Crown immunity or as permitted development.
- 4.2 In 2001, development proposals were announced by the Ministry of Defence as part of the Strategic Defence review for the large scale redevelopment of the Aldershot Military Town. Known as project Allenby/Connaught, it identified 150 hectares of land north of Aldershot Town Centre as surplus to military requirements available for redevelopment.

#### **5. Development Plan**

- 5.1 [National Planning Policy Framework](#) (NPPF) (published March 2012) Paragraph 72 is a material consideration, giving weight to the need to create schools to meet the needs of new communities. South East Plan, 2009 Policy NRM6: Thames Basin Heaths Special Protection Area (Saved policy)
- 5.2 The [Saved Rushmoor Local Plan Review 1996-2011](#) (SRLPR) (2000) and the [Rushmoor Core Strategy \(RCC\)\(2011\)](#) are the relevant Development Plans for the area. The following policies are relevant to this proposal.

Joint Core Strategy:

- Policy SP1 (Aldershot Urban Expansion);
- Policy CP1 (Sustainable Development Principles);
- Policy CP2 (Design and Heritage);
- Policy CP3 (Renewable Energy and Sustainable Construction);

- Policy CP4 (Surface Water Flooding);
- Policy CP9 (Skills and Training);
- Policy CP10 (Infrastructure Provision);
- Policy CP16 (Reducing and Managing Travel Demand).

Saved policies:

- Policy ENV13 (Trees); and
- Policy ENV16 (General Development Criteria).

5.3 In 2002, [Supplementary Planning Guidance for the Aldershot Military Town](#) was adopted by Rushmoor Borough Council. The document provided guidance for development proposals affecting the entire Military Town. The [Aldershot Urban Extension Supplementary Planning Document](#) (SPD) was also adopted in 2009.

## 6. Consultations

- 6.1 **Rushmoor Borough Council:** No objection subject to conditions concerning samples of external materials and landscaping proposals.
- 6.2 **Highway Authority:** No objection subject to conditions concerning a School Travel Plan, Construction Traffic Management Plan and vehicle tracking information for the new vehicle accesses.
- 6.3 **County Ecologist:** No objection subject to a condition concerning a schedule of ecological enhancements.
- 6.4 **County Landscape Architect:** No objection subject to a Landscape Management Plan, details of the pond construction and tree pit details.
- 6.5 **County Archaeologist:** No objection and can confirm that the archaeological field work for this development plot has been completed.
- 6.6 **Defence Infrastructure Organisation:** Was consulted.
- 6.7 **Grainger PLC:** Was consulted.
- 6.8 **County Councillor Choudhary:** Was consulted.

## 7. Representations

- 7.1 No representations have been received in relation to this application.

## 8. Commentary

### Principle of the Development

- 8.1 The principle of a school in this location was accepted as part of the outline planning consent ([12/00958/OUT](#)) granted for the AUE site by Rushmoor Borough Council in 2013. The location of the proposed school accords with the plans and relevant S106 agreement for the AUE.
- 8.2 Provision for primary education at Wellesley, as part of the neighbourhood centre, accords with Policy SP1 of the RCS (2011). Proposals for new education facilities are also supported in principle by Policy CP9 of the RCS, and paragraph 72 of the NPPF (2012).

### Design

- 8.3 The design principles have been developed to accord with the approved [Design Brief](#) for the site. The design of the school is of high quality; it will actively engage with, and be visually connected to the neighbourhood centre to satisfy the Design Brief. It is recommended that to ensure the materials, colours and finishes to be used are appropriate to the development and surrounding area, a condition should be attached requesting final details are submitted for approval. Through the use of materials, sustainability measures, and design taking its reference from the surrounding historic buildings and to reflect its position within a conservation area, it can be demonstrated that the proposal will create an individual place with a distinctive character as required by Policy CP2 of the RCS (2011). The proposal incorporates sustainability measures to improve biodiversity by way of landscaping and green roofs which accords with Policy CP1 of the RCS (2011).
- 8.4 In accordance with Policies SP1, CP1 & CP3, of the RCS (2011), the proposal is targeting “BREEAM Very Good” and a condition is attached to ensure that the site-wide target rating of “very good” is achieved as a minimum. These elements will ensure there is minimal energy loss and consumption, with a proportion of energy requirements being met on site

