

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	21 March 2012
Title:	Proposed new build single storey education centre at Woodcot Primary School, Tukes Avenue, Gosport, Hampshire PO13 0SG (Application Number: K1713/3) (Site Ref: GPE015)
Reference:	3777
Report From:	Head of County Planning

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1. Executive Summary

1.1. Planning permission is sought for a new single storey building for an education centre at Woodcot Primary School, Tukes Avenue, Gosport

1.2. The proposals are for the new education centre to provide teaching accommodation for pupils between the ages of 11 and 16 who have been excluded from school or are considered too emotionally vulnerable to attend main stream education. There is also a proposed Multi Use Games Area (MUGA), proposed changes to the vehicle access arrangements for the school site and additional car parking.

1.3. The main objections raised to the proposed development are that the site is unsuitable due to:

- (i) proximity to Woodcot Primary School;
- (ii) potential increase of crime in the area;
- (iii) loss of trees;
- (iv) noise impact;
- (v) site security/neighbour's security;
- (vi) impact on the welfare and safety of primary school pupils;
- (vii) lack of consideration of alternative more suitable locations; and
- (viii) increase in traffic and off-site parking problems.

1.4. It is considered that the proposal is in accordance with the development plan as the education centre would provide an improved facility to be used by members of the community which is appropriately located in the centre of the catchment area (R/CF1). The proposal will not result in the loss of open space

as a replacement play facility is to be provided on the site (R/OS4). The proposed development is of a high quality design which is similar in scale and materials to the existing primary school (R/DP1). The landscaping of the site and the retention of existing mature boundary planting will ensure the character of the street scene is not significantly affected and it will make a valuable contribution to the site (R/DP6 and R/DP8). The noise levels generated on site will not adversely impact upon the amenity of neighbouring residents due to appropriate mitigation measures being proposed (R/ENV10). The alterations to the site entrance, additional car parking and provision of cycle parking achieves the requirements of transportation policies and is acceptable in terms of highway safety and convenience (R/T2, R/T3 and R/T11). Whilst there are objections on the basis of a perception of a conflict between the proposed education centre and the welfare and safety of the primary school children, these should only be given limited weight in considering a planning application as these relate more to the management of the education centre and the school, rather than planning policy and land use.

2. Site

- 2.1. The attached drawing (Site Plan as Proposed Dated 09.11.11 P9200-A-106) illustrates the site and the location of the proposed development.
- 2.2. The education centre is to be sited on a northern parcel of land, 0.5 hectares in area, at Woodcot Primary School. The primary school is currently 2.1 hectares in size so it would thereby reduce to 1.6 hectares. The recommended site area for a school of this size is between 1 and 1.3 hectares. The education centre building is to be located on the existing tarmac play ground. It is proposed that the MUGA will be sited to the east of the education centre on land which is currently grassed.
- 2.3. The school is set within a residential area in Gosport. The proposed site is bound to the west by Tukes Avenue. Laphorn Close and housing is on the boundary of the site to the north and east. To the south of the site lies the existing Woodcot Primary School. The site benefits from established boundary planting to the west, north and east.

3. Proposal

- 3.1. The proposed education centre seeks to replace the existing Quayside Education Centre which currently operates between two sites, one close to the centre of Fareham and the other in temporary accommodation on the St Vincent College site off Mill Lane in Gosport. There is a need for a new, unified, purpose designed accommodation which is central to the Fareham/Gosport catchment area.
- 3.2. The new centre is to provide teaching accommodation for about 48 pupils between the ages of 11 and 16 who have been excluded from school or are considered too emotionally vulnerable to attend main stream education. It is proposed that the start and finish times of the education centre and primary

school will be staggered. The centre will begin at 8.15am and end at 2.30pm. The school will begin at 8.45am and end at 3.15pm. The education centre will only operate during term time and not during school holidays, bank holidays or weekends. Administration functions would continue during school holidays in common with school sites. In the future it is envisaged that the centre could be used by the wider community, for example for adult learning. This is said to be dependent on the demand and the resources available.

