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## EXECUTIVE SUMMARY

This report relates to consideration of the various applications for planning permission concerning the redevelopment of the Queen Elizabeth Barracks and Wakefords Copse sites at Sandy Lane, Church Crookham.

There are a series of applications to provide mitigation works to off-set potential impacts of the redevelopment on the Thames Heath Basin Special Protection Area, and for various on-site ecological matters.

The report sets out an introduction to the overall consideration of the applications and sets out a programme in which they should be considered. It sets out legal framework for the determination of the applications and the development plan policy context and deals with various procedural issues.

The full details of the individual applications, the consultation and third party representations are set out in the paper, with the officer response. Details of each of the applications, and the conclusions on each are set out below.

<b>Item no.</b>	101	<b>Application reference:</b>	04/02304/FUL
<b>Site Address:</b>	Roundabout And Car Park, Beacon Hill Road, Church Crookham, Fleet,		
<b>Proposals:</b>	Construction of roundabout and car park and erection of 3 no. interpretation boards at junction with Leipzig Road and at Greendane Copse.		
<b>Conclusions:</b>	<p>The proposals would:</p> <ul style="list-style-type: none"><li>• assist in reducing through traffic speeds on Beacon Hill Road;</li><li>• provide access to a new recreational car park proposed as part of the mitigation strategy set out in the Visitor Management Strategy;</li><li>• result in tree loss in order to facilitate the works required in association with the construction of the roundabout, but this has been kept to a minimum. There is scope for replacement planting to help screen the car park and this secured by way of a planning condition;</li><li>• provide access into woodland walks from the proposed car park which is located in an area of open grassland;</li></ul> <p>Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable.</p>		
<b>Recommendation:</b>	Grant permission subject to conditions		

<b>Item no.</b>	102	<b>Application reference:</b>	04/02305/FUL
<b>Site Address:</b>	Car Park, Bourley Road, Church Crookham, Fleet,		
<b>Proposals:</b>	Reduction of Bourley Road car park, parking management proposals along Bourley Road and the erection of 8 no. interpretation boards.		
<b>Conclusions:</b>	<p>Planning permission is not required to totally or partially close the car park.</p> <p>The proposals would:</p> <ul style="list-style-type: none"> <li>• seek to discourage people accessing the SSSI and SPA from the Bourley Road car park;</li> <li>• reduce visitor pressure on this sensitive area;</li> <li>• would be an effective way of reducing existing and future visitor pressure on the extremely important and sensitive area that is of European significance;</li> </ul> <p>An alternative car park at Greendane Copse would provide replacement parking with easy access to a diverse area that is outside of the SPA, offering a wide choice of walking and recreational opportunities</p> <p>Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable.</p>		
<b>Recommendation:</b>	Grant permission subject to conditions		

<b>Item no.</b>	103	<b>Application reference:</b>	04/02297/FUL
<b>Site Address:</b>	Land At, Wakefords Copse, Church Crookham, Fleet,		
<b>Proposals:</b>	Construction of replacement bat roost (bat structure).		
<b>Conclusions:</b>	The proposed replacement bat roost is acceptable in principle and would provide a suitable alternative accommodation for the bats to be displaced by the demolition of houses at Wakefords Copse.		
<b>Recommendation:</b>	Approve subject to a legal agreement		

<b>Item no.</b>	104	<b>Application reference:</b>	03/00873/FUL
<b>Site Address:</b>	Queen Elizabeth Barracks, Sandy Lane, Church Crookham, FLEET, Hampshire GU52 8RH		
<b>Proposals:</b>	Construction of replacement underground bat roost. CHANGE TO DRAINAGE DETAIL.		
<b>Conclusions:</b>	The proposed replacement underground bat roost is acceptable in principle and would provide a suitable alternative accommodation for the bats to be displaced by the demolition of the existing air raid shelter.		
<b>Recommendation:</b>	Approve subject to a legal agreement		

<b>Item no.</b>	105	<b>Application reference:</b>	04/02303/FUL
<b>Site Address:</b>	Land Along Beacon Hill Road And, Aldershot Road, Church Crookham, Fleet,		
<b>Proposals:</b>	Erection of 8 no. interpretation boards.		
<b>Conclusions:</b>	The proposed interpretation boards would not be detrimental to the character and appearance of the surrounding area and would provide valuable information to visitors regarding the SSSI and SPA.		
<b>Recommendation:</b>	Grant permission subject to conditions		

<b>Item no.</b>	106	<b>Application reference:</b>	00/00522/OUT
<b>Site Address:</b>	Wakesford Copse, Queen Elizabeth Barracks, Sandy Lane, Church Crookham, Fleet		
<b>Proposals:</b>	OUTLINE - The development of approximately, but not more than, 132 Residential Dwellings (Duplicate Application to 99/00545/OUT). AMENDED PLANS RECEIVED 15/10/04.		
<b>Conclusions:</b>	The site represents an allocation within the local plan for development along the lines proposed. Although the number of dwellings is in excess of those specifically set out in DEV2, it is clear that this is would be acceptable at reasonable densities and the number of dwellings proposed would be acceptable.		

	<p>Specific provision would be secured through legal agreements to ensure that appropriate infrastructure would be provided for the proposed residents, and, as an overall package, nature conservation issues are protected as either have a positive or de minimis effect.</p> <p>Affordable and key-worker housing is proposed at levels above those set out in the adopted Local Plan, although not at the higher levels set out in the proposed first alteration.</p> <p>Off-site infrastructure is also proposed to ensure that the impacts of the development outside the site are mitigated. This may be in overall terms with existing residents changing travel patterns as facilities improve.</p>
<b>Recommendation:</b>	Approve subject to a legal agreement

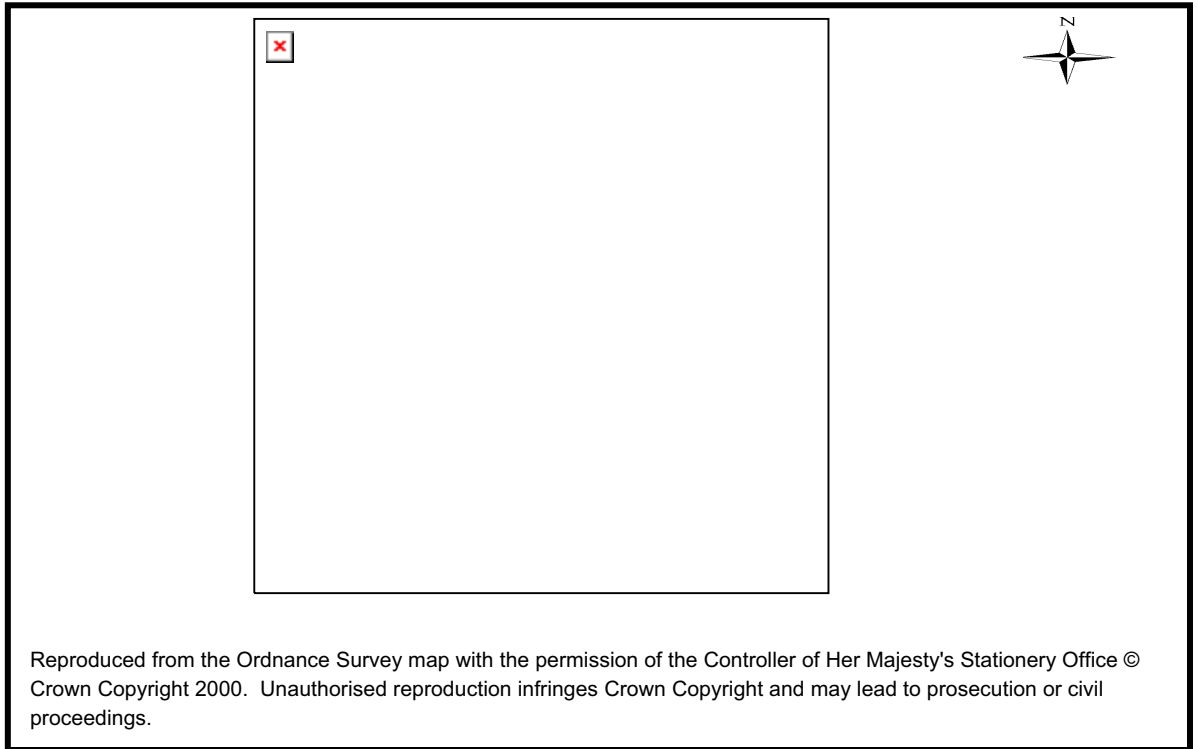
<b>Item no.</b>	107	<b>Application reference:</b>	00/00930/OUT
<b>Site Address:</b>	Queen Elizabeth Barracks, Sandy Lane, Church Crookham, FLEET, Hampshire GU52 8RH		
<b>Proposals:</b>	Redevelopment of former Military Barracks comprising: approx. (but not more than) 1000 dwelling houses; a local centre (containing retail food store (of approx but not more than 500 square metres), additional A1/A3 units, creche, Medical Centre and pharmacy); School, community hall, formal and informal recreational open space and five retained SINC's (Soanes Copse, Wood Copse, Soanes Field, Wakefords Copse and part of Ewshot Marsh). AMENDED PLANS RECEIVED 15/10/04.		
<b>Conclusions:</b>	<p>The QEII Barracks site and Wakefords Copse are allocated sites in the adopted Hart District Local Plan and accordingly, the principle of major redevelopment of the sites has already been established. The site represents an allocation within the local plan for development along the lines proposed. Although the number of dwellings is in excess of those specifically set out in DEV2, it is clear that this is would be acceptable at reasonable densities and the number of dwellings proposed would be acceptable.</p> <p>Specific provision would be secured through legal agreements to ensure that appropriate infrastructure would be provided for the proposed residents, and, as an overall package, nature conservation issues are protected as either have a positive or de minimis effect.</p> <p>Affordable and key-worker housing is proposed at levels above those set out in the adopted Local Plan, although not at the higher levels set out in the proposed first alteration.</p> <p>Off-site infrastructure is also proposed to ensure that the impacts</p>		

	of the development outside the site are mitigated. This may be in overall terms with existing residents changing travel patterns as facilities improve.
<b>Recommendation:</b>	Approve subject to a legal agreement



**PLANNING COMMITTEE**  
**Application Ref: 04/02304/FUL**

**Location Map of Application Site**



**Roundabout And Car Park  
Beacon Hill Road  
Church Crookham  
Fleet**

## Introduction

- 1.1 The purpose of this special meeting of the Planning Committee is to consider and determine a number of planning applications in relation to the former Queen Elizabeth II Barracks and Wakefords Copse.
- 1.2 The Queen Elizabeth II (QEII) Barracks were decommissioned in 2000 and in that year Defence Estates, on behalf of the Ministry of Defence, submitted two outline planning applications together with an Environmental Statement. These applications were as follows:

00/00522/OUT – The development of approximately, but not more than 132 Residential dwellings. Wakefords Copse, Queen Elizabeth Barracks, Sandy Lane, Church Crookham, Fleet; and

00/00930/OUT - Redevelopment of former Military Barracks comprising: approx (but not more than) 1000 dwelling houses; a local centre (containing retail food store (of approx but not more than 500 square metres), additional A1/A3 units, crèche, Medical Centre and pharmacy); school, community hall, formal and informal recreational open space and five retained SINC's (Soanes Copse, Wood Copse, Soanes Field, Wakefords Copse and part of Ewshot Marsh).
- 1.3 At the time the above applications were submitted the Hart District Local Plan was under review and was finally adopted in December 2002. Policy DEV2 of the Adopted Local Plan confirms the allocation of QEII Barracks and Wakefords Copse for comprehensive mixed use development. The text of Policy DEV2 is attached to this agenda at Appendix 1.
- 1.4 In June and July 2003 Taylor Woodrow Developments, following their purchase of the site in August 2002, submitted three further applications. These applications were for the constructions of a replacement underground bat roost on land at Wakefords Copse (application 03/00872/FUL), the construction of a replacement underground bat roost on land at QEII Barracks (application 03/00873/FUL) and the construction of a roundabout at Beacon Hill/Leipzig Road junction (application 03/01112/FUL). A revised Environmental Statement including a Master Plan for the site, a recreational strategy and a conservation strategy were submitted at that time.
- 1.5 Following the submission of additional information in July 2003, further public consultation was undertaken. Further discussions have since taken place between the Council and Taylor Woodrow Developments, Hampshire County Council, English Nature and the Royal Society for the Protection of Birds, which identified the need for additional information prior to the determination of the planning applications. In particular, the further information requested by the Council under Regulation 19 of the Environmental Impact Assessment (EIA) Regulations, was primarily concerned with the likely impact on the proposed Special Protection Area (pSPA) (now confirmed SPA) and Transportation.
- 1.6 In October 2004 an updated Environmental Statement (ES) was submitted, including a revised Transport Assessment (TA). The ES provides further detail regarding the mitigation measures proposed including an updated Nature Conservation Strategy, updated Recreational Strategy and a Visitor Management Strategy. Further information in the form of a Management Plan and an Implementation Plan has also been submitted.

- 1.7 Minor amendments to the Master Plan, which forms part of the QEII and Wakefords Copse applications, were also submitted as follows:
- an area of parkland designated;
  - a BMX/skateboard park, BMX trail and trim trail added;
  - a children's play area added;
  - space for five parking spaces identified at Naishes Lane;
  - the adjustment of the boundary of Soanes Field SINC;
  - additional wording has been added to make it clear that the construction is compatible for use as a bus link until the A287 junction is upgraded;
  - the application boundary for the amended Beacon Hill Road/Leipzig Road roundabout application to include Greendane Copse has been updated.
- 1.8 In addition a number of detailed amendments relating to the off-site highway works were submitted.
- 1.9 An amended red line has been submitted in relation to the applications; however it should be noted that the amendment relates only to the relocation of the proposed bat structure at Wakefords Copse.
- 1.10 Four new planning applications were also submitted in October 2004. These are as follows:
- 04/02297/FUL - Construction of replacement bat roost (bat structure) at Land at Wakesford Copse, Queen Elizabeth Barracks, Sandy Lane, Church Crookham, Fleet, Hampshire
- 04/02303/FUL - Erection of 8 no. interpretation boards at Land along Beacon Hill Road and Aldershot Road, Church Crookham, Fleet, Hampshire
- 04/02304/FUL - Construction of roundabout and car park and erection of 3 no. interpretation boards at junction with Leipzig Road and at Greendane Copse at Roundabout and Car Park, Beacon Hill Road, Church Crookham, Fleet, Hampshire
- 04/02305/FUL - Reduction of Bourley Road car park, parking management proposals along Bourley Road and the erection of 8 no. interpretation boards at Car Park, Bourley Road, Church Crookham, Fleet, Hampshire
- 1.11 The following applications were withdrawn:
- 03/00872/FUL - Construction of a replacement bat roost (bat structure) at Land at Wakesford Copse, Queen Elizabeth Barracks, Sandy Lane, Church Crookham, Fleet, Hampshire
- 03/01112/FUL - Construction of a roundabout at Junction Of Leipzig Road And Beacon Hill Road, Church Crookham, Fleet, Hampshire
- 1.12 The amendments, additional information and new planning applications were subject to a 6 week consultation period, which expired on 26 November 2004. In addition to the Council's normal neighbour notification procedures, the developer carried out manned and non-manned exhibitions, produced leaflets and held stakeholder meetings to help ensure that the local community was well informed of the changes.

- 1.13 The Council, in conjunction with Taylor Woodrow Developments and its planning consultants Terence O'Rourke, has produced a development brief for the site to provide an overall vision for the site and to incorporate the aspirations of local planning policy.
- 1.14 The development brief has been the subject of a public consultation and has been amended in response to comments received. However, the development brief has not been adopted by the District Council.
- 1.15 In addition, with regard to the impact of the development on the then pSPA, information for Appropriate Assessment was submitted in November 2004 to assist Hart District Council to carry out an "appropriate assessment" under the Habitat Regulations. This is discussed in more detail elsewhere in this agenda. It should also be noted that on the 9 March 2005, the Secretary of State for the Environment, Food and Rural Affairs confirmed the designation of the Special Protection Area.
- 1.16 As the conclusions and recommendations in relation to the applications for the redevelopment of QE Barracks and Wakefords Copse (applications 00/00522/OUT and 00/00930/OUT) rely in part upon the mitigation measures proposed in the accompanying applications, it is considered necessary that the accompanying applications should be considered first, in the following order:
- 04/02304/FUL - Construction of roundabout and car park and erection of 3 no. interpretation boards at junction with Leipzig Road and at Greendane Copse at Roundabout And Car Park, Beacon Hill Road, Church Crookham, Fleet, Hampshire
- 04/02305/FUL - Reduction of Bourley Road car park, parking management proposals along Bourley Road and the erection of 8 no. interpretation boards at Car Park, Bourley Road, Church Crookham, Fleet, Hampshire
- 04/02297/FUL - Construction of replacement bat roost (bat structure) at Land at Wakesford Copse, Queen Elizabeth Barracks, Sandy Lane, Church Crookham, Fleet, Hampshire
- 03/00873/FUL – Construction of replacement underground bat roost at QE Barracks, Sandy Lane, Church Crookham, Fleet, Hampshire
- 04/02303/FUL - Erection of 8 no. interpretation boards at Land Along Beacon Hill Road And Aldershot Road, Church Crookham, Fleet, Hampshire
- 1.17 Applications 00/00522/OUT and 00/00930/OUT are reported by way of a single report as the two applications are interrelated and raise the same issues. The applications will however need to be determined separately.
- 1.18 The ES and TA treat all the seven applications as a single project and have been prepared on that basis.