### Highway Safety & Capacity

- 8.5 The Local Highways Authority is satisfied that the proposed levels of on-site staff and visitor car parking, and covered storage for cycles and scooters, are in line with the requirements of [Hampshire's On-site School Parking Guidelines \(April 2013\)](#), and are therefore in accordance with Policy CP10 of the RCS (2011). Based on the anticipated trip generation detailed in the submitted Transport Statement, the Local Highway Authority considers that the level of traffic can be accommodated on the road without compromising network capacity. A number of trips are likely to be part of linked trips to the local centre. This parking demand has been accommodated within the site masterplan and the roads that border the site have been designed to be of sufficient width and design to limit congestion at times of pupil collection and drop off. This is therefore not considered to represent a significant impact on

the safety or operation of the local road network. A School Travel Plan will be required to encourage alternative means to travel to school imposed by a planning condition in accordance with Policy CP16 of the RCS (2011)

### Ecology

- 8.6 The AUE development lies within 5kms of the Thames Basin Heaths Special Protection Area. At the outline planning application stage for the development an ecological impact assessment was provided as part of the Environmental Statement. This was supported by a series of desk-based surveys, an Extended Phase 1 habitat survey and species-specific field surveys for the Wellesley site and the proposed Suitable Alternative Natural Green Space (SANGS). A combination of planning conditions and provisions within the S.106 agreement, in particular in relation to SANGS Ecological Management Plans, are considered to address satisfactorily the findings of the Environmental Statement and secure the implementation of appropriate ecological mitigation. This prevents significant adverse effects on nearby designated sites, including the Thames Basin Heath SPA. The proposal is therefore in compliance with Policy NRM6 of the South East Plan 2009 and Policy CP13 of the RCS (2011).
- 8.7 The application site itself is of limited ecological value and various aspects (including buildings and the majority of trees) have already been cleared. One tree is remaining and supports a protected bat roost. The tree is already subject to removal under a previous planning consent and a European Protected Species Licence from Natural England is in place to enable the lawful removal of the tree. The licence includes relevant mitigation and compensation for loss of the bat roost.
- 8.8 The site partly encompasses a Road Verge of Ecological Importance (part of which, outside the development site, is also designated as a Site of Importance for Nature Conservation (SINC)). However the ecological information provided concludes that the school proposals are unlikely to result in impacts to the plant species for which both of these designations occur due to the location of the plant populations within those sites.
- 8.9 The scheme includes a swale and various hedgerow/tree planting. However it is recommended that a package of ecological enhancements as part of the scheme, are sought by condition. This might include features such as bird and bat boxes on the proposed buildings or other habitat features around the site.

### Landscape

- 8.10 The site is located within Townscape Character Area: ALDO1b of the [Hampshire Integrated Landscape Character Assessment](#). It comprises the military barracks of Aldershot (known as North Camp and Montgomery Lines) which link the urban areas of Farnborough with the town of Aldershot. This area is broadly characterised by its spatial qualities with fine grain, intensive uses (such as barrack blocks) and a setting of very generous

grounds comprising sports fields, recreation grounds and green open spaces.

8.11 A distinctive feature of this character area is the wide boulevard streets which cross part of it, designed for military processions and the movement of large numbers of soldiers and equipment. This area is an interesting mix of both old and new, including a number of important historic buildings (most of which are statutory listed) and two conservation areas; Aldershot Military Town Conservation Area and the Basingstoke Canal Conservation Area.

8.12 Upon advice of the landscape officer, a condition is recommended to be attached to any planning consent to ensure a management plan and other details are submitted to ensure the school and public realm is attractive, safe and accessible. This will ensure that the proposal is in accordance with Policies CP2, RCS (2011) & ENV13 & ENV16 of the SRLPR (2000).

## **9. Summary**

9.1 In conclusion, it is considered that the proposal is in accordance with the relevant policies in the development plan (summary attached), including the Rushmoor Joint Core Strategy (2011) policies which support the principle of provision of a primary school as part of the Wellesley, Aldershot Urban Extension.