3.3. The proposed building is to be single storey in height, principally under a series of mono pitched roofs which are grouped around a central landscaped courtyard. It is proposed that the external walls will be clad in facing brickwork and combined with large areas of glazing. The maximum height of the proposed development measures approximately 4.75 metres with an internal gross floor space of 1050m². The new building would be site approx 2.8 metres from the existing school and would be set back approx 15 metres from Tukes Avenue. To define the boundary between the centre and the school there will either be a wall or hedge along the southern boundary of the centre.

3.4. Facilities within the building comprise of:

- (i) four general classrooms for pupils with behavioural difficulties;
- (ii) two general classrooms for emotionally vulnerable pupils;
- (iii) four specialist classroom including science, design technology, food technology and art;
- (iv) dining and activity space;
- (v) common room;
- (vi) staffroom;
- (vii) offices for the management of the centre;
- (viii) meeting room;
- (ix) storage;
- (x) male, female and accessible WC accommodation;
- (xi) cleaners store; and
- (xii) plant room.

3.5. Initially it was the intention that the MUGA would be used by both the education centre and the primary school but at separate times. However the proposal has been altered and the MUGA will be used solely by the primary school. In the future the MUGA could be used out of school hours or Saturdays. It is stated that this would be for organised clubs only and would be managed and at the discretion of school governors. No floodlighting is proposed for the MUGA. An informal hard court play area will be created to the south of the existing primary school buildings to replace the area which is currently used for break-time play to ensure the current standards for educational facilities are complied with.

3.6. The existing vehicular and pedestrian entrance is to be altered; there will be a pedestrian entrance to the education centre; a separate vehicle access and egress to Tukes Avenue and a separate pedestrian entrance to the primary school. There are currently 35 parking spaces serving the 14 full time

members of staff and 37 part time members of staff (including those employed at the nursery and in the Behavioural Support Team). On the school site there are currently eight classrooms and a library and resource room which are of classroom size. It is proposed that the centre will have 21 full time members of staff and nine part-time members of staff. The centre is to have 10 classrooms. Five additional car parking spaces are to be provided bringing the total number of car parking spaces on site for members of staff to 40 including two disabled bays. There is provision for a taxi drop off area in the car park to the front of the centre. Both the centre and the school will benefit from their own cycle parking areas. The application indicates that the education centre would implement a travel plan.

- 3.7. A sprinkler system is not proposed for the building due to the high staff to pupil ratio, fire detection installation, passive fire protection measures and the locality and the design of the development. The security and safety measures designed into the scheme are 24 hour monitored alarm system, Closed Circuit Television (CCTV) to cover all external elevations of the building, external security fencing, design of external facades to prevent roof climbing and natural surveillance from administrative offices.
- 3.8. A number of trees will need to be removed to enable the siting of the MUGA, but a substantial number of trees will be retained along the northern boundary. The trees to be retained would be protected. Thinning of the existing trees is required to encourage healthy future growth. The existing Laurel Hedge along Tukes Avenue would be retained and allowed to grow in order to increase the privacy of pupils and nearby residents. A two metre high acoustic fence is to be erected along the eastern boundary of the education centre site and along the boundary to the north and east of the MUGA. The MUGA is to be bound on all sides by a weldmesh fence with a maximum height of 2.7 metres along the side and 3.6 metres at the ends with a boundary hedge along the south and west. To accommodate the proposed alterations to the vehicular and pedestrian entrance to the centre and school a number of trees to the north of the existing car park will need to be removed, additional tree planting is proposed on site. Along the eastern boundary of the education centre boundary trees are to be removed. The existing laurel hedge will be reinforced through additional laurel bushes being planted.
- 3.9. A site on the playing field to the south of the school was considered but rejected. It was considered the proposed site provided the optimum location with respect to site usage, access, service access and autonomous identity.

4. Development plan

- 4.1. The relevant Development Plan Document for consideration is the Gosport Borough Local Plan Review (Adopted May 2006).
- 4.2. The appropriate policies for consideration are policy R/DP1 (General Standards of Development within the Urban Area), R/DP6 (Landscape

Design), R/DP8 (Protection of Trees), R/T2 (New Development Policy) and R/T11 (Access and Parking Policy), R/OS4 (Protection of Existing Open Space), R/CF1 (New or Improved Community and Health Facilities), R/T3 (Internal Layout of Sites) and R/ENV10 (Noise Pollution).