## 2.0 **Policy Background**

- 2.1 Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 (which needs to be read in association with Section 54A of the Town and Country Planning Act 1990), if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.
- 2.2 For these purposes the development plan consists of regional guidance set out in RPG9, the Hampshire County Structure Plan and the Hart District Local Plan (Replacement).

### Housing Provision and Land Supply

- 2.3 RPG9, published in March 2001, states in policy H2 that development plans should make provision to achieve an annual average of 6,030 net additional dwelling in Hampshire. In Policy H2a it states that the rates of provision should apply to the period up to 2006 and where new plans extend beyond 2006, they should continue to provide for the same annual average until such time as any different rate is adopted following review of the guidance. Policy H2b states that Structure Plans should adopt the rates of provision set out in RPG9 and consider distribution and means of implementation. It therefore leaves to the Hampshire Structure Plan to determine how this level of house building is distributed within Hampshire.
- 2.4 The Structure Plan was adopted in March 2000. The Structure Plan in policy H1 provides a housing distribution sufficient to accommodate the full dwelling requirement of the 1994 RPG9, which was at a higher rate than the 2001 and current RPG9. However, this was phased so as to provide greatest support to measures to revitalise towns and cities and to protect the countryside from unnecessary development. This is in the form of a baseline, plus a reserve, provision.
- 2.5 Policy H2 of the Structure Plan establishes the baseline provision for the period 1996-2011. It states that provision will be made for 80,920 additional dwellings in Hampshire as a whole, and 4,750 of these are to be provided in Hart.
- 2.6 In order to meet the RPG9 requirement of 6,030 dwellings per annum it will be necessary to exceed the annualised structure plan requirements set out in policy H2 in some districts. This difference would be bridged by either maximising and realising urban potential within the cities and towns of Hampshire, or through the release of additional Greenfield sites held in reserve. Annual monitoring is undertaken to assess future supply from urban capacity, other sites within existing urban areas and local plan allocations to determine whether any Greenfield reserve sites are necessary and if so, to consider how much and in which district(s) a release should be made.
- 2.7 The Strategic Joint Advisory Panel (made up of the three former Structure Plan Authorities – Hampshire County Council and Portsmouth and Southampton City Councils) met on 2 March 2005 and determined that there was presently no compelling justification at present for the release of any of the reserve sites.
- 2.8 There has been a written exchange between the Leader of Hampshire County Council and the then Minister for Planning on this subject and in his reply, dated 3 March, the Minister stated that “I accept ... that there is no need to release the ‘reserve’ this year”.

- 2.9 Under Policy DEV1 of the Hart District Local Plan, it is indicated that by 2006 provision will be made for the construction of 4166 dwellings in the period 1996 to 2009 (ie not the full Structure Plan period) made up of the completion of developments on previously allocated sites; the development of newly allocated sites, windfalls and the development of other unallocated sites (mostly those with planning permission at the time of adoption of the plan), small sites and the holding in reserve of the site at Hitches Lane, Fleet.
- 2.10 Within this, QEIIB and Wakefords Copse are allocated for at least 550 dwellings. It is specifically noted that this constitutes a previously developed site. It specifically states in the explanatory text that "The reference to 550 units in criterion (i) is intended to inform housing supply calculations and is not intended as an arbitrary restriction on development rates". Thus provision for at least 550 dwellings should have been made by March 2006.
- 2.11 Because of the development at Elvetham Heath, net completions in Hart District have increased significantly in recent years when compared with historic levels. At 1 April 2004 Hart's remaining Structure Plan requirement under Policy H2 for the period until 2011 was 2,059 dwellings, with outstanding planning permissions for 1,492 dwellings. Clearly the grant of planning permission does not mean that development will take place, but this does show that for the remainder of the plan period to 2011 an average of 294 dwellings per annum (net) need to be granted planning permission.
- 2.12 The evidence presented to the Hitches Lane public inquiry last year indicated that the QEIIB and Wakefords Copse site represents a major part of the Council's projected housing supply. Information supplied by Taylor Woodrow Developments and presented to the Secretary of State in connection with his redetermination of the appeal following the quashing of his earlier decision, shows that of the 1,132 dwellings in the current applications, it is proposed that some 457 are to be constructed in the period post 2011 if planning permission is granted in the summer of 2005. This would mean that some 675 dwellings would therefore be constructed by March 2011. This needs to be compared with the "at least 550" dwellings set out in Policy DEV1. Policy DEV2 also states that up to 550 units will be developed by 2006 with any remainder thereafter.
- 2.13 In local strategic policy and land supply terms therefore, the development of QEIIB and Wakefords Copse sites are highly important in ensuring a proper supply of housing land. If the site is not developed, therefore, there is the high risk of other, less desirable sites being brought forward for development. The developable area of the site is predominantly a Brownfield site.
- 2.14 If permitted it would also have the advantage of ensuring that less Greenfield sites need to be allocated for development for the period post 2011 than would otherwise be the case.

#### Specific Allocation

- 2.15 Policy DEV2 in the Local Plan clarifies the general allocation of the QEIIB and Wakefords Copse site as regards the specific requirements of development and impacts on the surrounding environment. A copy of the full text of the policy and its explanatory text is given at Appendix 1.
- 2.16 The allocation in the local plan covers land both within and outside the settlement boundary of Fleet/Church Crookham. In addition there is an area of land, which forms part of the current applications that lies outside the area covered by the

DEV2 allocation, and therefore falls to be considered under policy RUR2. Policy CON21 also specifically covers the area outside the settlement boundary.

- 2.17 The application site land outside of the area of policy DEV2 is residual undeveloped land, which formed part of the curtilage of the former barracks site. The land is proposed to be retained as undeveloped land and to provide for Sustainable Urban Drainage Systems (SUDS) as part of the scheme. This includes using the existing drainage ditch and the provision of a dry/wet pond.
- 2.18 Policy CON21 is designed to prevent development that would lead to the coalescence or damage the separate identity of neighbouring settlements; in this case Fleet/Church Crookham and Ewshot.
- 2.19 Dealing with the question of the allocation outside the settlement boundaries Policy URB12 states, “within the main settlement boundaries, and on other sites specifically allocated in this plan, residential development will be permitted ...” [my underlining] subject to various criteria. Similarly policy RUR2 states, “development in the open countryside, outside the defined settlement boundaries, will not be permitted unless the local planning authority is satisfied that it is specifically provided for by other policies in the local plan”. Specific criteria also apply to development that is permitted outside the settlement boundary in policy RUR3.
- 2.20 The amount of Previous Developed Land (PDL or “Brownfield”) identified in the planning statement accompanying the application is less than in the policy, 29.3 as opposed to 32 hectares. Equally the amount of open space, woodland and previously undeveloped land has increased from the “at least” 34.7 hectares in the plan to 49 hectares. The land outside the settlement boundary, but within the area covered by policy DEV2 includes PDL.
- 2.21 If the 32 hectares set out in the Plan was accepted the development of the barracks site would have to extend a considerable way into the Greenfield part of the site, north of the existing site road if the land outside the settlement boundary was excluded. This would not comply with other criteria of the policy.
- 2.22 There is an expectation in the local plan that the DEV2 land outside the settlement boundary may not be developed, but this has to be looked at within the context of the overall strategy of the plan and the individual proposals.
- 2.23 It is clear that Policy DEV2 is a specific allocation of land both within and outside the settlement boundary. Therefore, subject to meeting the specific policies applicable in such locations, it is considered that the proposals comply with both policies URB12 and RUR2.

The amount of land for development

- 2.24 Within the overall allocation in Policy DEV2 no more than 32 hectares of PDL (or equivalent area) is identified for development. Therefore, this allows non-PDL to be developed provided an equivalent area of PDL is reinstated.
- 2.25 Policy DEV2(A)(i) indicates that housing at an average density of 40 dwellings per hectare on up to 25.4ha will form part of the proposals. It is not clear from the text of the plan whether this is to be net or gross density or whether this area is inclusive or exclusive of matters which are normally excluded from density calculations. However, there is reference to paragraphs 57 to 62 of PPG3, where the range of 30 to 50 dwellings per hectare (net) is specifically referred. In these circumstances, it is considered that it would be reasonable to assume that the area

is a net figure, and thus at 40 dwellings per hectare would result in just over 1000 dwellings.

#### Other Policies

- 2.26 In addition to those policies set out above there are a number of other policies in the RPG, Structure and Local Plans that are material to the consideration of these applications, with the following of particular importance to the consideration of the applications:

##### Regional Planning Guidance

- 2.27 Policy H4 seeks to ensure a proper provision of affordable housing in line with housing need. Policy H5 gives priority to the development of PDL. Transport strategies are encouraged in Policy T2, with priority given to public transport measures.

##### Structure Plan

- 2.28 Policy H8 seeks, before the grant of planning permission for housing development for negotiations to take place to secure affordable housing. Policy R2 looks to ensure that sufficient open space, recreational and play facilities will be provided.
- 2.29 Policy E10 prevents development that is likely to harm the nature conservation interest of, inter alia, Special Protection Areas, or Sites of Special Scientific Interest unless the need for development is shown to outweigh the adverse impact, taking into account the protection given to the designation concerned in legislation or government guidance. Policy E11 gives similar protection to Sites of Importance to Nature Conservation except if the local planning authority is satisfied that the need for the development outweighs that impact, with mitigation made if planning permission is granted.
- 2.30 Policy T1 seeks to ensure integrated area transport strategies, in the Hart situation this is the North East Hampshire Transport Strategy (NEHTS), and Policy T5 seeks to ensure that transportation requirements can be accommodated, with the use of contributions where necessary. Policy T12 deals with the provision of facilities for walking and cycling and the special needs of people with mobility impairments.

##### Local Plan

- 2.31 Policy GEN1 sets out a general set of criteria for the consideration of applications for planning permission. Policy GEN4 seeks to sustain or improve the urban design qualities of areas in detailed schemes.
- 2.32 Policies CON1 to CON8 deal with nature conservation issues. CON1 preventing development that adversely affects, inter alia, the SPA. CON2 deals with the impact on SSSIs and CON3 other sites of worth to nature conservation. Where harm is done to any nature conservation habitat under Policies CON1 to CON3 there needs to be adequate replacement under policy CON4. Policy CON5 seeks to protect habitats, which could be affected by development by the completion of legal agreements. Policy CON6 deals specifically with impacts on heathland habitats.
- 2.33 Policy URB9 permits the provision of local shops to serve the day-to-day needs of local residents and workers, subject to criteria relating to design, accessibility and the individual impact on local residents.

- 2.34 In addition to its purposes set out above Policy URB12 sets out the individual criteria for the consideration of applications in settlement boundaries at a more detailed level. Policy URB13 seeks to ensure affordable and special needs housing.
- 2.35 Policy URB23 seeks to ensure the proper provision of open space within residential developments.
- 2.36 Policy T1 seeks the provision of an integrated transport network with special provision for public transport being dealt with in policies T2 and T3. Policy T9 indicates that various roads and junctions will be improved to meet the needs of road safety in association with development. Policy T16 seeks planning obligations for contributions to transportation initiatives where necessary and reasonably related in scale and kind.

### 3.0 **Procedural Issues**

- 3.1 Whilst the Council has not adopted the draft Development Brief, the applications remain to be determined, and are now in front of the Planning Committee.
- 3.2 The Local Plan states “It is essential that the Queen Elizabeth II Barracks and Wakesford Copse should be planned comprehensively through preparation of a Master Plan for the whole area. ... This means that development of the site must take place within a framework set by the need to protect nature conservation interests.”
- 3.3 The Plan also states that “Development Briefs for all newly allocated housing and employment site will be prepared” (last paragraph page 80). This is to ensure a high standard of design on new sites and there is cross-reference to policy GEN4. Policy GEN4 makes specific reference to ensuring quality in design. In the explanatory text to this policy it is stated “The local planning authority (LPA) will require the preparation of planning briefs where considered necessary for major development site allocated in the local plan and for subsequent windfall sites.”
- 3.4 Legal advice from Counsel has therefore been sought as to the implications on the determination of the planning application of not having an adopted brief and whether it would represent a “departure”. In this case it should be noted that the application includes a “Master plan” and the Environmental Statement has been prepared with due reference to this.
- 3.5 There is discussion both above and below as to the fact that the application site falls outside the allocated site in the local plan. However, the Master plan shows this area for construction of a Sustainable Urban Drainage Scheme (SUDs). Such development would fall in line with general countryside policy and would not have an adverse impact on the area of countryside in which it relates.
- 3.6 Counsel is of the view that provided a master plan is secured (this can be done by ensuring that development takes place in accordance with the terms and particulars submitted for consideration), with the Master plan showing no substantive development outside the allocation area and appropriate conditions imposed to ensure that details of the SUDs are provided that, on balance, the development would not represent a “departure” from the local plan.
- 3.7 Counsel was also asked to comment on:
- (i) the implications on Hitches Lane and the First Alteration, of a refusal
  - (ii) the robustness of any refusal reasons and potential costs to the Council in the event of the application being refused
  - (iii) potential losses of Section 106 benefits in the event of an appeal.
- 3.8 Counsel's conclusions are:
- (i) If these applications are refused it is highly likely that the prospective developers at Hitches Lane will ask the First Secretary of State to give them a further opportunity to make representations in relation to land supply.
  - (ii) On the same grounds representations would be made to reopen the content of the First Alteration.
  - (iii) In my view if these applications go to appeal whilst costs are rarely awarded at planning inquiries there is a risk that the Council might have costs awarded against them as the applications are generally in accord with the development plan.

**APPLICATION REFERENCE NO: 04/02304/FUL**

**COMMITTEE REPORT ITEM NUMBER: 101**

**EXECUTIVE SUMMARY**

<b>Site Address:</b>	Roundabout And Car Park, Beacon Hill Road, Church Crookham, Fleet,
<b>Proposals:</b>	Construction of roundabout and car park and erection of 3 no. interpretation boards at junction with Leipzig Road and at Greendane Copse.