## **10. Recommendation**

10.1 That planning permission shall be GRANTED for the above reasons, 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 – Layout Plan & elevations

Other documents relating to this application:

<http://www3.hants.gov.uk/mineralsandwaste/application-details.htm?id=17097>

RefRpt/7508/JS

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

<b>Hampshire safer and more secure for all:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>OR</b>	
<b>This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:</b>	
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

None

## 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.

### Hours of Working

2. 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.

### Materials

3. 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 prior to commencement of the development. Notwithstanding this, the bricks used in the main external elevations of the school building shall be red brick and sympathetic to the historic buildings in the vicinity. The development shall be completed and retained in accordance with the details so approved.

Reason: To ensure satisfactory external appearance and to safeguard the character and appearance of the Aldershot Military Conservation Area and in accordance with Policy ENV16 of the Saved Rushmoor Local Plan Review 1996-2011 (adopted 2000).

### Highways

4. 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.

5. Plans and particulars showing the vehicle tracking information for the new vehicle accesses shall be submitted to and approved by the Local Planning Authority in writing before the development commences.

Reason: In the interests of highway safety and in accordance with Policy ENV16 of the Saved Local Plan Review 1996-2011 (adopted 2000).

6. No vehicular or pedestrian access other than that shown on the approved plans (P008875-P103D, P008875-P117, P008875-P118, P008875-P119, P008875-P120) shall be formed to the site, without the prior approval of the Local Planning Authority in writing.

Reason: In the interests of highway safety and in accordance with Policy ENV16 of the Saved Local Plan Review 1996-2011 (2000).

7. A full School Travel Plan demonstrating the interventions, incentives and targets which will be implemented to promote a reduction in single occupancy car trips by pupils to the site should be submitted to and approved in writing by the Local Planning Authority within 12 months of the school being occupied.

Reason: To support sustainable transport policy and in accordance with Policy CP16 of the Rushmoor Plan Core Strategy (2011).

### **Hard and soft landscaping**

8. 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 ENV13 of the Saved Rushmoor Local Plan Review 1996-2001 (2000).

9. The landscaping proposals, including the replacement semi-mature tree planting detailed on drawing number P008875 - P119, shall be carried out within the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner. Any tree/shrub removed, dying or becoming seriously diseased within 5 years of planting shall be replaced by trees shrubs of a similar size and the same species as those originally required to be planted.

Reason: To mitigate against the loss of mature trees on the site and to safeguard the character, appearance and ecological value of the area and

in accordance with Policy ENV16 of the Saved Rushmoor Local Plan Review 1996-2011 (2000).

### **Sustainability**

10. Within three months of occupation of the building hereby permitted, a copy of a post-construction completion certificate verifying that the building has achieved a BREEAM “very good” rating or above, shall be submitted to the Local Planning Authority.

Reason: To ensure the development achieves the lowest level of carbon emissions and water consumption in accordance with Policy CP3 of the Rushmoor Plan Core Strategy (2011).

### **Ecology**

11. 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 in accordance with Policy CP15 of the Rushmoor Plan Core Strategy (2011).

### **Plans**

12. The development hereby permitted shall be carried out in accordance with the following approved plans: P08875-P100, P08875-P101, P08875-P102, P08875-P103D, P08875-P104, P08875-P105, P08875-P106, P08875-P107, P08875-P108, P08875-P109, P08875-P111, P08875-P112, P08875-P113, P08875-P114, P08875-P115, P08875-P116, P08875-P117, P08875-P118, P08875-P119, P08875-P120, P08875-P121, P08875-P122

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

### **Note to Applicants**

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)*

**Saved Rushmoor Local Plan Review 1996-2011 (Adopted 2000)**

**Policy ENV13 – Trees**

The Council will not permit development which would adversely affect existing trees worthy of retention, particularly those subject to Tree Preservation Orders.