5. Consultations

- 5.1. **Councillor Geddes** has been consulted and no comments were received.
- 5.2. **Gosport Borough Council** resolved to raise objection stating 'in view of the new information that has come to light it is not believed that this is the ideal location for such unit and an alternative location should be found.'
- 5.3. **Environment Agency** has no objection to the proposed development.
- 5.4. **Natural England** has no objection to the proposed development.
- 5.5. **Highways Authority** comments that the access proposal is to change the vehicle access arrangements from Tukes Avenue to Woodcot School has the advantage of reducing the need for the manoeuvring and reversing of vehicles within the site. This vehicle access arrangement will serve both facilities. In addition, new pedestrian access points are proposed. For Woodcot School a new access is proposed to the south of the existing vehicle entrance. This provides a shorter, car free, internal access route to the existing school main entrance. Pedestrian access to the Quayside Education Centre is proposed via a new access point located a short distance to the north of the proposed new vehicle site entrance. Again, this provides a short, direct and car free route to the proposed Quayside building main entrance. In both cases the proposed pedestrian access arrangements avoid the need for pedestrians and vehicles to intermingle on site and also minimise the need for pedestrians accessing either site to cross the vehicle access points. Currently, the centre uses 19 spaces (based upon the two centres of operation), the school utilises 12 spaces, the behavioural unit four to five spaces and the nursery two to three spaces. The provision of 40 car parking spaces meets the car parking requirements for the site based upon a 50/50 split between the school and the centre. It should be anticipated that the location of the Quayside centre, on a single site in the middle of the catchment, could reduce the existing need for staff to travel by car between sites. Furthermore, the sharing of car parking between the school and the centre increases the opportunity for the flexible use of spaces. On this basis the car parking arrangements are acceptable. Cycle parking is proposed that is convenient to the main entrances for both sites and the quality and level of provision is appropriate. Subject to the provision and approval of a travel plan for the education centre and a Construction Traffic Management Plan for the site no highway objection is raised.
- 5.6. **Hampshire Constabulary Crime Prevention Design Advisor** has considered the application and has no comments to make.

6. Representations

6.1. One letter of support has been received.

6.2. An online petition has been created with 162 signatures and a paper petition with 489 signatories.

6.3. 67 letters of objection have been received. The main issues raised are:

- (i) unsuitable site due to the proximity to Woodcot Primary School;
- (ii) increase of crime in the area;
- (iii) loss of trees to create the pedestrian/vehicular access;
- (iv) site security/neighbours' security;
- (v) impact on the welfare and safety of primary school pupils;
- (vi) alternative more suitable locations should be considered;
- (vii) increase in traffic; and
- (viii) off-site parking.

7. Commentary

7.1. The principle of the proposed development is in accordance with policy R/CF1 as it would provide a new community facility which will replace two existing facilities that are currently in a poor condition. The new education centre will significantly improve the quality of the facilities for the Quayside pupils, it is appropriately located within the centre of the catchment area it is intended to serve, and is an educational use within an existing educational site.

7.2. Due to the proposed education centre being located on an existing hard court play area it is necessary for policy R/OS4 to be considered. This policy seeks to ensure that development proposals will not be permitted on existing open space. However as there is the provision for a new MUGA to be created on the site it is considered that this therefore retains and improves the open space available for informal play and the proposed development is therefore in accordance with the policy.

7.3. The proposed development is considered to be in accordance with policy R/DP1. The proposed building is similar in scale, design and materials to the built form of Woodcot Primary School. A number of trees will need to be removed to create the new entrance, however a significant amount of the existing boundary trees are to be retained along the western and northern boundary thereby screening the proposed building and not altering the character of the street scene. To mitigate against the loss of trees on site additional tree planting within the site is proposed.