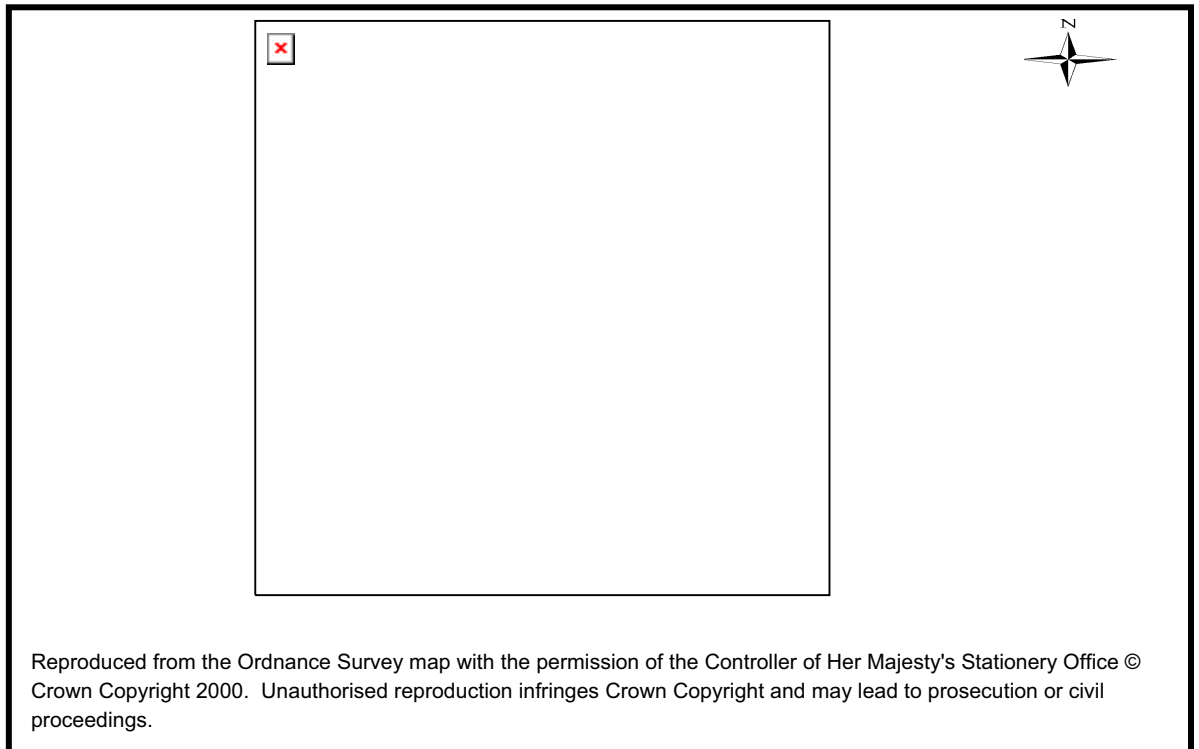
<b>Date Registered:</b>	11th October 2004	<b>Case Officer:</b>	Mr Robert Jackson
<b>Committee Date:</b>	5th July 2005	<b>Applicant:</b>	Taylor Woodrow Developments Ltd
<b>Type of Application:</b>	Full Application	<b>Agent:</b>	Terrence O'Rourke plc
<b>Ward Member:</b>	Cllr James Radley	<b>Parish Council:</b>	Church Crookham
<b>Date Received:</b>	11th October 2004	<b>Target Decision Date:</b>	6th December 2004

<b>Relevant Development Plan Policies:</b>	See introductory report
<b>Reason for Referral to Full Council:</b>	Not applicable
<b>Conclusions:</b>	<p>The proposals would:</p> <ul style="list-style-type: none"><li>• assist in reducing through traffic speeds on Beacon Hill Road;</li><li>• provide access to a new recreational car park proposed as part of the mitigation strategy set out in the Visitor Management Strategy;</li><li>• result in tree loss in order to facilitate the works required in association with the construction of the roundabout, but this has been kept to a minimum. There is scope for replacement planting to help screen the car park and this secured by way of a planning condition;</li><li>• provide access into woodland walks from the proposed car park which is located in an area of open grassland;</li></ul> <p>Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable.</p>
<b>Recommendation:</b>	Grant permission subject to conditions



**PLANNING COMMITTEE**  
**Application Ref: 04/02304/FUL**

**Location Map of Application Site**



**Roundabout And Car Park  
Beacon Hill Road  
Church Crookham  
Fleet**

## 1.0 SUMMARY OF BACKGROUND PAPERS AND PROPOSAL

- 1.1 See the introduction to the agenda for the background to this application.
- 1.2 The proposal is for the construction of a roundabout and car park and the erection of 3no. interpretation boards at junction with Leipzig Road and at Greendane Copse. The proposed roundabout is required as part of the access strategy for the redevelopment of the QEII Barracks/Wakefords Copse site. The proposed car park forms a component of the Visitor Management Strategy, submitted in respect of the applications referred to above, and aims to mitigate the impact of the proposed development on the Bourley and Long Valley SSSI which supports breeding populations of rare and vulnerable heathland birds and forms part of the SPA. The car park would provide replacement parking to enable access to the countryside, following the reduction in the size of the Bourley Road car park (application 04/02305/FUL).

## 2.0 RELEVANT HISTORY

- 2.1 See report in respect of applications 00/00522/OUT and 00/00930/OUT.

## 3.0 CONSULTATIONS

- 3.1 Site notice displayed: 18<sup>th</sup> October 2004
- 3.2 Press notice displayed: 20<sup>th</sup> October 2004
- 3.3 The consultation responses relevant to this application are set out below.

### Crandall Parish Council:

Recommend refusal. Comment that the amended and new planning applications do not adequately address their concerns relating to traffic, education and infrastructure, which they have recorded in response to the original planning applications.

### Crookham Village Parish Council:

Raises objections. Comments in respect of this proposal as follows:

“Our second major concern is the proposed major loss of recreational access to the open spaces along Bourley Road. Appendix D-16 states that the Army plans to retain the 50-spaces Bourley Road parking space. The application seeks to reduce this to 5. The adjacent open spaces have been used by the local civilian population on a very regular basis for decades. A major element is the relatively flat and open aspect around this car park which is felt by many lone walkers to be very much safer than in tracks through trees and which is less of a physical challenge to the older population. The alternative arrangements proposed in this application seek to move these walkers into a heavily wooded and hilly area which is very much less suitable for many of the existing users of the Bourley Road car park. Access to open space is a major consideration for many existing residents of Hart and the MOD land along Bourley Road is a significant part of this amenity. It is bad enough to suffer the other effects of covering QEB with houses, but even more unacceptable to spread its effect onto land that is dear to the hearts of so many Council Tax payers. Furthermore the crime and disorder implications of the change need very careful consideration since the proposed walking areas will be much less

open than those currently favoured. CVPC recommends most strongly that the car park on Bourley Road is retained at its current size.”

Fleet and Church Crookham Planning Advisory Group (PAG):

PAG Members object to application 04/02305/FUL for reduction of Bourley Road car park as it is seen to attempt to place an unacceptable limitation on a well used local amenity. It is wholly insufficient as a mitigating measure to offset the considerable detrimental effect of the proposed development on the nearby Bourley and Long Valley SSSI.

The creation of a new recreational area of Beacon Hill with parking for 40 cars to compensate for the loss of the Bourley Road car park is considered insufficient as the area is hilly and wooded and unlike the Long Valley area, unsuitable for the majority of residents.

Fleet & Crookham Civic Society:

Object to the application for the following reasons:

1. Object to the provision of this car park because it will lead to a detrimental effect on the nearby Bourley and Long Valley Site of Special Scientific Interest (SSSI) and Thames Basin Heaths proposed Special Protection Area (pSPA). We also object because it is proposed to build a 40 space car park on top of an area designated as a Site of Importance for Nature Conservation.
2. We note that the QEB developer is calling it Greendane Copse car park. However, this is misleading as the proposed car park is not situated in the Greendane Copse SINC, it is situated in the Beacon Hill/Parkhurst Hill SINC which is designated as a SINC for different reasons.

Hampshire County Council (Environment Department):

Comment as follows:

The proposed car park is actually within the Beaconhill/Parkhurst Hill SINC, not Greendane Copse SINC. The interpretation boards will therefore need to be correct.

The Beacon Hill/Parkhurst Hill SINC has been designated under the following criteria:

1B – other woodland where there is a significant element of ancient semi-natural woodland

3Bi – areas of heathland which are afforested or have succeeded to woodland if they retain significant remnants of heathland vegetation which would enable their recovery

5A – areas of open freshwaters which support outstanding assemblages of floating/submerged/emergent plant species, invertebrates, birds or amphibians

6C – sites which support an outstanding assemblage of species.

The car park is to be sited on an area of improved pasture, which is not one of the features for which the SINC has been designated. Surveys carried out have revealed no indicator or notable species in the field. I have had a number of

discussions with the developers concerning the location and it was agreed that the car park could be sited here as part of the strategy to reduce impacts upon the SPA.

The loss of vegetation by the roundabout and along the roadside is regrettable. However, much of it is scrub woodland of lower ecological value. Provided the remaining hedgerow is to be enhanced and protected we would have no objection.

The use of the SINC as an alternative recreation site for the SPA is a contentious issue (as shown by the number of letters received from local residents) and will require careful handling. However, the habitats in the SINC are generally more robust than the heathland one on the SPA, particularly the plantation areas close to the car park. It is therefore hoped that it will be able to absorb the additional recreational pressure, although that is, rather an unknown quantity. The proposed ranger post will have a vital role in monitoring that pressure, communicating with members of the public using the site, liaising with the MOD to protect and enhance the site. Commitment to provision and continued support of this post is fundamental.

Hampshire County Council - Senior Archaeologist

The site of the proposed car park/recreation area has historic waterworks and associated structures in the area and before any work is undertaken an assessment of this structure, including its historical potential should be done.

Head of Engineering and Technical Services (Drainage):

No objection in principle.

Surrey County Council:

No objection provided the amended proposals relate to the conclusions and suggested mitigation measures arising from the up-dated Environmental Statement so as to ensure that proper consideration is given to sensitive ecological and other environmental resources, to the satisfaction of the relevant agencies, including English Nature.

Surrey Heath Borough Council:

No objection.

Rushmoor Borough Council:

No comments.

English Nature:

Main conclusion as follows:

English Nature advises Hart District Council to rely on advice from Hampshire County Council's Ecology Staff regarding a) the impact of the proposed development on the SINC's, b) the likely effectiveness of mitigation measures proposed in relation to the SINC's affected by these proposals and c) the adequacy of the compensatory measures proposed by the applicant in relation to these SINC's.

Hampshire County Council (Countryside Service):

No specific comments made in relation to this application.

RSPB:

Welcome the developer's proposed mitigation strategy and consider it has the potential to remove or avoid any risk of any adverse effect on the pSPA. Welcome the proposed provision of alternative open space within the adjacent to the application site and the reduction in parking spaces (at both formal and informal locations) around Bourley and Long Valley SSSI/pSPA. Stress the need for a comprehensive legal agreement to secure the package of mitigation measures.

Hampshire & Isle of Wight Wildlife Trust

Comment that the Visitor Management Strategy requires the understanding, good will and 'consent' of the local people who already use the SSSIs of the Thames Basin Heaths for informal recreation. The current response to the planning application for the reduction and re-location of car spaces (04/02305/FUL) raises the question as to whether the Visitor Management Strategy can be implemented. As with the other measures, we believe that the VMS needs to be effective and in place prior to the new homes being occupied. A protracted period of contentious debate with current visitors to the pSPA is unlikely to assist the effective delivery of the VMS.

4.0 REPRESENTATIONS

4.1 A total of 189 letters of representation have been received in relation to this application. Main grounds of objection can be summarised as:

- Greendane Copse fails to provide an acceptable alternative to Bourley Road car park
- the area is not as open and safe for lone walkers as that around Bourley Road;
- the terrain is more difficult than that around Bourley Road
- impact on SSSI and SINC's / nature conservation considerations

5.0 CONSIDERATION OF KEY ISSUES

5.1 The proposal seeks planning permission for a roundabout and car park comprising of 40 spaces. In addition 3no. interpretation boards are also proposed.

5.2 Leipzig Road currently forms a simple priority junction with Beacon Hill Road. As part of the transportation strategy for the redevelopment of the QEB site, it is proposed to replace the current priority junction with a four-arm roundabout. The fourth (eastern) arm would provide access to a new recreational car park proposed as part of the mitigation strategy set out in the Visitor Management Strategy.

5.3 The roundabout design would assist in reducing through traffic speeds on Beacon Hill Road, together with a proposed reduction in traffic speed limit from national to 50mph on Beacon Hill Road. The design of the roundabout has been influenced by the need to take account of the Site of Importance to Nature Conservation (SINC). Whilst there will be tree loss in order to facilitate the works required in association with the construction of the roundabout, this has been kept to a minimum. There is scope for replacement planting to help screen the car park and this would be secured by way of a planning condition.

- 5.4 The Highway Authority has raised no objection to the proposal subject to conditions.
- 5.5 The proposed car park forms part of the Visitor Management Strategy produced for application 00/00522/OUT and 00/00930/OUT which seeks to:
- redirect a substantial part of the existing recreational pressure to which sensitive areas of the Bourley and Long Valley SSSI/SPA are currently subject, to ecologically more robust areas within Greendane Copse and Beaconhill/Parkhurst Hill SINCS and to a lesser extent, Claycart Bottom and Rushmoor Hill SINC.
  - Better manage remaining recreational and other 'urban' uses of the SSSI/SPA.
- 5.6 It is intended that the proposed car park would partly make up for the loss of the Bourley Road car park, which is located on the eastern side of Bourley Road and is currently able to accommodate approximately 90 cars if the vehicles were to park efficiently. It is proposed as part of application 04/02305/FUL that this car park is to be reduced to 5 spaces only. The aim of the strategy is to discourage people accessing the SSSI and SPA from the Bourley Road car park, and reduce visitor pressure on this more sensitive area.
- 5.7 The proposed car park is located in an area of open grassland with tracks leading straight into woodland walks. Clear way-marked routes would be provided centred on the car park to facilitate public use and enjoyment of the site. In addition, 3 interpretation boards are proposed close to the car park. The proposed boards each measure 1.0m by 0.8m and would be secured by posts to an overall height of 1.6m. Whilst the car park is at the edge of a Site of Importance for Nature Conservation (SINC) it is within an area of low ecological value that is peripheral to the interests for which the SINC is designated. However, in consultation and agreement with Hampshire County Council ecology service, it is proposed to carry out a programme of works as compensation for the direct impact deriving from the new car park, to ameliorate for any damage that would occur to the SINC.
- 5.8 Hampshire County Council (Countryside Service) has raised no objection to the proposal and agree that the SINC is more robust and able to take visitor pressure more easily than the heathland SSSI/SPA.
- 5.9 Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable, and would therefore comply with the various structure and local plan policies set out in the introductory report.

## 6.0 CONCLUSIONS

- 6.1 The proposals would:
- assist in reducing through traffic speeds on Beacon Hill Road
  - provide access to a new recreational car park proposed as part of the mitigation strategy set out in the Visitor Management Strategy
  - result in tree loss in order to facilitate the works required in association with the construction of the roundabout, but this has been kept to a minimum. There is scope for replacement planting to help screen the car park and this secured by way of a planning condition
  - provide access into woodland walks from the proposed car park which is located in an area of open grassland

- 6.2 Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable.

**RECOMMENDATION**            **Grant permission** subject to the following conditions

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

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 No works of development shall take place until full details of both hard and soft landscape have been submitted to and approved in writing by the Local Planning Authority.

Hard details shall include, as appropriate, proposed finished levels and/or contours, means of enclosure of unbuilt open areas, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and artefacts and structures (e.g. furniture, refuse or other storage units, signage, lighting, external services, manholes, etc.). Soft landscape details shall include planting plans, specifications (including cultivation and other operations associated with plant establishment), schedules of plants, noting species, planting sizes and proposed densities where appropriate, and a proposed timetable for planting and laying out of hard surfaces.

**REASON**

To ensure the provision of amenity afforded by appropriate landscape design and to satisfy policy GEN1 of the Hart District Local Plan.

- 3 Hard and soft landscaping works shall be fully carried out in accordance with the approved details, including the approved timetable, and to a reasonable standard in accordance with the relevant provisions of appropriate British Standards (see enclosed list) or other recognised codes of good practice.

Any trees or plants which, within a period of five years after planting, are removed, die or become, in the opinion of the council, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved, unless the Council gives its written consent to any variation.

**REASON**

To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved proposals and to satisfy policy GEN1 of the Hart District Local Plan.

**NOTE**

A landscape checklist pamphlet and selective list of British Standards are enclosed.

- 4 Details, including location, height and materials, of temporary protective fencing, hoardings, etc. and areas prohibited from use by contractors and such other measures to be taken in the interests of existing tree protection shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the commencement of any works on site.

**REASON**

To ensure the protection of existing trees from damage during construction works and to satisfy policy CON8 of the Hart District Local Plan.

**NOTE**

Tree Protection guidelines are enclosed.

- 5 All hedges or hedgerows on the site unless indicated as being removed shall be retained and protected in accordance with details submitted to and approved in writing by the Local Planning Authority in accordance for the duration of works on the site for at least five years following practical completion of the approved development unless otherwise agreed in writing by the Local Planning Authority. Any hedges or hedgerows immediately adjoining the site shall be protected on the site in a similar manner for the duration of works on the site.

In the event that hedges or hedgerows become damaged or otherwise defective during such period the Local Planning Authority shall be notified in writing as soon as reasonably practicable. Within one month a scheme of remedial action, including timetable for implementation shall be submitted to the Local Planning Authority. No further development shall take place on site until the remedial scheme has been approved in writing. The approved scheme shall be implemented in accordance with the approved timetable. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

**REASON**

To ensure the continuity of amenity afforded by existing hedges or hedgerows and to satisfy policy CON8 of the Hart District Local Plan.

**NOTE**

Tree Protection Guidelines are enclosed.

- 6 The interpretation boards hereby permitted shall only be used for the display of visitor information relating to the nature conservation interests of adjacent land and for no other purposes without the written permission of the Local Planning Authority.

**REASON:** In the interests of nature conservation and the character and visual amenities of the area.

**APPLICATION REFERENCE NO: 04/02305/FUL**

**COMMITTEE REPORT ITEM NUMBER: 102**

**EXECUTIVE SUMMARY**

<b>Site Address:</b>	Car Park, Bourley Road, Church Crookham, Fleet,
<b>Proposals:</b>	Reduction of Bourley Road car park, parking management proposals along Bourley Road and the erection of 8 no. interpretation boards.