**ENV16 – General Development Criteria**

ENV16 - Major Sites

Development on major sites, which is in accordance with other policies of the local plan, will be permitted provided that:-

- (i) the development does not result in any demonstrable harm to amenity;
- (ii) the scale, layout, materials and design are consistent with the character and appearance of the area and the relationship with adjoining development;
- (iii) adequate consideration has been given to the design of spaces around and between buildings, with use of hard and soft landscaping;
- (iv) existing landscape features are used to advantage and, where appropriate, new landscaping is included;
- (v) existing and potential nature conservation value is considered in both design and future management;
- (vi) an accurate and detailed site survey has been undertaken and submitted to the Council, including the location of all trees, hedges and groups of shrubs affected by the proposed development;
- (vii) adequate provision is made for parking, highway and servicing arrangements without detriment to the quality of the environment;
- (viii) the site is accessible to, or provision can be made for, a range of transport modes for public transport, cyclists and pedestrians;
- (ix) the applicant has had regard to the need to conserve energy, by considering orientation and exposure to prevailing wind and incorporating design and construction features which will reduce energy demand; and
- (x) The development would not harm water quality and adequate consideration has been given to the need to conserve water resources through measures to reduce demand and increase efficiency.

## Rushmoor Plan Core Strategy (2011)

### Policy SP1 - Aldershot Urban Extension

Land to the north of Aldershot Town Centre is identified for a sustainable, well designed residential led, mixed use development. The overall make up of the development will be subject to detailed studies of site viability. The Council will work with partners to grant planning permission for development which meets the following criteria:

- a. Phased delivery of about 4,250 homes between 2014 and 2027;
- b. A target of 35% of homes to be sought as affordable housing;
- c. Phased delivery of social, physical and community infrastructure to include two new primary schools, pre-school facilities, community centre, health facilities, open space and recreational facilities, allotments and waste facilities;
- d. Measures to avoid and mitigate any impact of development upon the Thames Basin Heaths Special Protection Area including the provision of Suitable Alternative Natural Greenspace, and Strategic Access Management and Monitoring measures;
- e. Small scale local employment opportunities reflecting the guidance in the AUE Supplementary Planning Document;
- f. The provision of a local neighbourhood centre to include community uses and small scale local retail, service and food and drink facilities within a mix of small units within Use Classes A1, A2, A3, A4 and A5;
- g. Transport infrastructure improvements to include those set out in the relevant section of the Rushmoor Infrastructure Plan and any other requirements identified through a detailed Transport Assessment to accompany any planning application;
- h. High quality urban design reflecting the content of adopted local design guidance;
- i. Includes measures to support the regeneration of Aldershot Town Centre including the provision of good pedestrian, cycle and public transport links between the new development and the town centre;
- j. Includes measures to provide good pedestrian and cycle links to other destinations including North Camp (District Centre and Railway Station) and relevant secondary schools;
- k. Has regard to the character of the Aldershot Military Town and Basingstoke Canal Conservation Areas and provides for the retention and improvement of heritage assets<sup>(43)</sup> including listed buildings and monuments, with priority to be given to the appropriate reuse of the Cambridge Military Hospital;
- l. Measures to demonstrate adaptation and mitigation to climate change including:
  - Efficient design and layout
  - The provision of on-site renewable energy
  - Water efficiency measures
  - Integration of Sustainable Drainage Systems
  - Design and initiatives which encourage the use of non car modes for travel, including the use of Travel Plans
  - Sustainable construction techniques and energy efficiency measures; and
- m. Has regard to the principles of the adopted Aldershot Urban Extension Supplementary Planning Document.

## Policy CP1 - Sustainable Development Principles

Development will be permitted subject to:

- a. Making efficient use of resources including land, buildings, water, and infrastructure, and giving priority to previously developed land;<sup>(65)</sup>
- b. Promoting design and layouts which take account of the need to adapt to and mitigate against the effects of climate change, including the use of renewable energy;
- c. Maximising development opportunities in accessible locations;
- d. Supporting initiatives, including travel plans and improvements to public transport, to encourage non-car based travel, as well as measures that reduce the need to travel;
- e. Not causing significant harm to biodiversity, and including measures for biodiversity conservation and enhancement;
- f. No substantial harm to, or loss of significance of, heritage assets or their setting, particularly those of national significance;
- g. Including measures to address flooding and the risks from flooding, particularly close to the River Blackwater and Cove Brook;
- h. Protecting, and where opportunities arise, enhancing the quality of natural resources including water, air and soil, particularly water quality at the River Blackwater and Cove Brook, and air quality on European designated sites;
- i. Including proposals for waste minimisation including use of sustainable construction methods and space for recycling;
- j. Minimising the emission of pollutants into the wider environment.