- 7.4. The proposed landscaping plan appropriately demonstrates that the hard and soft landscaping proposed will make a valuable contribution to the quality of the proposed development and the existing school site. It is recommended that a condition is attached if planning permission is granted to ensure a detailed landscaping plan is submitted and approved. The proposal is in accordance with policies R/DP6 and R/DP8.
- 7.5. The generation of a certain level and type of noise is to be expected on a site which is used for educational purposes, due to the location of the play area being altered the noise impact should be considered, taking into account the fact that the site for the education centre is currently a hard play area. Acoustic fencing is proposed and is appropriately located at the boundary of the neighbouring properties thereby satisfactorily mitigating against the noise which will potentially be generated on the MUGA. However, it is recommended that a condition is attached if planning permission is granted which seeks to control the hours of use of the MUGA. The proposal will not generate a noise level which will adversely affect the nearby residential properties and is therefore in accordance with policy R/ENV10.
- 7.6. It is acknowledged that there will be an increase in the number of vehicles travelling to and from the Woodcot site as a result of the proposed development. However due to the staggered arrival and departure times it is not considered that the development will significantly alter local traffic conditions and Tukes Avenue itself is adequate to accommodate the likely level of vehicle traffic to arise from the proposal. The centre is also in an area which is well served by public transport. Additionally provision has been made for cycle storage thereby encouraging sustainable travel alternatives. Taking into account the current use of car parking at Woodcot School and Quayside the proposed 40 car parking spaces are considered satisfactory. With a proportion of pupils attending the centre arriving by taxi the drop off bays are provided. It is recommended that a condition is attached requesting the submission and approval of a travel plan in order to promote, encourage and monitor sustainable travel patterns.
- 7.7. The alterations proposed to the access will improve pedestrian safety at the Woodcot Primary School site as pedestrians and vehicles will be separated on site. Onsite manoeuvring will be reduced due to the separate access and egress consequently improving on site safety. The proposal achieves the requirements of the appropriate transportation policies and is therefore in accordance with policies R/T2, R/T3 and R/T11.
- 7.8. There are objections from local residents and some parents of the pupils of Woodcot Primary School on the grounds that this proposal is inappropriate as they believe it conflicts with the welfare and safety of the primary school children. Although these perceptions of a conflict are acknowledged they should only be given limited weight in considering a planning application as these relate more to the management of the education centre and the school, rather than planning policy and land use. However the proposals do recognise that the education centre and the school are for different age groups and the need for appropriate separation. As stated in para 3.2 the

centre and school will have different start and finish times thereby segregating the different age groups. The pedestrian entrances have also been designed to ensure there are separate entrances for the different age groups. Whilst the proposed centre is to be located adjacent to the primary school the boundary design is such that there will not be any significant viewpoints from one site to the other. The design of the boundary landscaping (acoustic fence and or laurel hedge) has also appropriately addressed the need to provide a secure boundary alongside neighbouring residential properties. On-site security has been considered by the local Hampshire Constabulary Crime Prevention Design Advisor who is satisfied with the design and monitoring methods proposed.

7.9. In summary it is considered that the proposal is in accordance with the development plan as the education centre would provide an improved facility to be used by members of the community which is appropriately located in the centre of the catchment area (R/CF1). The proposal will not result in the loss of open space as a replacement play facility is to be provided on the site (R/OS4). The proposed development is of a high quality design which is similar in scale and materials to the existing primary school (R/DP1). The landscaping of the site and the retention of existing mature boundary planting will ensure the character of the street scene is not significantly affected and it will make a valuable contribution to the site (R/DP6 and R/DP8). The noise levels generated on site will not adversely impact upon the amenity of neighbouring residents due to appropriate mitigation measures being proposed (R/ENV10). The alterations to the site entrance, additional car parking and provision of cycle parking achieves the requirements of transportation policies and is acceptable in terms of highway safety and convenience (R/T2, R/T3 and R/T11). Whilst there are objections on the basis of a perception of a conflict between the proposed education centre and the welfare and safety of the primary school children, these should only be given limited weight in considering a planning application as these relate more to the management of the education centre and the school, rather than planning policy and land use.

8. Recommendation

8.1. That planning permission in respect of the construction of a single storey education centre at Woodcot Primary School, Tukes Avenue, Gosport PO13 0SG (Application number: K1713/3) (Site Reference: GPE015) be approved for the above reasons, subject to the conditions listed in integral Appendix B.