<b>Date Registered:</b>	11th October 2004	<b>Case Officer:</b>	Mr Robert Jackson
<b>Committee Date:</b>	5th July 2005	<b>Applicant:</b>	Taylor Woodrow Developments Ltd
<b>Type of Application:</b>	Full Application	<b>Agent:</b>	Terrence O'Rourke plc
<b>Ward Member:</b>	Cllr Norman Lambert	<b>Parish Council:</b>	Cron dall
<b>Date Received:</b>	11th October 2004	<b>Target Decision Date:</b>	6th December 2004

<b>Relevant Development Plan Policies:</b>	See Introductory report
<b>Reason for Referral to Full Council:</b>	Not Applicable
<b>Conclusions:</b>	<p>Planning permission is not required to totally or partially close the car park.</p> <p>The proposals would:</p> <ul style="list-style-type: none"><li>• seek to discourage people accessing the SSSI and SPA from the Bourley Road car park;</li><li>• reduce visitor pressure on this sensitive area;</li><li>• would be an effective way of reducing existing and future visitor pressure on the extremely important and sensitive area that is of European significance;</li></ul> <p>An alternative car park at Greendane Copse would provide replacement parking with easy access to a diverse area that is outside of the SPA, offering a wide choice of walking and recreational opportunities</p> <p>Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable.</p>

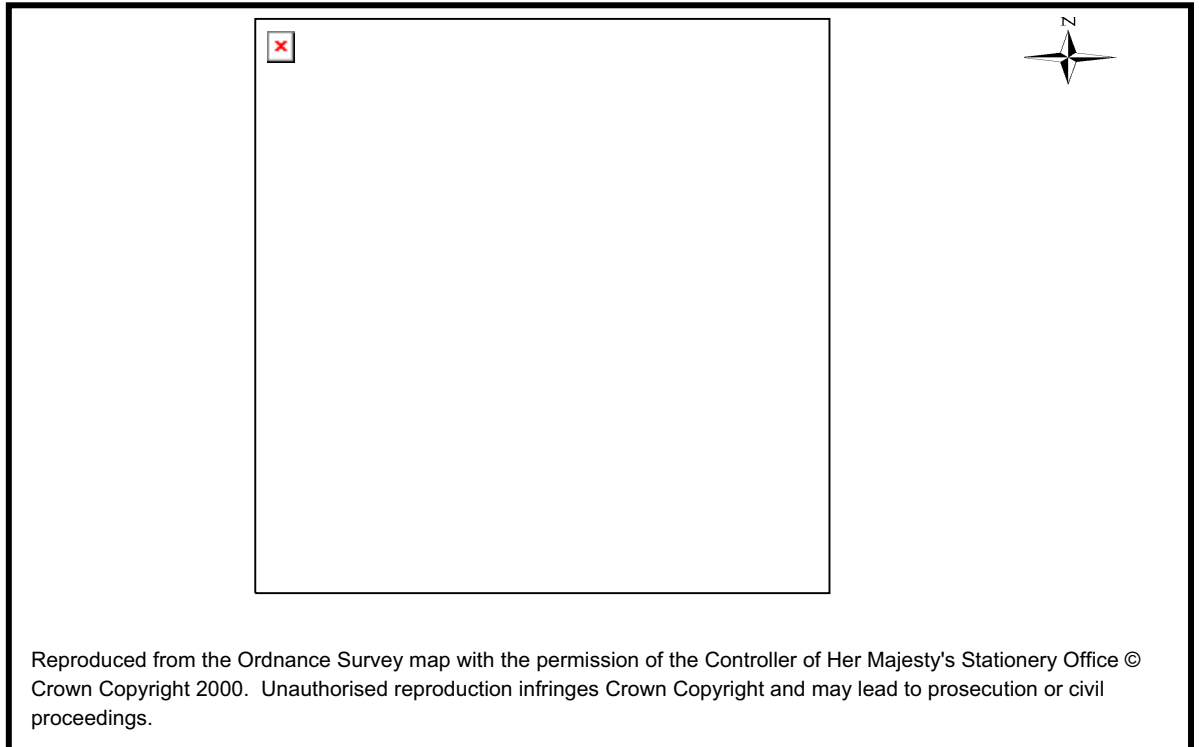
**Recommendation:**

Grant permission subject to conditions



**PLANNING COMMITTEE**  
**Application Ref: 04/02305/FUL**

**Location Map of Application Site**



**Car Park  
Bourley Road  
Church Crookham  
Fleet**

1.0 SUMMARY OF BACKGROUND PAPERS AND PROPOSAL

- 1.1 See the introduction to the agenda for the background to this application.
- 1.2 The proposal is for the reduction of Bourley Road car park, parking management proposals and the erection of 8 no. interpretation boards. The proposal forms a component of the Visitor Management Strategy, submitted in respect of the applications referred to above, and aims to mitigate the impact of the proposed development on the Bourley and Long Valley SSSI which supports breeding populations of rare and vulnerable heathland birds and forms part of the SPA.

2.0 RELEVANT HISTORY

- 2.1 See report in respect of applications 00/00522/OUT and 00/00930/OUT.

3.0 CONSULTATIONS

- 3.1 Site notice displayed: 18<sup>th</sup> October 2004.
- 3.2 Press notice published: 20<sup>th</sup> October 2004.
- 3.3 The consultation responses of relevant to this application are set out below:

Crandall Parish Council:

Recommend refusal. Comment that the amended and new planning applications do not adequately address their concerns relating to traffic, education and infrastructure, which they have recorded in response to the original planning applications.

Crookham Village Parish Council:

Raises objections. Comments in respect of this proposal as follows:

“Our second major concern is the proposed major loss of recreational access to the open spaces along Bourley Road. Appendix D-16 states that the Army plans to retain the 50-spaces Bourley Road parking space. The application seeks to reduce this to 5. The adjacent open spaces have been used by the local civilian population on a very regular basis for decades. A major element is the relatively flat and open aspect around this car park which is felt by many lone walkers to be very much safer than in tracks through trees and which is less of a physical challenge to the older population. The alternative arrangements proposed in this application seek to move these walkers into a heavily wooded and hilly area which is very much less suitable for many of the existing users of the Bourley Road car park. Access to open space is a major consideration for many existing residents of Hart and the MOD land along Bourley Road is a significant part of this amenity. It is bad enough to suffer the other effects of covering QEB with houses, but even more unacceptable to spread its effect onto land that is dear to the hearts of so many Council Tax payers. Furthermore the crime and disorder implications of the change need very careful consideration since the proposed walking areas will be much less open than those currently favoured. CVPC recommends most strongly that the car park on Bourley Road is retained at its current size.”

Fleet and Church Crookham Planning Advisory Group (PAG):

PAG Members object to application 04/02305/FUL for reduction of Bourley Road car park as it is seen to attempt to place an unacceptable limitation on a well used local amenity. It is wholly insufficient as a mitigating measure to offset the considerable detrimental effect of the proposed development on the nearby Bourley and Long Valley SSSI.

The creation of a new recreational area of Beacon Hill with parking for 40 cars to compensate for the loss of the Bourley Road car park is considered insufficient as the area is hilly and wooded and unlike the Long Valley area, unsuitable for the majority of residents.

Fleet & Crookham Civic Society:

Object to the application for the following reasons:

1. We do not believe the reduction in size of the Bourley Road Car Park will achieve the developer's objective of reducing the impact from the development of 1,132 homes in Church Crookham on the nearby Thames basin Heaths proposed Special Protection Area (pSPA) sufficiently to allow the development to go ahead. The planning application to reduce the car park is based on flawed reasoning.
2. It is the policy of Defence Estates to have a presumption in favour of access to MOD land, subject to certain conditions and residents will be severely disadvantaged by the proposed restriction.

Hampshire County Council (Environment Department):

"Is the car park to contain any bays marked for disabled drivers? Otherwise no comments."

Ramblers Association (NE Hants Group):

Objects to the proposal. The car park has been well used by Members for over thirty years and is the only sizeable car park in the area. The car park is extremely well used and provided much needed access to open country. The proposal goes against the intent of the Countryside and Rights of Way Act, which seeks to improve access to the countryside.

Head of Engineering and Technical Services (Drainage):

Comments as follows:

There are likely to be open ditches and watercourses in the vicinity of these works and it is essential that they remain clear and free flowing throughout the works. If the proposed works affect any existing ditches or watercourses, the approval of the Environment Agency must be obtained prior to commencement.

Surrey County Council:

No objection provided the amended proposals relate to the conclusions and suggested mitigation measures arising from the up-dated Environmental Statement so as to ensure that proper consideration is given to sensitive ecological and other environmental resources, to the satisfaction of the relevant agencies, including English Nature.

Surrey Heath Borough Council:

No objection.

Rushmoor Borough Council:

No comments.

English Nature:

In English Nature's opinion the proposals associated with the reduction in capacity of the Bourley Road car park will not result in pollution or deterioration of habitats which support Annex 1 birds, nor cause harm to Annex 1 birds.

The proposals associated with the reduction in capacity of the Bourley Road car park are an element of the Visitor Management Strategy relating to proposed residential development at Queen Elizabeth II Barracks/Wakefords Copse.

The proposals associated with the reduction in capacity of the Bourley Road car park can be regarded as an attempt to 'relocate a substantial part of the existing recreational pressure' on the SSSI/pSPA, thus helping to fulfil the first of the two main objectives of the VMS. In English Nature's opinion the proposals associated with the Bourley Road car park could therefore be regarded as being directly connected with the nature conservation management of the Thames Basin Heaths pSPA.

The Bourley Road car park proposals are compatible with furthering and enhancing the conservation of Bourley and Long Valley SSSI.

No objection is therefore raised.

Hampshire County Council (Countryside Service):

No specific comments made in relation to this application.

RSPB:

Welcome the developer's proposed mitigation strategy and consider it has the potential to remove or avoid any risk of any adverse effect on the pSPA.

Welcome the proposed provision of alternative open space within the land adjacent to the application site and the reduction in parking spaces (at both formal and informal locations) around Bourley and Long Valley SSSI / pSPA. Stress the need for a comprehensive legal agreement to secure the package of mitigation measures.

Hampshire & Isle of Wight Wildlife Trust

With regard to the Bourley Road proposals comments that the Visitor Management Strategy requires the understanding, good will and 'consent' of the local people who already use the SSSIs of the Thames Basin Heaths for informal recreation. The current response to the planning application for the reduction and re-location of car spaces (04/02305/FUL) raises the question as to whether the Visitor Management Strategy can be implemented. As with the other measures, we believe that the VMS needs to be effective and in place prior to the new homes being occupied. A protracted period of contentious debate with current visitors to the pSPA is unlikely to assist the effective delivery of the VMS.

#### 4.0 REPRESENTATIONS

4.1 A total of 475 letters of representation have been received in relation to this application. Main grounds of objection can be summarised as:

- the loss of a valued local amenity;
- Greendane Copse fails to provide an acceptable alternative
- the area is perceived as being safe, due to its openness unlike other areas such as Greendane Copse.
- the terrain is flatter and more accessible than around the proposed replacement car park.

#### 5.0 CONSIDERATION OF THE KEY ISSUES

5.1 The proposal seeks planning permission for the reduction of Bourley Road car park to five spaces, parking management measures along Bourley Road and the erection of 8 no. interpretation boards.

5.2 Members should note that the partial or even total closure of the car park does not need planning permission and could be implemented by the Ministry of Defence without further reference by the blocking of the entrance, for example. This application deals with the physical works that require planning permission; that is the engineering operations and the erection of the signboards. Therefore, little weight should be given to the element of the proposal which is to reduce the size of the car park.

5.3 The proposal forms part of the Visitor Management Strategy produced for application 00/00522/OUT and 00/00930/OUT which seeks to:

- redirect a substantial part of the existing recreational pressure to which sensitive areas of the Bourley and Long Valley SSSI/SPA are currently subject, to ecologically more robust areas within Greendane Copse and Beaconhill/Parkhurst Hill SINCS and to a lesser extent, Claycart Bottom and Rushmoor Hill SINC.
- better manage remaining recreational and other 'urban' uses of the SSSI/SPA.

5.4 Bourley Road car park is located on the eastern side of Bourley Road and is currently able to accommodate approximately 90 cars if the vehicles were to park efficiently. The car park is therefore one of the main access points for people travelling to use the SSSI/SPA by car and is very well used by both people within and outside of the District. The car park is central to the designated area and allows easy access to the SSSI and SPA.

5.5 The proposal seeks to discourage people accessing the SSSI and SPA from the Bourley Road car park, and reduce visitor pressure on this sensitive area. The area of the existing car park proposed to be removed, would be restored to grassland and returned to the SSSI/SPA. The car park entrance would be narrowed to prevent parking. Other pull ins and military access points along Bourley Road would also be closed or reduced in size and reinforced by signage stating that parking in these areas is prohibited. Directions to the new alternative car park off Beacon Hill Road (application 04/02304/FUL) would be provided at the Bourley Road car park to minimise risk that visitors park along Bourley Road. In addition, 8 interpretation boards are proposed adjacent to the car park and in other locations along Bourley Road. The proposed boards each measure 1.0m by 0.8m and would be secured by posts to an overall height of 1.6m. The information on the boards

would inform visitors of the nature conservation issues of the adjacent land and provide advice about appropriate behaviour and the least damaging routes to take.

- 5.6 With regard to third party representation, the strength of local feeling is acknowledged and the area is clearly a valued local amenity. However, it is considered that the proposal would be an effective way of reducing existing and future visitor pressure on the extremely important and sensitive area that is of European significance. The proposed car park at Greendane Copse (04/002304/FUL) would provide replacement parking for about 40 cars that is considered to be sufficient. The car park would enable easy access to a diverse area that is outside of the SPA, offering a wide choice of walking and recreational opportunities. The whole of the Southern Area would also become far more accessible to existing residents as a result of the proposals at QEB and Wakefords Copse.
- 5.7 The Highway Authority has raised no objection to the proposal and it is considered acceptable in highway safety terms.
- 5.8 Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable and would therefore comply with the various structure and local plan policies set out in the introductory report.
- 6.0 CONCLUSIONS
- 6.1 Planning permission is not required to totally or partially close the car park.
- 6.2 The proposals would:
- seek to discourage people accessing the SSSI and SPA from the Bourley Road car park;
  - reduce visitor pressure on this sensitive area;
  - would be an effective way of reducing existing and future visitor pressure on the extremely important and sensitive area that is of European significance;
- 6.3 An alternative car park at Greendane Copse would provide replacement parking with easy access to a diverse area that is outside of the SPA, offering a wide choice of walking and recreational opportunities
- 6.4 Given the paramount importance of protecting and enhancing the Bourley and Long Valley SSSI and SPA the proposal is considered acceptable.

**RECOMMENDATION**            **Grant permission** subject to the following conditions

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

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 No works of development shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority.

Hard details shall include, as appropriate, proposed finished levels and/or contours, means of enclosure of unbuilt open areas, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and artefacts and

structures (e.g. furniture, refuse or other storage units, signage, lighting, external services, manholes, etc.). Soft landscape details shall include planting plans, specifications (including cultivation and other operations associated with plant establishment), schedules of plants, noting species, planting sizes and proposed densities where appropriate, and a proposed timetable for planting and laying out of hard surfaces.

**REASON**

To ensure the provision of amenity afforded by appropriate landscaping design.

- 3 Hard and soft landscaping works shall be carried out in accordance with the approved details, including the approved timetable referred to in Condition 5, and to a reasonable standard in accordance with timetable.

Any trees or plants which, within a period of five years after planting, are removed, die or become, in the opinion of the council, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved, unless the Council gives its written consent to any variation.

**REASON**

To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved proposals.

**NOTE**

A landscape checklist pamphlet and selective list of British Standards are enclosed.

- 4 Any development carried out under this permission shall only be done in accordance with the approved plans and details submitted or those subsequently approved under planning conditions forming part of this permission. The approved plans are TOR 143407/LA/PN/002; 006; 007; 768-SK-30 D; 768/GA/907 C;

**REASON**

To avoid any ambiguity and to ensure the development is only carried out in compliance with the approved details and to satisfy policy GEN1 of the Hart District Local Plan.

**APPLICATION REFERENCE NO: 04/02297/FUL**

**COMMITTEE REPORT ITEM NUMBER: 103**

**EXECUTIVE SUMMARY**

<b>Site Address:</b>	Land At, Wakefords Copse, Church Crookham, Fleet,
<b>Proposals:</b>	Construction of replacement bat roost (bat structure).