## Policy CP2 - Design and Heritage

Development proposals will be permitted provided that they:

- a. Include high quality design that respects the character and appearance of the local area;
- b. Protect and enhance the Borough's heritage assets,<sup>(73)</sup> including its military and aviation history, with particular protection to be given to nationally designated sites;
- c. Provide safe and secure communities through, for example, compliance with Secured by Design;
- d. Do not result in any demonstrable harm to amenity;
- e. Provide accessible and attractive pedestrian and cycle routes to ensure permeability across the site and with surrounding areas;
- f. Are designed in an inclusive way to be accessible to all, and for residential development to meet the Government's targets for Lifetime Homes;
- g. Maximise the opportunities for a mix of uses;
- h. Respect the amenity and biodiversity value of urban greenspace;
- i. Provide high quality usable open spaces and public realm;
- j. Use design, layout, building orientation, massing and landscaping to reduce energy and water use and minimise the Urban Heat Island Effect;<sup>(74)</sup>
- k. Provide opportunities for greening the environment;
- l. Meet the CABE Building for Life Assessment for residential developments;
- m. Have regard to the Rushmoor Landscape Assessment and are consistent with more detailed design guidance that may be developed as part of the Rushmoor Plan.

## **Policy CP3 - Renewable Energy and Sustainable Construction**

### Renewable and Low Carbon Energy

The assessment of proposals for the development of decentralised, renewable and low carbon energy sources, will give consideration to their contribution towards meeting national and local renewable energy targets and carbon dioxide savings.

Planning applications that include new buildings will demonstrate how they help to deliver the Energy Opportunities Plan including, where appropriate, district heating with Combined Heat and Power networks.

### Sustainable Construction

All development proposals will demonstrate how they will incorporate sustainable construction standards and techniques.

Unless it can be demonstrated that it would not be technically feasible or financially viable, applications will demonstrate that they will be completed in accordance with:

For new dwellings, full Code for Sustainable Homes standards or the equivalent of:

At least Code Level 3 from the adoption of the Plan; and

At least Code Level 4 once further updates to Part L of Building Regulations have come into effect (currently scheduled for 2013).

For other major developments,<sup>(87)</sup> BREEAM 'Very Good' standard (or any future national equivalent).

## **Policy CP4 - Surface Water Flooding**

All new buildings, and the development of car parking and hard standing, will incorporate Sustainable Drainage Systems (SUDS) with the aim of returning runoff rates and volumes back to the original greenfield discharge to prevent flooding and to ensure the quality of local water.

Development in areas most at risk of surface water flooding will include mitigation measures to limit the amount of property damage caused.

Details of proposed SUDS and how they will be maintained will be submitted as part of any planning application and will need to be agreed to the satisfaction of Rushmoor Borough Council or any other relevant approving Authority.

## **Policy CP9 - Skills and Training**

Planning permission will be permitted for development which, subject to compliance with other development plan policies, supports educational opportunities by:

- a. Providing improvements to primary and secondary schools and further and higher education facilities;
- b. Providing adult learning opportunities;
- c. Enhancing partnership working between employers and training establishments in the Borough;
- d. Providing new training facilities;

- e. Supporting local skills providers.

### **Policy CP10 - Infrastructure Provision**

The Council will work with partners to ensure that infrastructure and community facilities, including those set out in the Rushmoor Infrastructure Plan, are provided in a timely and sustainable manner.

Development will be permitted provided that the following criteria are met:

- a. Development includes the provision of, or meets the reasonable costs of providing, necessary community facilities, open space, transport infrastructure and other infrastructure requirements to address the needs arising from the proposal;
- b. New facilities and infrastructure are located and designed so that they are accessible and compatible with the character and needs of the local community;
- c. It can be demonstrated that opportunities for the dual use of community and recreational facilities have been explored;
- d. The phasing and delivery of infrastructure has been agreed by the Council in partnership with relevant partners;
- e. The proposals are consistent with the Rushmoor Infrastructure Plan;
- f. There is no loss or reduction in capacity of existing infrastructure, including community facilities.