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

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

Section 100 D - Local Government Act 1972 - background documents

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

DocumentLocation

A New Build Single Storey Education Centre at Woodcot Primary School, Tukes Avenue, Gosport. PO13 0SG

County Planning, First Floor, Elizabeth II Court West, The Castle, Winchester

CONDITIONS

Commencement

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

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

Hours of Working

2. 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 before 0900; at lunchtime between 12.45 and 13.45; and in the afternoon between 1430 and 1600.

Reason: In the interests of public safety, to avoid traffic conflict at the times of the day when pupils are arriving and departing from school.

3. 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 1300 on Saturday and not at all on Sunday or recognised public holidays.

Reason: In the interests of amenity of local residents.

Tree Protection

4. The trees to be retained shall be protected in strict compliance with BS5837:2005 – Trees in Relation to Construction during building operations as shown on plan P9200-A-107 revA.

Reason: To ensure the protected of the existing tree belt thereby retaining the natural features in accordance with R/DP8 of the Gosport Borough Local Plan Review (Adopted May 2006).

Use of Multi Use Games Area

5. The Multi Use Games Area shall only be used by the primary school, during the hours of 0800 and 1800 Monday to Saturdays, and not at all on Sundays and Bank Holidays.

Reason: To protect the residential amenities of occupiers of neighbouring properties and to comply with policy R/ENV10 of the Gosport Borough Local Plan Review.

Materials

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

Reason: In the interests of visual amenity and to secure a satisfactory development.

Highways

7. For the duration of the construction of the development measures shall be taken to clean vehicles leaving the site to prevent mud and spoil from being deposited on the public highway. These measures shall be implemented before the development commences. Once the development has been commenced, these measures shall be used by all vehicles leaving the site and maintained in good working order for the duration of the construction of the development. No vehicle shall leave the site unless it has been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

Reason: In the interests of highway safety.

8. Details of provision to be made for the parking and turning on site of operatives' and construction vehicles during the contract period shall be submitted to and approved by the Local Planning Authority in writing and fully implemented before development commences. Such measures shall be retained for the duration of the construction period.

Reason: In the interests of highway safety.

9. The new vehicle access shall be provided in accordance with the approved plans before the development hereby permitted is first brought into use and thereafter retained.

Reason: In the interests of highway safety, and to comply with policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

10. The development hereby permitted shall not be first occupied until the areas shown on the approved plan for the parking and turning of vehicles have been made available, surfaced and marked out in accordance with details submitted to and approved, in writing, by the Local Planning Authority and these areas shall be retained for that purpose at all times.

Reason: In the interests of highway safety and to ensure adequate car parking is provided and retained, and to comply with Policy R/T11 of the Gosport Borough Local Plan Review.

11. Before the development hereby permitted is first brought into use bicycle storage facilities shall be provided and thereafter retained.

Reason: In order to ensure that adequate bicycle storage is provided in compliance with Policy R/T11 of the Gosport Borough Local Plan Review.

12. Within three months of occupation details a Travel Plan for the education centre, including a method for its implementation and on-going management, monitoring and review shall be submitted to and approved, in writing, by the Local Planning Authority.

Reason: To encourage sustainable alternatives to the private motor vehicle and in the interests of highway and pedestrian safety, and to comply with Policies R/DP1 and R/T11 of the Gosport Borough Local Plan Review.

Landscaping

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

Reason: In the interest of visual amenity.

14. The acoustic barrier shown on plan P9200-A-106 Rev B shall be provided before the development hereby permitted is first brought into use and thereafter retained.

Reason: In the interests of residential amenity, and to comply with Policies R/DP1 and R/ENV10 of the Gosport Borough Local Plan Review.