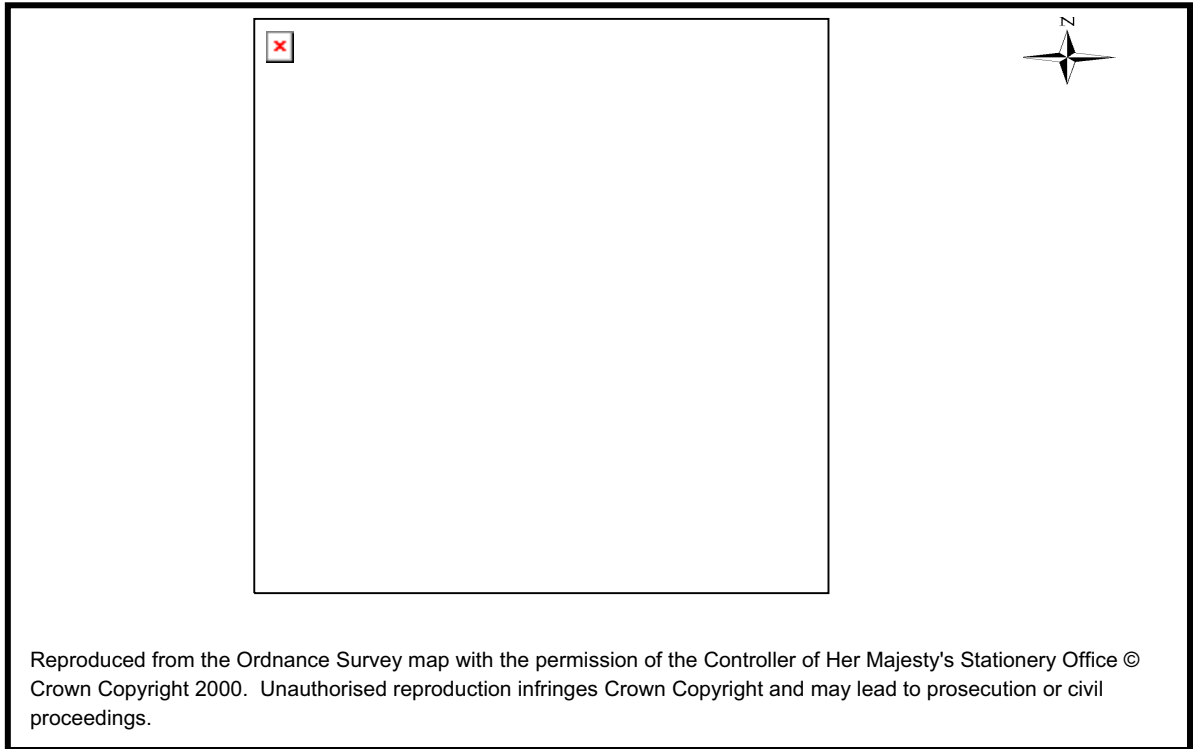
<b>Date Registered:</b>	11th October 2004	<b>Case Officer:</b>	Mr Robert Jackson
<b>Committee Date:</b>	5th July 2005	<b>Applicant:</b>	Taylor Woodrow Developments Ltd
<b>Type of Application:</b>	Full Application	<b>Agent:</b>	Terrence O'Rourke plc
<b>Ward Member:</b>	Cllr Norman Lambert	<b>Parish Council:</b>	Cron dall
<b>Date Received:</b>	11th October 2004	<b>Target Decision Date:</b>	6th December 2004

<b>Relevant Development Plan Policies:</b>	See Introductory Report
<b>Reason for Referral to Full Council:</b>	Not Applicable
<b>Conclusions:</b>	The proposed replacement bat roost is acceptable in principle and would provide a suitable alternative accommodation for the bats to be displaced by the demolition of houses at Wakefords Copse.
<b>Recommendation:</b>	Approve subject to a legal agreement



**PLANNING COMMITTEE**  
**Application Ref: 04/02297/FUL**

**Location Map of Application Site**



**Land At**  
**Wakefords Copse**  
**Church Crookham**  
**Fleet**

## 1.0 SUMMARY OF BACKGROUND PAPERS AND PROPOSALS

- 1.1 See the introduction to the agenda for the background to this application.
- 1.2 The proposal seeks planning permission for a replacement bat structure (roost) for bats, which are currently using the roof space of a number of houses in Wakefords Copse. The application site lies within the existing rear garden area of one of the properties in Wakefords Copse.
- 1.3 A 1.8m high brick wall would enclose the proposed structure and the structure itself would measure about 12m by 6.3m. The structure has been designed to provide the principal elements of the existing buildings used by the bats. The provision of a heat source is planned as observations show that bats seek artificially heated places for roosting, eg hot water tanks and pipe runs. A passive solar panel and water tank in the roof is shown and it is understood that there is no maintenance implication for this system for at least 30 years.

## 2.0 RELEVANT PLANNING HISTORY

- 2.1 See report for applications 00/00522/OUT and 00/00930/OUT for residential development in respect of Wakefords Copse and the QEII Barracks. In addition, application 03/00873/FUL also on this agenda seeks planning permission for an underground replacement bat roost, on land at QEII Barracks, Church Crookham.

## 3.0 CONSULTATIONS

- 3.1 Site notice displayed: 18<sup>th</sup> October 2004.
- 3.2 Press notice published: 20<sup>th</sup> October 2005.
- 3.3 Consultation responses of relevance to this application are set out below:

### Crandall Parish Council:

Recommend refusal of all QEB applications.

### Crookham Village Parish Council:

Raise objections to all QEB applications.

### Fleet and Church Crookham Planning and Advisory Group:

No specific comments in relation to this application.

### English Nature:

No objection to the proposed construction of the replacement bat roost structure and recommend that the application enters into a Section 106 agreement which ensures provision of short and long term monitoring and which ensures that any modifications to temperature control are identified and carried out early, if required, as proposed in the Environmental Statement.

Surrey County Council Planning and Countryside Service:

Provided the amended proposals relate to the conclusions and suggested mitigation measures arising from the up-dated Environmental Statement so as to ensure that proper consideration is given to sensitive ecological and other environmental resources, to the satisfaction of the relevant agencies, including English Nature, the County Council have no objection to the amendments and changes to proposals currently to hand.

Head of Engineering and Transport (Drainage):

Comments as follows:

There are no public sewers shown crossing the site. I note that a gravel trench is proposed for the discharge of roof water. Whoever carries out the building control function will need to be convinced that this method of drainage will work effectively under all conditions. Consideration must be given to the effect of the soakaway on existing properties. I have checked the Environment Agency's map of indicative flooding and the site is not shown to be at risk of flooding from main rivers. There are no records of residents reporting flooding in this area.

Hampshire County Council (Environment):

I agree that there is a need for the new structure to be constructed some time prior to the demolition of the houses in order to ensure the bats are aware of the alternative roost site. On-going and regular monitoring is essential, not only to provide optimum conditions but also to maintain the fabric of the building that may be subject to vandalism. The same is true for the proposed bat tunnel in Queen Elizabeth II Barracks (03/00873/FUL). A S106 agreement should be signed to ensure the long-term maintenance of both structures.

4.0 THIRD PARTY REPRESENTATIONS

4.1 2680 no. neighbours and previous contributors were notified with 58 letters of objection received in relation to this application. The main issues relate to:

- impact on bats which are a protected species and that the structure is only required because of the housing proposals.
- whether the size of the structure is adequate
- bats may not migrate to the new structure.

5.0 ASSESSMENT OF THE KEY ISSUES

5.1 Bats and their roosts are protected under national and European legislation. As a consequence, disturbance to bat roosts arising from development operations is not permitted unless an appropriate licence has been obtained from the Department of the Environment, Food and Rural Affairs (DEFRA). Prior to granting a licence, DEFRA will require a comprehensive mitigation strategy to ensure that demolition of existing buildings will not adversely affect the bats roosting in it.

5.2 English Nature has raised no objection to the bat roost, which will need to be in place for as long as possible prior to commencing other works on the site. The provision of the bat roost is to be secured as part of the S106 agreement for applications 00/00522/OUT and 00/00930/OUT.

- 5.3 Whilst the proposed structure is relatively large in size, it will not affect the amenity of any surrounding residents, or the visual amenities of the area. The future layout of any development on Wakefords Copse in the event that planning permission is granted, would need to take account of the presence of the structure.
- 5.4 Notwithstanding any other development of the site, it is considered that the provision of additional habitats for a protected species is considered desirable, and in line with Structure and Local plans policies as set out in the introductory report. On that basis the application is recommended for approval.
- 6.0 CONCLUSIONS
- 6.1 The proposed replacement bat roost is acceptable in principle and would provide a suitable alternative accommodation for the bats to be displaced by the demolition of houses at Wakefords Copse.

**RECOMMENDATION**            **Approve subject to a legal agreement** to require the long-term maintenance of the bat roost

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

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 No works of development shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority.

Hard details shall include, as appropriate, proposed finished levels and/or contours, means of enclosure of unbuilt open areas, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and artefacts and structures (e.g. furniture, refuse or other storage units, signage, lighting, external services, manholes, etc.). Soft landscape details shall include planting plans, specifications (including cultivation and other operations associated with plant establishment), schedules of plants, noting species, planting sizes and proposed densities where appropriate, and a proposed timetable for planting and laying out of hard surfaces.

**REASON**

To ensure the provision of amenity afforded by appropriate landscaping design.

- 3 Hard and soft landscaping works shall be carried out in accordance with the approved details, including the approved timetable referred to in Condition 2, and to a reasonable standard in accordance with timetable.

Any trees or plants which, within a period of five years after planting, are removed, die or become, in the opinion of the council, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved, unless the Council gives its written consent to any variation.

**REASON**

To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved proposals.

- 4 Details of all external facing, roofing and surface materials shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. The approved details shall thereafter be implemented in full.

REASON

To ensure that the external appearance of the buildings is satisfactory.

- 5 Any development carried out under this permission shall only be done in accordance with the approved plans and details submitted or those subsequently approved under planning conditions forming part of this permission. The approved plans are 1434.07/01 Rev C;00775/B/1102 WC/01; 02; 03; 04; 05; 06A; 06B received on the 11th October 2004.

REASON

To avoid any ambiguity and to ensure the development is only carried out in compliance with the approved details and to satisfy policy GEN1 of the Hart District Local Plan.

**APPLICATION REFERENCE NO: 03/00873/FUL**

**COMMITTEE REPORT ITEM NUMBER: 104**

**EXECUTIVE SUMMARY**

<b>Site Address:</b>	Queen Elizabeth Barracks, Sandy Lane, Church Crookham, FLEET, Hampshire GU52 8RH
<b>Proposals:</b>	Construction of replacement underground bat roost. CHANGE TO DRAINAGE DETAIL.

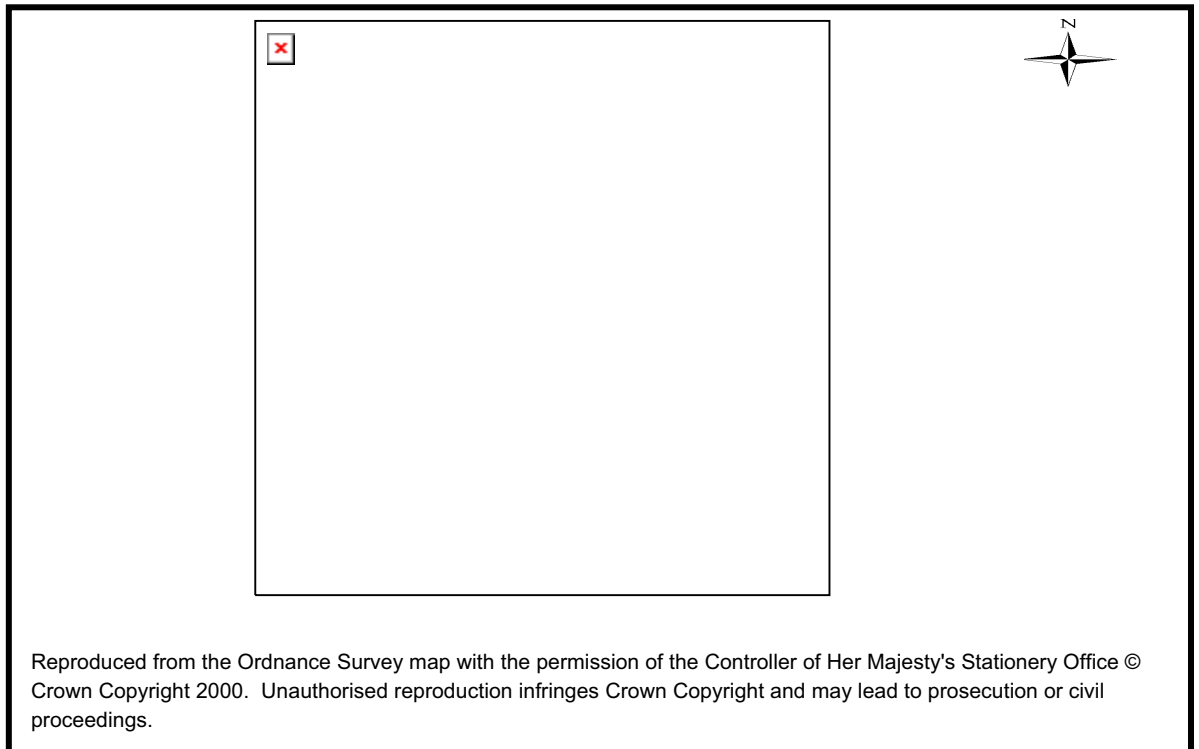
<b>Date Registered:</b>	18th June 2003	<b>Case Officer:</b>	Mr Robert Jackson
<b>Committee Date:</b>	5th July 2005	<b>Applicant:</b>	Taylor Woodrow Developments Ltd
<b>Type of Application:</b>	Full Application	<b>Agent:</b>	Terrence O'Rourke plc
<b>Ward Member:</b>	Cllr Norman Lambert	<b>Parish Council:</b>	Cron dall
<b>Date Received:</b>	18th June 2003	<b>Target Decision Date:</b>	12th August 2003

<b>Relevant Development Plan Policies:</b>	See Introductory Report
<b>Reason for Referral to Full Council:</b>	Not Applicable
<b>Conclusions:</b>	The proposed replacement underground bat roost is acceptable in principle and would provide a suitable alternative accommodation for the bats to be displaced by the demolition of the existing air raid shelter.
<b>Recommendation:</b>	Approve subject to a legal agreement



**PLANNING COMMITTEE**  
**Application Ref: 03/00873/FUL**

**Location Map of Application Site**



**Queen Elizabeth Barracks  
Sandy Lane  
Church Crookham  
FLEET  
Hampshire  
GU52 8RH**

## 1.0 SUMMARY OF BACKGROUND PAPERS

- 1.1 See the introduction to the agenda for the background to this application.
- 1.2 The proposal seeks planning permission for a replacement underground roost for bats, which are currently using one of the air raid shelters on the QEII Barracks site. The air raid shelter would be demolished as part of the proposals for the comprehensive redevelopment of the site. The application site lies to the west of the Barracks site and the proposed roost will be built into one of the mounds within the former rifle range area.
- 1.3 The proposal is for a cut and cover rectangular tunnel 1.4m wide and 8.2m long and 1.8m high internally with a small high chamber at the end of 2.0m high. The roof would be constructed of reinforced concrete with cast in “bat bricks” to provide crevices for bats to roost.

## 2.0 RELEVANT PLANNING HISTORY

- 2.1 See report for applications 00/00522/OUT and 00/00930/OUT for residential development in respect of Wakefords Copse and the QEII Barracks. In addition, application 04/02297/FUL, also seeks planning permission for a replacement bat roost, on land at Wakefords Copse, Church Crookham.

## 3.0 CONSULTATIONS

- 3.1 Site notice displayed: 27/6/03
- 3.2 Press notice displayed: 10/9/03
- 3.3 The consultation responses relevant to this application are set out below.

### Crookham Village Parish Council

“Whilst we are pleased that displaced bats will be given new homes, presentation in two separate applications seems more orientated towards public relations than documentary efficiency.”

### Hampshire County Council - Senior Archaeologist

No archaeological fieldwork required prior to development.

Buildings on site do not warrant legal protection through listing but do have a group value therefore the riding school, firing range and walls, bunkers, laboratory, weapons store, cinema and buildings associated with the Ghurkhas be recorded to at least RCHME Level II standard prior to destruction.

Assessment be undertaken of the air raid shelters to ascertain their form and construction method and any graffiti of “wall paintings” relating to early use survives in-situ.

The site of the proposed car park/recreation area has historic waterworks and associated structures in the area and before any work is undertaken an assessment of this structure, including its historical potential should be done.

Basingstoke & Deane Borough Council

No comments.

Surrey Heath Borough Council

No objection.

Surrey County Council Planning & Countryside Service

No objections provided that the amended proposals relate to the conclusions and suggested mitigation measures arising from the up-dated Environmental Impact Assessment to ensure that proper consideration is given to sensitive ecological and other environmental resources, to the satisfaction of other agencies, including English Nature.