These will be protected unless:

- (i) It can be proven that there is no longer term need for the facility, either for its original purpose or for another facility that meets the need of the community; or
- (ii) It is to be re-provided elsewhere to the satisfaction of the Council.

The financial viability of developments will be considered when determining the extent and priority of developer contributions.

### **Policy CP13 - Thames Basin Heaths Special Protection Area**

New development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (SPA), including all net new dwellings, will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. The mechanism for delivering this policy is set out in the Council's Thames Basin Heaths Special Protection Area Avoidance and Mitigation Strategy and in the Thames Basin Heaths Delivery Framework prepared by the Thames Basin Heaths Joint Strategic Partnership.

No residential development resulting in a net gain of units will be permitted within 400m of the SPA boundary, unless in agreement with Natural England an Appropriate Assessment demonstrates that there will be no adverse effect on the SPA.

Where mitigation measures are applicable, as set out in the Delivery Framework, the following standards will apply unless an evidence based alternative strategy has been agreed with Natural England:

A minimum of 8 hectares of SANG land (after discounting to account for current access and capacity) should be provided in perpetuity per 1,000 new occupants either through contributions towards the provision of SANG identified by the Borough Council, or through on site SANG agreed with Natural England; Contributions towards Strategic Access Management and Monitoring measures.

### **Policy CP15 – Biodiversity**

The Council will seek to protect, maintain and enhance the Borough's biodiversity and geological resources by:

Permitting development provided that it:

- a. Retains, protects and enhances features of biological and geological interest and provides for the appropriate management of those features;
- b. Improves biodiversity by designing-in provisions for wildlife and ensuring any adverse impacts are avoided, or if unavoidable, are appropriately mitigated for.

And in association with other partners, through:

- i. Protecting the nature conservation interest and objectives of the Thames Basin Heaths Special Protection Area (in accordance with Policy CP13);
- ii. Protecting, enhancing and managing the nature conservation value of Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Sites of Special Scientific Interest (SSSIs) and Sites of Importance for Nature Conservation (SINCs);
- iii. Supporting a programme of survey of habitats and species, and designation of Sites of Importance for Nature Conservation;
- iv. Seeking the inclusion of measures which protect and strengthen populations of protected and target species and contribute to the habitat restoration targets identified in the Hampshire and Rushmoor Biodiversity Action Plans;
- v. Seeking the inclusion of measures to protect and enhance local watercourses, including the River Blackwater, Cove Brook, and Basingstoke Canal and their tributaries;
- vi. Maintaining a borough wide network of local wildlife sites and wildlife corridors, between areas of natural green spaces to prevent the fragmentation of existing habitats;
- vii. Supporting measures to increase local understanding of the importance of biodiversity in the Borough.

### **Policy CP16 - Reducing and Managing Travel Demand**

The Council will work with Hampshire County Council, the Highways Agency, and other partners on a cross-boundary basis where appropriate, to ensure that development proposals are permitted subject to:

- a. Securing safe access to the highway network and maintaining its safe operation;

- b. Being located to give maximum flexibility in terms of choice in the mode of transport available;
- c. Identifying suitable alternative transport measures to help minimise traffic generation by reducing reliance on the private car;
- d. Improving the existing transport network (road, rail and public transport) as appropriate to the scale and nature of development proposed;
- e. Enhancing safety of, and linkages between, the footway and cycleway network, in accordance with the Council's Cycle Strategy;
- f. Producing and implementing travel plans where appropriate<sup>(130)</sup>
- g. Taking appropriate measures to avoid adverse impact on air quality, including on European nature conservation sites;
- h. Mitigating any adverse effects on the transport network arising from the proposed development;
- i. Providing appropriate parking in accordance with the Council's adopted standards;
- j. Providing necessary transport improvements secured by legal agreement;
- k. Demonstrating that they reflect the objectives, and support the delivery, of other transport strategies, particularly the Hampshire Local Transport Plan and its Implementation Plan and the Town Access Plans for Aldershot and Farnborough.

## **National Planning Policy Framework, 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.