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

GOSPORT BOROUGH LOCAL PLAN REVIEW (ADOPTED MAY 2006)

Policy R/DP1 – General Standards of Development within the Urban Area

Development proposals will be permitted within the urban area, as defined on the Proposals Map, provided that:

- i. the scheme does not cause significant harm to the character of the surrounding area in terms of scale, setting, design, layout, materials, landscaping and the retention of important views;
- ii. significant harm is not caused to the historic environment and buildings of national and local importance, nature conservation interests and important landscape features;
- iii. where proposals are submitted either on or near to a site that is either known to be, or may be contaminated, the nature and extent of any such contamination has been determined and if appropriate the necessary remediation measures have been identified and agreed;
- iv. there is no significant loss of amenity, which could include issues such as traffic generation, noise, vibration, smell or pollution;
- v. any new scheme does not prevent the ability in appropriate circumstances to obtaining the proper comprehensive development of adjoining land;
- vi. appropriate infrastructure, safe access and parking arrangements can be provided or are available to the site;
- vii. any layout is designed to reduce the potential for criminal activity and anti-social behaviour; and
- viii. it has been demonstrated that the risk of flooding both to the proposed development and arising from the development has been appropriately considered and that the proposal incorporates relevant on-site and off-site flood prevention measures as appropriate.

Policy R/DP6 – Landscape Design

The Borough Council may require the submission of landscape details to accompany a planning application or as a reserved matter. Landscape proposals will be permitted provided that:

- i. they have due regard to the character and appearance of the application site and any adjoining buildings and spaces;
- ii. they have due regard to the treatment of buffer spaces between uses;
- iii. they have due regard to the desire for the visual improvement of major transport corridors, the urban edge and coastline;
- iv. an adequate site survey and appropriate details including a schedule of tree and shrub species and hard landscape materials and of the phasing and timing of works, have been provided;

- v. they incorporate satisfactory arrangements for the establishment of the proposed scheme; and
- vi. they have due regard to the design guidelines set out in Appendix A.

Policy R/DP8 – Protection of Trees

Proposals to cut down, uproot, top or lop a protected tree will not be permitted, unless such works will cause no demonstrable harm to the character or appearance of the local area or to interests of nature conservation.

Policy R/T2 – New Development

Development proposals that are likely to generate significant levels of travel demand will be permitted provided that:

- i. the site is located where convenient public transport services exist or there is clear potential for the development to be well served by public transport;
- ii. it is, or can be made, accessible to pedestrians and cyclists;
- iii. any new or improved road access and the traffic generated would not have any unacceptable environmental implications nor interfere with the safety, function and capacity of the road network; and
- iv. a travel plan is provided in support of a planning application where appropriate in relation to the number of employees and type of business

Policy R/T11 – Access and Parking

Development proposals will be permitted provided that:

- i. provision is made for parking of cars, motorcycles and bicycles;
- ii. access and parking for people with disabilities in accordance with the relevant standards is included; and
- iii. sufficient visibility, access and manoeuvring space is provided for the safe and convenient use of parking spaces

Policy R/OS4 – Protection of existing open space

Development proposals will not be permitted on existing open space (including outdoor sports facilities, play spaces and informal open space), except where:

- i. the redevelopment of a small part of the site for recreation and/or community facilities would retain and enhance the existing facilities; or
- ii. alternative provision is made available of equivalent or greater community benefit in terms of quality, quantity and accessibility.

Policy R/CF1 – New or Improved Community and Health Facilities

Development proposals for new or the improvement of existing community and health facilities will be permitted provided that:

- i. they are appropriately located in relation to the residential area they are intended to serve; and
- ii. wherever possible they are located within or adjoining the defined shopping centres shown on the Proposals Map.

Policy R/T3 – Internal Layout of Sites

- i. there are safe and convenient routes for pedestrians and cyclists which link with the existing network and adequate facilities for cyclists are also provided;
- ii. existing public rights of way are safeguarded or enhanced where appropriate;
- iii. there is provision for access for buses in larger developments with suitably located bus stops;
- iv. traffic speeds are appropriate to the proposed land use and the safety of other road users; and
- v. provision is made for vehicles to park, manoeuvre, load and unload in a safe and convenient manner.

Policy R/ENV10 – Noise Pollution

Development proposals which are noise-sensitive will not be permitted if the users would be adversely affected by noise from existing or proposed noise-generating uses.

Development proposals which are noise-generating will not be permitted if they would be liable to increase adversely the noise experienced by the users of existing or proposed neighbouring noise-sensitive development.