English Nature

English Nature is prepared to withdraw its objection to planning applications 00/00522/OUT and 00/00930/OUT, lodged on 7 October 2003, subject to mitigation measures described in the "Information for Appropriate Assessment" being secured by way of a legally binding agreement that provides for their delivery in a manner that in practice will allow them to be fully implemented. The details of the mitigation measures, on which the conclusions as to the effects on the pSPA rely, are to be contained in Section 106 agreements which as yet English Nature has not had sight of. As English Nature's advice and willingness to withdraw its objection relies on these mitigation measures we wish to be consulted on and involved in the formulation of the details of these agreements so far as they affect nature conservation interests. If English Nature were not satisfied that the terms of the agreements provided for the securing of practically deliverable mitigation measures which supported the conclusions as to the effects on the pSPA set out above then its objection to the proposal would continue. There remain a number of practical issues to be agreed including the long-term funding of the proposed visitor management measures.

I also draw your attention to the provisions of Section 28I of the 1981 Act, in particular to the requirement that, should permission be given contrary to English Nature's advice or to the conditions which English Nature recommends should be attached to the permission, then you must ensure that:

Notification is given to English Nature of the date and terms of the permission and how, if at all, you have taken account of English Nature's advice;

The permission does not permit operations to begin before 21 days after details of the permission and a statement of how you have taken account of English Nature's advice, has been given to English Nature.

Environment Agency

The Agency has no objection, in principle, to the proposed development.

## CPRE

The replacement of a variety of diverse sites with a single roost or a single tunnel leave the bat populations far more susceptible to depredation or complete loss due to disease, attack, temperate change or other local disaster.

## The National Grid Company Plc

No comments

## Health & Safety Executive

No comments

## Commission for Architecture and the Built Environment

No comments – not to be taken a tacit endorsement of the scheme

### 4.0 THIRD PARTY REPRESENTATIONS

4.1 2680 no. neighbours and previous contributors were notified with 50 letters of objection received in relation to this application. The main issues relate to:

- impact on bats which are a protected species
- the structure is only required because of the housing proposals.
- the bats may not migrate to the new structure.

### 5.0 ASSESSMENT OF THE KEY ISSUES

5.1 Bats and their roosts are protected under national and European legislation. As a consequence, disturbance to bat roosts arising from development operations is not permitted unless an appropriate licence has been obtained from DEFRA. Prior to granting a licence, DEFRA will require a comprehensive mitigation strategy to ensure that demolition of existing buildings will not adversely affect the bats roosting in it.

5.2 English Nature has raised no objection to the bat roost, which will need to be in place for as long as possible prior to commencing works on the site. The provision of the bat roost is to be secured as part of the S106 agreement for applications 00/00522/OUT and 00/00930/OUT.

5.3 Notwithstanding any other development of the site, it is considered that the provision of additional habitats for a protected species is considered desirable, and in line with Structure and Local plans policies as set out in the introductory report. On that basis the application is recommended for approval.

### 6.0 CONCLUSIONS

6.1 The proposed replacement underground bat roost is acceptable in principle and would provide a suitable alternative accommodation for the bats to be displaced by the demolition of the existing air raid shelter.

**RECOMMENDATION**        **Approve subject to a legal agreement** to require the long-term maintenance of the bat roost

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

**REASON**

To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 No development or demolition of buildings on the site shall take place until the applicant has secured and implemented a programme of recording the existing buildings on the site as set out in Section 13.49 of the Environmental Statement, and to include the air raid shelters within the site and the Southern Area, to at least RCHME Level II standard. The final report shall be deposited with the Local Planning Authority within three months of the programme has been completed.

**REASON**

In order to secure a record of military buildings and structures that are of historic interest.

- 3 No works of development shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority.

Hard details shall include, as appropriate, proposed finished levels and/or contours, means of enclosure of unbuilt open areas, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and artefacts and structures (e.g. furniture, refuse or other storage units, signage, lighting, external services, manholes, etc.). Soft landscape details shall include planting plans, specifications (including cultivation and other operations associated with plant establishment), schedules of plants, noting species, planting sizes and proposed densities where appropriate, and a proposed timetable for planting and laying out of hard surfaces.

**REASON**

To ensure the provision of amenity afforded by appropriate landscaping design.

- 4 Hard and soft landscaping works shall be carried out in accordance with the approved details, including the approved timetable referred to in Condition 5, and to a reasonable standard in accordance with timetable.

Any trees or plants which, within a period of five years after planting, are removed, die or become, in the opinion of the council, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved, unless the Council gives its written consent to any variation.

**REASON**

To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved proposals.

**NOTE**

A landscape checklist pamphlet and selective list of British Standards are enclosed.

- 5 Details of all external facing, roofing and surface materials shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. The approved details shall thereafter be implemented in full.

REASON

To ensure that the external appearance of the buildings is satisfactory.

- 6 Any development carried out under this permission shall only be done in accordance with the approved plans and details submitted or those subsequently approved under planning conditions forming part of this permission. The approved plans are 1434.07/04B received on 18 June 2003 and 768/SK/13F received on 11 July 2003.

REASON

To avoid any ambiguity and to ensure the development is only carried out in compliance with the approved details and to satisfy policy GEN1 of the Hart District Local Plan.

APPLICATION REFERENCE NO: 04/02303/FUL

COMMITTEE REPORT ITEM NUMBER: 105

EXECUTIVE SUMMARY

<b>Site Address:</b>	Land Along Beacon Hill Road And, Aldershot Road, Church Crookham, Fleet,
<b>Proposals:</b>	Erection of 8 no. interpretation boards.

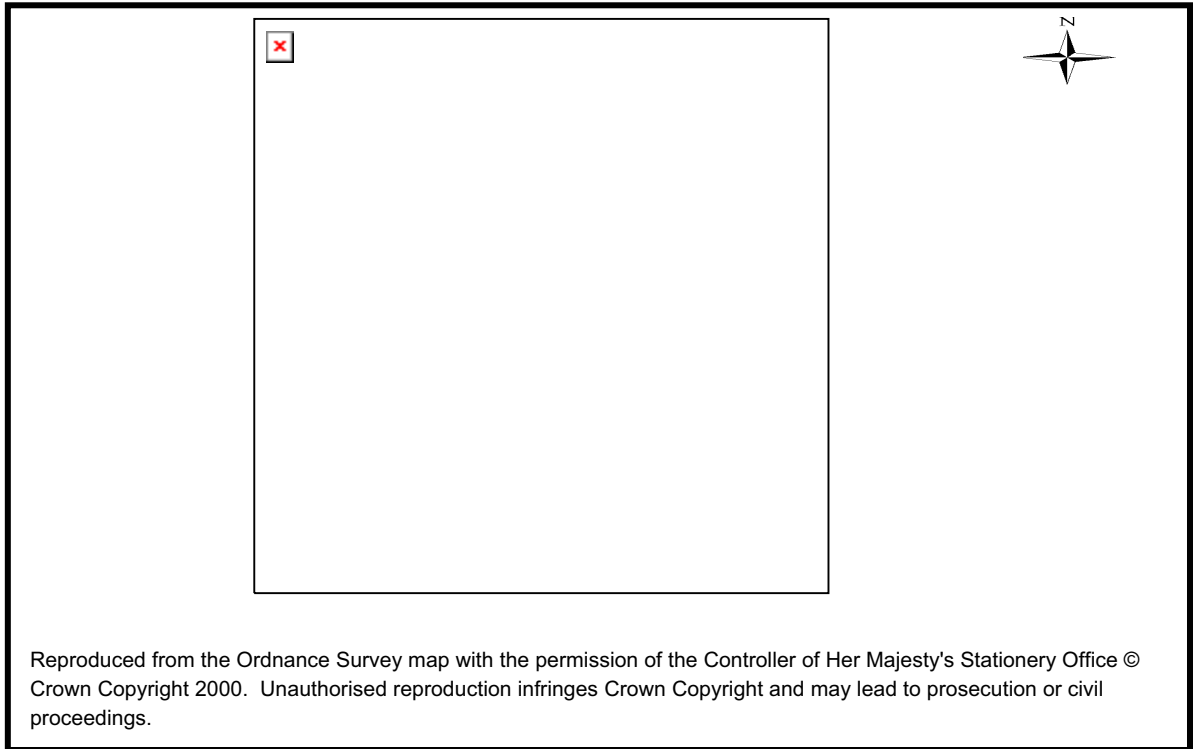
<b>Date Registered:</b>	11th October 2004	<b>Case Officer:</b>	Mr Robert Jackson
<b>Committee Date:</b>	5th July 2005	<b>Applicant:</b>	Taylor Woodrow Developments Ltd
<b>Type of Application:</b>	Full Application	<b>Agent:</b>	Terrence O'Rourke plc
<b>Ward Members:</b>	Cllr James Radley Cllr Norman Lambert	<b>Parish Councils:</b>	Church Crookham Crandall
<b>Date Received:</b>	11th October 2004	<b>Target Decision Date:</b>	6th December 2004

<b>Relevant Development Plan Policies:</b>	See Introductory Report
<b>Reason for Referral to Full Council:</b>	Not applicable
<b>Conclusions:</b>	The proposed interpretation boards would not be detrimental to the character and appearance of the surrounding area and would provide valuable information to visitors regarding the SSSI and SPA.
<b>Recommendation:</b>	Grant permission subject to conditions



**PLANNING COMMITTEE**  
**Application Ref: 04/02303/FUL**

**Location Map of Application Site**



**Land along Beacon Hill Road And  
Aldershot Road  
Church Crookham  
Fleet**

1.0 SUMMARY OF BACKGROUND PAPERS AND PROPOSAL

- 1.1 See the introduction to the agenda for the background to this application.
- 1.2 The application seeks planning permission for the erection of 8 no. interpretation boards on land along Beacon Hill Road and Aldershot Road, Church Crookham, Fleet, Hampshire. The proposed interpretation boards form a component of the Visitor Management Strategy, submitted in respect of the applications referred to above, which aims to mitigate the impact of the proposed redevelopment on the Bourley and Long Valley SSSI which supports breeding populations of rare and vulnerable heathland birds and forms part of the SPA.

2.0 RELEVANT PLANNING HISTORY

- 2.1 See report in respect of applications 00/00522/OUT and 00/00930/OUT.

3.0 CONSULTATIONS

- 3.1 Site notice displayed: 18<sup>th</sup> October 2004.
- 3.2 Press notice published: 20<sup>th</sup> October 2004.
- 3.3 Comments received as below:

Crandall Parish Council

Recommend refusal. Comment that the amended and new planning applications do not adequately address their concerns relating to traffic, education and infrastructure, which they have recorded in response to the original planning applications.

Fleet and Church Crookham Planning Advisory Group

Members object to the placing of interpretation boards as they feel these measures to be among a number of measures that are wholly inadequate for ensuring the protection of endangered species in the pSPA and that the major scale of the proposed development will greatly increase the risk of arson occurrences in sensitive areas of the pSPA, with consequent damage to the natural habitat of endangered species.

Crookham Village Parish Council

Raise objections to amended and new applications.

Hampshire County Council - Environment Department

No comments.

Basingstoke & Deane Borough Council

No comments.

Rushmoor Borough Council

No objection.

Surrey Heath Borough Council

No objection.

Surrey County Council Planning & Countryside Service

No objections provided that the amended proposals relate to the conclusions and suggested mitigation measures arising from the up-dated Environmental Impact Assessment to ensure that proper consideration is given to sensitive ecological and other environmental resources, to the satisfaction of other agencies, including English Nature.

English Nature

No objection to the proposed erection of interpretation boards within the SSSI/Thames Basin Heaths pSPA.

Head of Engineering and Transport - Drainage

Open ditches and watercourses are in the vicinity and it is essential that they remain clear and free flowing. If proposed works affect existing ditches or watercourses approval from Environment Agency must be obtained.

Fleet & Crookham Civic Society

No specific comments in respect of this application.

4.0 THIRD PARTY REPRESENTATIONS

4.1 2680 no. neighbours and previous contributors were notified with 76 responses received in relation to this particular application. The main issues raised are as follows:

- the boards are only required as a result of the redevelopment proposals on the former QEII Barracks and Wakefords Copse;
- visual appearance and future maintenance of the boards

5.0 ASSESSMENT OF THE KEY ISSUES

5.1 This application is part of the comprehensive proposals for the redevelopment of the former QEII Barracks and Wakefords Copse. A Visitor Management Strategy has been submitted in relation to the outline proposals (00/00522/OUT and 00/00930/OUT) and the objective of this strategy is to reduce new and existing visitor pressure on the Thames Basin Heaths SPA. One element of this strategy is to inform visitors of the sensitivity of the site, advice of appropriate behaviour within the SSSI/SPA and to advise of the least damaging routes to take through the SSSI/SPA. This information would be clearly displayed on the proposed interpretation boards, which would be placed at locations along Beacon Hill Road and Aldershot Road that are well used and visible to visitors to the area.

5.2 The proposal is therefore for the erection of 8no interpretation boards. 6no. boards are proposed adjacent to Aldershot Road, with a further 2no boards adjacent to Beacon Hill Road. The proposed boards each measure 1.0m by 0.8m and would be secured by posts to an overall height of 1.6m.

5.3 Notwithstanding any other development in the area it is considered that the proposed boards would not be detrimental to the character and appearance of the

surrounding area and would provide valuable information to visitors regarding the SSSI and SPA.

## 6.0 CONCLUSIONS

- 6.1 The proposed interpretation boards would not be detrimental to the character and appearance of the surrounding area and would provide valuable information to visitors regarding the SSSI and SPA.

### **RECOMMENDATION**            **Grant permission** subject to conditions

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

#### REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

- 2 The interpretation boards hereby permitted shall only be used for the display of visitor information relating to the nature conservation interests of adjacent land and for no other purposes without the written permission of the Local Planning Authority.

REASON: In the interests of nature conservation and the character and visual amenities of the area.

- 3 Any development carried out under this permission shall only be done in accordance with the approved plans and details submitted or those subsequently approved under planning conditions forming part of this permission. The approved plans referenced: 1434.07/J/04; 43407/LA/PN/003; 004; 005;006; received on 11th October 2004.

#### REASON

To avoid any ambiguity and to ensure the development is only carried out in compliance with the approved details and to satisfy policy GEN1 of the Hart District Local Plan.

**APPLICATION REFERENCE NO: 00/00522/OUT**

**COMMITTEE REPORT ITEM NUMBER: 106**

**EXECUTIVE SUMMARY**

<b>Site Address:</b>	Wakesford Copse, Queen Elizabeth Barracks, Sandy Lane, Church Crookham, Fleet
<b>Proposals:</b>	OUTLINE - The development of approximately, but not more than, 132 Residential Dwellings (Duplicate Application to 99/00545/OUT). AMENDED PLANS RECEIVED 15/10/04.

<b>Date Registered:</b>	18th July 2000	<b>Case Officer:</b>	Mr Robert Jackson
<b>Committee Date:</b>	5th July 2005	<b>Applicant:</b>	Ministry Of Defence
<b>Type of Application:</b>	Outline Application	<b>Agent:</b>	Terrence O'Rourke plc
<b>Ward Member:</b>	Cllr Norman Lambert	<b>Parish Council:</b>	Cron dall
<b>Date Received:</b>	19th April 2000	<b>Target Decision Date:</b>	12th September 2000

<b>Relevant Development Plan Policies:</b>	See Introductory Report
<b>Reason for Referral to Full Council:</b>	Not Applicable, however if the application were to be refused this would represent a departure from the development plan which would require reference to Full Council
<b>Conclusions:</b>	<p>The site represents an allocation within the local plan for development along the lines proposed. Although the number of dwellings is in excess of those specifically set out in DEV2, it is clear that this is would be acceptable at reasonable densities and the number of dwellings proposed would be acceptable.</p> <p>Specific provision would be secured through legal agreements to ensure that appropriate infrastructure would be provided for the proposed residents, and, as an overall package, nature conservation issues are protected as either have a positive or de minimis effect.</p> <p>Affordable and key-worker housing is proposed at levels above those set out in the adopted Local Plan, although not at the higher levels set out in the proposed first alteration.</p> <p>Off-site infrastructure is also proposed to ensure that the impacts of the development outside the site are mitigated. This may be in overall terms with existing residents changing travel patterns as facilities improve.</p>

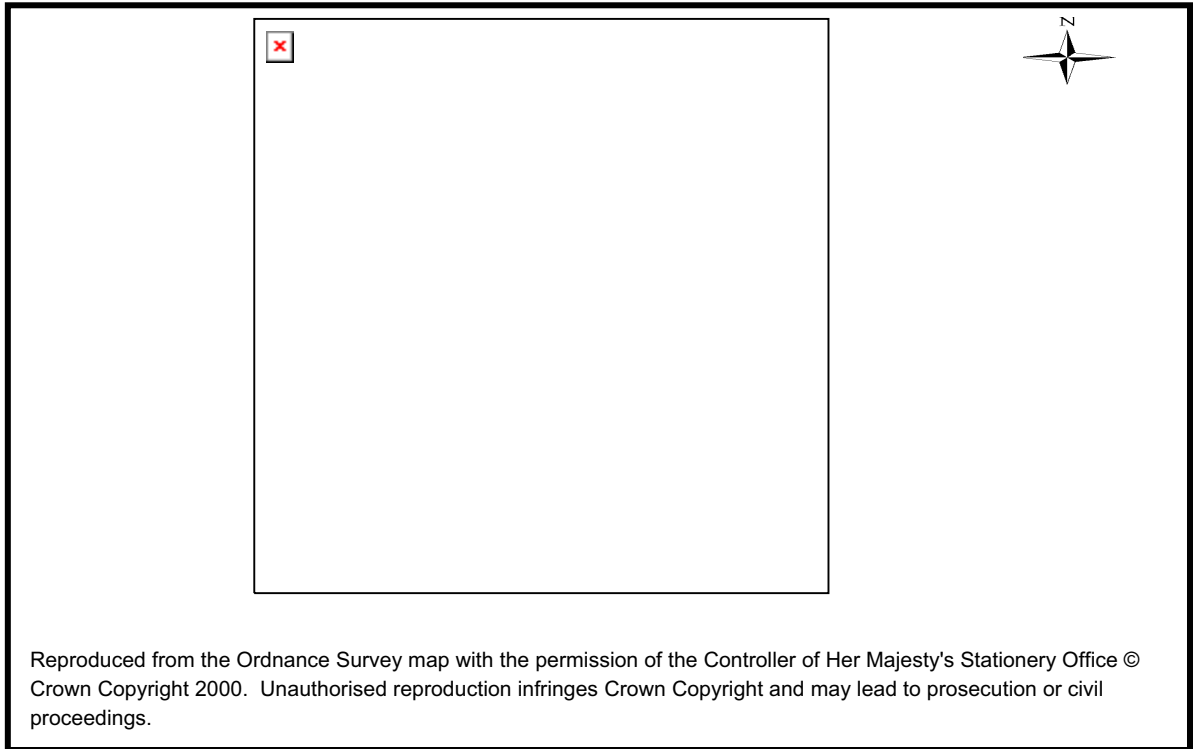
**Recommendation:**

Approve subject to a legal agreement



**PLANNING COMMITTEE**  
**Application Ref: 00/00522/OUT**

**Location Map of Application Site**



**Wakesford Copse**  
**Queen Elizabeth Barracks**  
**Sandy Lane**  
**Church Crookham**  
**Fleet**

**APPLICATION REFERENCE NO: 00/00930/OUT**

**COMMITTEE REPORT ITEM NUMBER: 107**

**EXECUTIVE SUMMARY**

<b>Site Address:</b>	Queen Elizabeth Barracks, Sandy Lane, Church Crookham, FLEET, Hampshire GU52 8RH
<b>Proposals:</b>	Redevelopment of former Military Barracks comprising: approx. (but not more than) 1000 dwelling houses; a local centre (containing retail food store (of approx but not more than 500 square metres), additional A1/A3 units, creche, Medical Centre and pharmacy); School, community hall, formal and informal recreational open space and five retained SINC's (Soanes Copse, Wood Copse, Soanes Field, Wakefords Copse and part of Ewshot Marsh). AMENDED PLANS RECEIVED 15/10/04.

<b>Date Registered:</b>	18th July 2000	<b>Case Officer:</b>	Mr Robert Jackson
<b>Committee Date:</b>	5th July 2005	<b>Applicant:</b>	Secretary Of State For Defence
<b>Type of Application:</b>	Outline Application	<b>Agent:</b>	Terrence O'Rourke plc
<b>Ward Members:</b>	Cllr Norman Lambert Cllr Simon Ambler Cllr James Radley	<b>Parish Councils:</b>	Crondall Church Crookham
<b>Date Received:</b>	18th July 2000	<b>Target Decision Date:</b>	12th September 2000

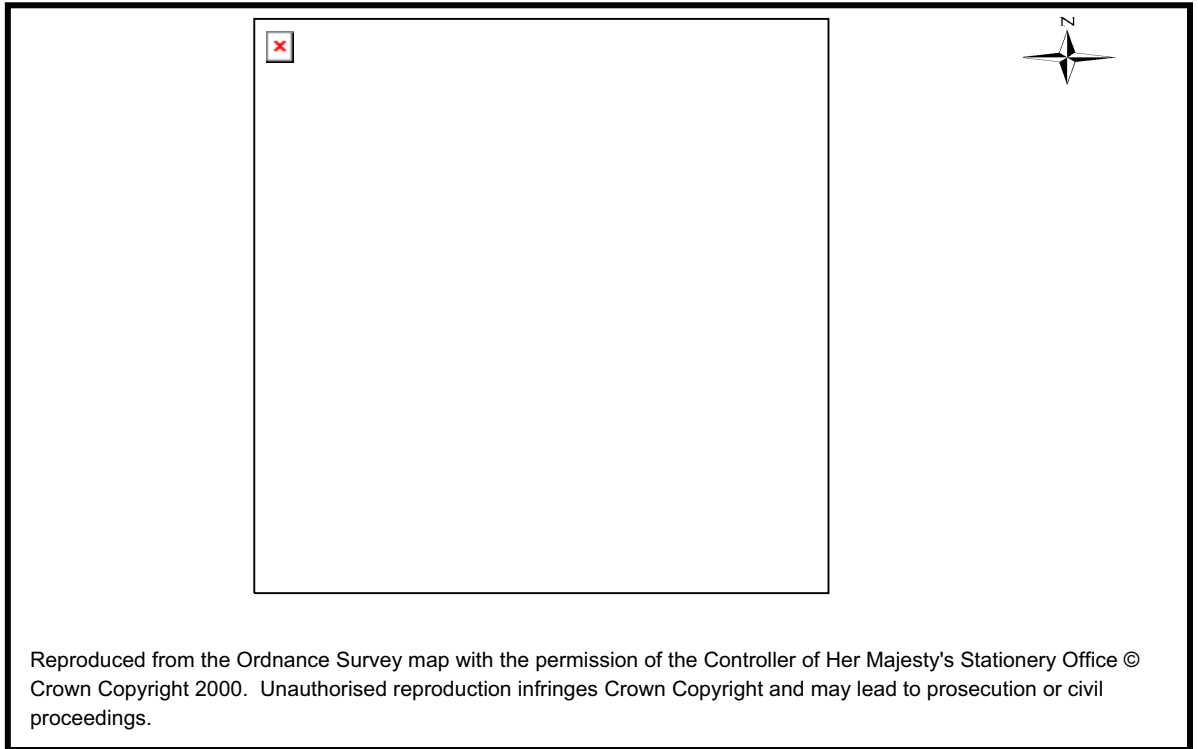
<b>Relevant Development Plan Policies:</b>	See Introductory Report
<b>Reason for Referral to Full Council:</b>	Not Applicable, however if the application were to be refused this would represent a departure from the development plan which would require reference to Full Council
<b>Conclusions:</b>	<p>The QEII Barracks site and Wakefords Copse are allocated sites in the adopted Hart District Local Plan and accordingly, the principle of major redevelopment of the sites has already been established. The site represents an allocation within the local plan for development along the lines proposed. Although the number of dwellings is in excess of those specifically set out in DEV2, it is clear that this is would be acceptable at reasonable densities and the number of dwellings proposed would be acceptable.</p> <p>Specific provision would be secured through legal agreements to ensure that appropriate infrastructure would be provided for the proposed residents, and, as an overall package, nature conservation issues are protected as either have a positive or de minimis effect.</p>

	<p>Affordable and key-worker housing is proposed at levels above those set out in the adopted Local Plan, although not at the higher levels set out in the proposed first alteration.</p> <p>Off-site infrastructure is also proposed to ensure that the impacts of the development outside the site are mitigated. This may be in overall terms with existing residents changing travel patterns as facilities improve.</p>
<b>Recommendation:</b>	Approve subject to a legal agreement



**PLANNING COMMITTEE**  
**Application Ref: 00/00930/OUT**

**Location Map of Application Site**



**Queen Elizabeth Barracks  
Sandy Lane  
Church Crookham  
FLEET  
Hampshire  
GU52 8RH**

## 1.0 SUMMARY OF BACKGROUND PAPERS

- 1.1 The background to these planning applications is explained in detail in the introduction to the agenda.

## 2.0 THE SITES AND SURROUNDINGS

### Queen Elizabeth II Barracks

- 2.1 This site is approximately 68.5ha in total and is located in the parish of Crondall, to the south of Fleet and Church Crookham, adjacent to the existing built up area. The site is currently accessed from Sandy Lane. The QEII Barracks site is bounded by Sandy Lane to the north, Ewshot Marsh to the south, Naishes Lane to the east and by farmland and Redfields Road to the southwest. There are many existing buildings on the site, including timber barrack blocks, administrative and education buildings, technical accommodation, workshops, a parade ground, a rifle range and a motor transport depot. Most of the buildings are single storey with pitched roofs and are positioned to the west of the spine road, which runs along a north/south ridge through the site. The site also includes the Auxiliary Stores Unit (ASU) site accessed from Naishes Lane, which is located to the east of the barracks.
- 2.2 To the east lie open grass areas, the rifle range, assault course and playing field, backed by the woodland blocks of Soanes Field Copse and Soanes Wood/Copse.
- 2.3 The site has varying topography, rising from approximately 90m above ordnance datum (AOD) on the northern boundary, to 115m AOD in the south east. Beyond the southern boundary the land continues to rise up to Ewshot village and beyond.
- 2.4 Immediately to the north of the site is the built up residential area of Church Crookham that adjoins Fleet town. Bordering the west and south east of the site are the MoD owned housing areas of Humphrey Park, Wakefords Park and Quetta Park.

### Wakefords Copse

- 2.5 Wakefords Copse is located to the east of the barracks and comprises of an area of unoccupied low density housing. The site covers approximately 9.8ha in total and is accessed from Leipzig Road via Naishes Lane or Beacon Hill Road. It is proposed to redevelop a limited area of 3.4ha. The site is bounded on the north and east by ancient woodland known as Wakefords Copse, which is designated as a Site of Importance for Nature Conservation (SINC).
- 2.6 Wakefords Copse itself is fairly flat and surrounded by trees.

### Southern Area

- 2.7 The Southern Area has an area of 50.5ha and comprises of a mix of habitats including woodland, marsh, open countryside and fields. There are also a number of Sites of Importance for Nature Conservation (SINCs) within this area. There are currently two public rights of way through this area.

### 3.0 THE PROPOSED DEVELOPMENT

- 3.1 Application 00/00522/OUT seeks outline planning permission for the development of 132 residential dwellings on the Wakefords Copse site. Application 00/00930/OUT seeks outline planning permission for approximately, but not more than, 1000 dwellings together with a local centre, local facilities and informal and formal recreation/open space on the QEII site. In total, the redevelopment would utilise approximately 29.3ha from a total site area of 78.3ha.
- 3.2 The only areas of the Wakefords Copse and ASU site proposed to be redeveloped are where there is existing development and its associated curtilages. Not all the previously developed land at the QEII Barracks site will be redeveloped for housing. Some areas will be used for structural landscaping, physical linkages and buffers to the development area. There are, however, four areas of development that are proposed to go beyond the existing developed area. These areas are:
- The village quarter to the north of the site;
  - Residential development to the west of the site;
  - The school and community hall sites to the east centre;
  - Residential development to the south of the site.
- 3.3 Such “exchanges” between previously developed land and previously undeveloped land are allowed for in Local Plan Policy DEV2, subject to certain criteria.
- 3.4 The schedule of development proposed in respect of both sites is as follows:  
29.3ha of built development comprising:
- 28ha of residential development
    - up to 1132 dwellings at an average density of 40dph (ie upto 1000 dwellings at the QEII B site and 132 at Wakefords Copse)
    - 25% of the above total to be affordable units, together with an additional 5% for key-workers
    - 1.2ha of toddlers play space
    - 1.5ha for a local centre
  - 1.1ha for a school site
  - 0.2ha for a community hall site (if required)
  - Provision of a site for a religious building
  - Provision of a site for a crèche/nursery
  - Highway improvements (main) at:
    - Sandy Lane (main entrance)
    - New junction at Sandy Lane/Naishes Lane
    - A new roundabout at the junction of Leipzig Road and Beacon Hill Road
    - A new junction into the site from Naishes Lane
  - Pedestrian, cycleways and bridleways linking to existing routes
  - Bus route through the development
  - Replacement bat habitats in QEII and Wakefords Copse (see separate full applications)
  - Car parking space for 5 cars off Naishes Lane to provide access to the Southern Area.

49ha of on-site open space comprising:

- 5.4ha of formal play space, including pitches, tennis courts, a confined play area for 4-8 and 8-14 year olds; BMX and skateboard park and a trim trail;
- 16.8ha of SINC's;
- 26.8ha of parkland and open space.

50.5ha of land, known as the "Southern Area", is to be made available for public access. Taylor Woodrow Developments has a 999-year lease from the MoD in respect of this land.

- 3.5 The applicants are proposing that a Community Development Trust (CDT) is set up to manage the areas of more formal open space and community facilities within the development. Essentially the CDT would be a not-for-profit organisation funded initially by an endowment from the landowner and thereafter by a 'management charge' levied on residents. Once established it would seek charitable status. Each resident would be a member of the CDT and would have the opportunity to become further involved.
- 3.6 The Trust Board would be made up initially of representatives of the landowner, the local community, the District Council, the appointed RSL and the Hampshire Wildlife Trust. It is proposed that as the development becomes more established the current landowner would be less involved and there would be a greater representation of residents on the Board. Initially the landowner would provide an administrator for the Trust.
- 3.7 In respect of the areas of informal open space, particularly the SINC's, and "Southern Area" the applicants have submitted a draft Memorandum of Understanding between themselves and the Hampshire Wildlife Trust, whereby the Wildlife Trust would take over the management of these areas, including the employment of rangers, to manage these areas as well as the areas of the SPA as part of the Visitor Management Strategy (see below).
- 3.8 In a letter dated 9 June 2005 the applicants have made the following statement:  
"The position of [the applicant] is that notwithstanding the failure of the Council to adopt the Development Brief, provided the Council resolves, on the basis of current adopted policy, to grant planning permission on 5 July, subject to acceptable planning conditions and acceptable planning obligations, [the applicant] would be prepared to make the following additional planning gain contributions to the Council:
1. The sum of £225,000 towards the cost of traffic improvement and pedestrian safety works on Reading Road South  
- [The applicant] will have the option of carrying out the design and construction works if they choose.
  2. The sum of £25,000 towards the cost of signalling improvements at the Oatsheaf junction.
  3. The sum of £1 million towards the cost of junction improvements at the A287/Redfields Lane junction.
  4. The sum of £300,000 towards the provision of enhanced motor car/rail interfaces at local rail stations.
  5. The sum £30,000 towards the implementation of local travel initiatives, specifically in relation to Safe Routes to School and places of employment within 1km of the site boundary.

6. [The applicant] will provide a significantly larger Community Facility than is justified by the Development Brief up to a total cost of £1.75m.

In view of the fact that these contributions go beyond what is necessary to mitigate the impact of the development and that they are therefore beyond the scope of the Government's planning obligation policy set out in Circular 1/97, in making this offer [the applicant] would wish its position to be explained very carefully and correctly to Members of the Planning Committee.

In this regard it is important that Members are told that when they consider [the applicant's] seven planning applications, they should expressly disregard the additional planning gain which is being offered and they should be careful to avoid the offer in any way influencing their decision upon the applications. In other words, they should place no weight upon the offer. The seven planning applications must be decided exclusively upon their planning merits and without taking into account in the determination process offers that are irrelevant to and should not influence it.

Finally, if the Committee does not resolve to grant each application in an acceptable manner on 5 July [the applicant] will be giving immediate consideration to appealing. In which circumstances we will wish to revert to only those measures necessary to mitigate the development in accordance with Circular 1/97."

#### 4.0 CONSULTATIONS

##### 4.1 Comments received as below:

###### Crandall Parish Council

- That the application be refused. However should planning be approved it should be subject to the following:
- Priority of allocation of not less than 15% of the affordable housing to Crandall residents or provision of funding towards an area of affordable housing under a Rural Housing Scheme.
- Funding to purchase a new burial ground within Crandall Parish.
- Financial contributions to enhance new and existing leisure facilities off-site and within Crandall Parish, to include financial contribution towards upkeep of 2 children's play areas and improvement of sports pavilion.
- Financial contribution to improve facilities at Ewshot Village Hall and to improve and enlarge existing car parking area adjacent Ewshot Village Hall.
- Financial contribution towards provision of a car park to reduce on-street parking in the centre of Crandall village.
- Financial contribution towards installation of traffic calming measures within Crandall Parish.
- Financial contribution towards enhancement and maintenance of street lighting within Crandall Parish.
- A commuted maintenance sum to assist in maintaining the viability of the Crandall village shop.
- Financial contribution towards establishment of cycle ways and bridleways within Crandall Parish.

- Appropriate commuted maintenance sum for all facilities and for maintenance and administration of existing facilities.
- Financial contribution towards generation of a Parish Plan for Crondall Parish.

#### Fleet and Church Crookham Planning Advisory Group

- Objections on two principle grounds:
  1. Road transport infrastructure, capacity and traffic management inadequacies.
  2. Adverse impact on Nature Conservation Areas.
- Road traffic estimates are considered unrealistic and failing to take into account additional traffic burdens arising from other developments being undertaken and the proposed road improvements do not go beyond the immediate areas of the proposed development.
- Concern the Reading Road South, Fleet Road, Aldershot Road and other main roads are already at maximum capacity and further major development is likely to generate unacceptable levels of additional traffic. Also, traffic dispersion is felt to be a major problem and that the proposals underestimate traffic flow and growth in usage, e.g. other non-residents will travel to use the facilities located within the proposed development.
- Other grounds for objection include: No provision for, other than a nominal increase, in Fleet town centre parking spaces; no provision for additional parking capacity at Fleet or Winchfield train stations; no proposals for cycle paths to accommodate cycle traffic outside the development sites; the applicant's reliance on public transport is unrealistic as frequency and use of buses indicate this to be a highly unattractive alternative to use of personal transport; if no school is built on site, additional traffic will be generated that will have an unacceptable impact on the problem of traffic congestion at or near local schools that already occurs at peak times.
- There are no proposals to improve Aldershot Road/Gally Hill Road junction nor the Beacon Hill Road/Tweseldown Road junction where additional road traffic will add greatly to existing hazards at these junctions.
- Concern about likely traffic overload on Aldershot Road, especially if additional traffic augments an existing round-the-clock traffic load created by heavy goods vehicles using Aldershot Road as a direct route to/from junction 5 of the M3 motorway and Farnborough and Aldershot via the Aldershot Road/A323 junction.
- The new roundabout on Beacon Hill to accommodate traffic entering/leaving Beacon Hill Road from/into Leipzig Road is poorly designed from a road safety point of view, given the local geography.
- PAG members object to application 04/02305/FUL for reduction of Bourley Road car park as it is seen as an attempt to place an unacceptable limitation on a well used local amenity. It is wholly insufficient as a mitigating measure to offset the considerable detrimental effect of the proposed development on the nearby Bourley and Long Valley SSSI.
- The creation of a new recreational area off Beacon Hill with parking for 40 cars to compensate for the loss of the Bourley Road car park is considered insufficient as the area is hilly and wooded and unlike the Long Valley area, unsuitable for the majority of residents.
- Members are concerned that the overturning at Appeal of an earlier determination that redevelopment of the QEB/Wakefords Copse sites should be restricted to a maximum of 550 dwellings did not take into account the detrimental effects, not apparent at the time this earlier decision was made, of the proximity of these sites to the Bourley and Long Valley SSSI. Concern was

also expressed that development will take place at a SINC located within the QEB/Wakefords Copse sites. Also, that proposed development of areas classified as Greenfield areas (rather than as brownfield areas) will exceed the permitted level in hectares for the sites.

- Members object to the placing of interpretation boards (04/02303/FUL) as they feel these measures to be among a number of measures that are wholly inadequate for ensuring the protection of endangered species in the pSPA and that the major scale of the proposed development will greatly increase the risk of arson occurrences in sensitive areas of the pSPA, with consequent damage to the natural habitat of endangered species.
- Members also object as they feel that the limits for waste disposal will be exceeded and due to the absence of proposals for Section 106 contributions for the provision of recreational facilities in Fleet and Crondall.

#### Crookham Village Parish Council

- The traffic analysis does not investigate the wider effect of adding volume to the local road network or the effect on peak-time congestion.
- Peak-time flows are heavily biased in a particular direction and there is concern that use of two-way totals could be disguising capacity problems in a single direction.
- Pedestrian crossing on Aldershot Road/junction of Gables Road positioned to assist pedestrians from QEB but there will be more people travelling on foot from Zebon Copse to the QEB recreational open space. Therefore, request the pedestrian crossing is re-sited closer to the Ewshot Lane junction.
- Recreational access to open spaces along Bourley Rd has been used by the local population for decades and would be a major loss. Alternative arrangements are much less suitable and Crookham Village Parish Council recommends most strongly that the car park on Bourley Rd is retained at its current size.
- There will be extra pressure on existing schools due to the lack of a school on site.
- Community recreational and amenity facilities should be phased in very early to ensure acceptance by the first occupants.
- Bridleways are needed to link the Zebon Copse area with the open spaces behind QEB and MoD land to the east and the layout of bridleways should take full account of the need for space to allow some separation from horses and pedestrians.

#### Hampshire County Council - Strategic Planning Officer

- No further comments to add to those previously submitted. If minded to grant planning permission happy to join in discussions regarding S106 relating to education.

#### Hampshire County Council – Environment Department (Transport)

##### 1. Introduction

The development proposals which have strategic transport implications and which I have given consideration to are for the construction of 1,132 residential units and ancillary land uses on the former QE2 barracks and Wakesford Copse in Church Crookham.

##### 2. Traffic and Transport Reports

In July 2003 a previous planning application submitted to your Authority for this development included a Transport Assessment Report (TAR). Further sensitivity work on the transportation parameters uses in the TAR was carried out which did not identify any significant issues which should not already have been fully considered as part of the original report. The current applications included a revised TAR which included:

- 2004 traffic surveys;
- recently updated Special Work Place Statistics (2001) to update the 1991 data previously used;
- updated accident data;
- a revised scheme completion year of 2013; and
- some modifications to the scheme design following the public consultation exercise.

3. Site Access Strategy

In accordance with the Draft Development Brief, four principal access points (three vehicular and one pedestrian/cycle) are proposed for the site from the external highway network. The vehicular access strategy has been developed to promote the use of the highway network without compromising its safe operation. It is proposed to access the site from three road junctions encouraging traffic to dissipate mainly onto the existing highway network to the east via Beacon Hill Road.

The three vehicular access strategy has also been developed to maximise encouragement for trips to be made by modes other than the car. This is focussed as far as is reasonable on vehicle links onto the most suitable parts of the highway network for pedestrian/cyclists and public transport links to key local facilities.

Part of this strategy is to discourage vehicular traffic from using Redfields Lane, consequently this does not give rise to a need to improve the A287/Redfields Lane junction as a direct result of this development.

4. Off-site Highway Works

Following discussions on the likely impact of the development on the highway and transport network as shown in the TAR, a range of off-site highway works to be constructed and funded by the developer have been agreed which will assist with the movement and safety of vehicles and pedestrians/cyclists in the vicinity of the site. These broadly are:

- Crookham Crossroads junction works;
- Tweseldown Road/Sandy Lane junction works;
- Tweseldown Road/Beacon Hill Road junction works;
- Ewshot Lane/Redfields Lane junction amendment (to facilitate construction access);
- Ewshot Lane widening (to facilitate construction access);
- Sandy Lane traffic calming scheme (subject to further public consultation)
- Tweseldown Road traffic calming scheme (subject to further public consultation);
- Sandy Lane/Gally Hill Road improvement works (subject to further public consultation);
- Sandy Lane – pedestrian/cycle path;
- Naishes Lane widening;

- Leipzig Road/Beacon Hill Road roundabout (see application 04/02304/FUL)
- Sandy Lane/Hampton Close mini roundabout
- Naishes Lane re-alignment/Sandy Lane mini roundabout;
- Construction and/or funding for various pelican and zebra crossing upon meeting the necessary technical criteria at:
  - Sandy Lane,
  - Gally Hill Road,
  - Aldershot Road.
  - Naishes Lane;
- Funding for Traffic Regulation Orders to:
  - Stop up redundant section of Naishes Lane caused by junction re-alignment
  - Amend speed limits on Beacon Hill Road to 50mph

The total value of these works is likely to be in the region of £1 million. They will be the subject of Section 106 Agreement and effected by means of a Section 278 Agreement with the County Council which will include agreed trigger points for their implementation.

5. Public Transport Strategy

It has been agreed with the developer that he will provide and fund a new dedicated bus service between the site and the town centre and railway station but also utilising a number of stops in between. In addition to the new service is it also proposed to extend the existing Route 73 and divert Route 72. It is considered that this will provide a robust and cohesive public transport service for the site which will provide 5 buses an hour at peak times between the site and key local destinations. The cost of this package is likely to be in the region of £1 million.

6. Transport Impact and Contributions

I can confirm that the County Council has now fully agreed the methodology employed and the data used in the preparation of the latest TAR and also the likely impact of the development on the highway and transport network. A range of off-site highway works to the value of approximately £1 million referred to above have been agreed which will assist with the movement and safety of vehicles and pedestrians/cyclists in the vicinity of the site. In addition, the developer has agreed to make a total contribution of £3 million to the overall transport strategy which is to include the public transport strategy referred to above. This will be used to enhance and improve links to and from the site by all modes of travel and to help fund the emerging Fleet and Church Crookham Transport Strategy (formerly referred to as North East Hampshire Transport Strategy – NEHTS).

7. Recommendations

I therefore recommend that no highway or transport objections are raised to these applications subject to the applicant entering into a Section 106 Agreement/Section 278 Agreement to cover the full cost of constructing and funding the agreed off-site works and transport contributions referred to above. Planning permission should not be granted until such time that these Agreements have been satisfactorily completed.

Hampshire County Council - Environment Department (Ecology)

- No comments on amendments made, however, attention is drawn to the holding objection raised in September 2003 regarding Appropriate Assessment which is still outstanding. Once the matter has been resolved to the satisfaction of English Nature the objection will be removed.

Hampshire County Council - Countryside Service

- There is to be a bridleway dedicated along the southern edge of the site as requested and it also appears that the currently unrecorded section of Ewshot Lane will be dedicated as a public right of way also. It would be most beneficial if this could be dedicated as a bridleway, along with the remaining section of Footpath 741 heading north to Leipzig Road.
- There are other proposed footpaths within the site and it is assumed that these will not be dedicated and will be managed by HDC or another “appropriate body”. It is important that the long term management of the open space/recreation area to the south of the site is ensured.
- It is important that a commuted sum of money is secured within the S106 agreement for HCC’s Countryside Service for the long term management and improvement of countryside access in the area. A commuted sum would allow for heightened maintenance of the public rights of way network due to the increase in local population and would also allow for the securing of off site links and additions to the network so improving local access, particularly in line with the Countryside Access Plan.
- This would be an ideal opportunity to install some access for all routes within the site; however, it would appear that this opportunity has not been taken up within the strategy.
- It is noted that it is intended to “actively discourage people” from using Footpath 741 due to the fact that it crosses Ewshot March SINC. It must be stressed that the footpath should be left open and available for use at all times. If the route of this footpath is an issue, it may be more appropriate to look at diverting it.

Hampshire County Council - Senior Archaeologist

- No archaeological fieldwork required prior to development.
- Buildings on site do not warrant legal protection through listing but do have a group value therefore the riding school, firing range and walls, bunkers, laboratory, weapons store, cinema and buildings associated with the Ghurkhas be recorded to at least RCHME Level II standard prior to destruction.
- Assessment be undertaken of the air raid shelters to ascertain their form and construction method and any graffiti of “wall paintings” relating to early use survives in-situ.
- The site of the proposed car park/recreation area has historic waterworks and associated structures in the area and before any work is undertaken an assessment of this structure, including its historical potential should be done.

Basingstoke & Deane Borough Council

- No comments.

### Rushmoor Borough Council

- No objection subject to:
  - The retail element of the master plan should be supported by information in line with the requirements of Government policy in terms of amount of floor space proposed.
  - In assessing acceptability of the layout of the master plan scheme, reference should be made to the Farnborough Aerodrome third party risk calculations and noise, with particular regard to the location of the proposed school. TAG should be consulted on the proposal.

### Surrey Heath Borough Council

- No objection.

### Surrey County Council Planning & Countryside Service

- No objections provided that the amended proposals relate to the conclusions and suggested mitigation measures arising from the up-dated Environmental Impact Assessment to ensure that proper consideration is given to sensitive ecological and other environmental resources, to the satisfaction of other agencies, including English Nature.

### English Nature

- English Nature is prepared to withdraw its objection to planning applications 00/00522/OUT and 00/00930/OUT, lodged on 7 October 2003, subject to mitigation measures described in the "Information for Appropriate Assessment" being secured by way of a legally binding agreement that provides for their delivery in a manner that in practice will allow them to be fully implemented. The details of the mitigation measures, on which the conclusions as to the effects on the pSPA rely, are to be contained in Section 106 agreements which as yet English Nature has not had sight of. As English Nature's advice and willingness to withdraw its objection relies on these mitigation measures we wish to be consulted on and involved in the formulation of the details of these agreements so far as they affect nature conservation interests. If English Nature were not satisfied that the terms of the agreements provided for the securing of practically deliverable mitigation measures which supported the conclusions as to the effects on the pSPA set out above then its objection to the proposal would continue. There remain a number of practical issues to be agreed including the long-term funding of the proposed visitor management measures.
- I also draw your attention to the provisions of Section 28I of the 1981 Act, in particular to the requirement that, should permission be given contrary to English Nature's advice or to the conditions which English Nature recommends should be attached to the permission, then you must ensure that:
  - Notification is given to English Nature of the date and terms of the permission and how, if at all, you have taken account of English Nature's advice;
  - The permission does not permit operations to begin before 21 days after details of the permission and a statement of how you have taken account of English Nature's advice, has been given to English Nature.

### Environment Agency

- Following a meeting with the applicant the Environment Agency is satisfied that any increase in surface water runoff generated by this development can be controlled on the site. It will be feasible to balance the additional surface water run-off in this development via a retention basin, underground tanks, swales, and other infiltration devices such as porous paving. The Environment Agency is satisfied that there is also commitment to use SUDS in the site and to respect conservation buffer zones to watercourses.
- The Agency also discussed the standard five metre buffer zone condition applied to watercourses and the outcome was an agreement to open up the culvert and divert the watercourse along the South Western boundary of the developable area. This will allow for the five metre buffer zone to the watercourse and environmental enhancements to the area surrounding the development.
- The Agency has no objection, in principle, to the proposed development.

### Civil Aviation Authority - Safety Regulation Group

- The procedures concerning safeguarding of aerodromes are described in OPDM Circular 01/2003 and should be carefully followed.

### Thames Water - Development Control

- The ability of local sewer to dispose of foul and surface water will need to be determined.

### Ramblers Association - NE Hants Group

- Only sizeable car park in the area, is well used and provides access to open country.
- Is against the intent of the Countryside and Rights of Way Act which seeks to improve access to the countryside.

### The Countryside Agency

- Site does not fall with a designated National Park or Area of Outstanding Natural Beauty.
- Elements of the new Countryside Rights of Way Act 2000 may have a bearing on the proposed development.
- The Agency has no formal comments to make with regard to the environmental scoping report.
- The Agency promotes the use of the landscape character approach, as endorsed in PPG7.
- The Agency encourages all new planned development to contribute towards a strategically planned green space network.

### RSPB - South East Regional Office

- The RSPB will be willing to withdraw this objection subject to the satisfactory agreement of the detailed section 106 agreement(s) critical to securing the delivery of the proposed mitigation in perpetuity. The successful implementation of the proposed mitigation measures is clearly essential to the ability of the scheme to remove any adverse impacts on the pSPA and therefore we suggest that the Council carefully considers any decision to

determine (even be it “in principle”) the applications prior to the finalisation of the section 106 agreement(s).

- Given our experience in matters related to such legal agreements, and as the RSPB’s willingness to withdraw its objection relies on the confidence in the details of the legal agreements, we request that the RSPB be consulted on and closely involved in the preparation of these agreements to ensure that the mitigation proposals are fully secured.
- We would strongly welcome an opportunity to meet with you as soon as practicable to discuss the issues raised in this letter and to explore in a constructive and positive manner a way forward that will enable the Council to secure a mitigation and monitoring package that will guarantee no adverse effect on the Thames Basin Heaths pSPA.

#### The National Grid Company plc

- No comments

#### Hart District Council - Housing

- Existing Local Plan policy shows a requirement for a contribution of 25% of the development to be affordable housing. Emerging policy requires 40%. Emerging policy will gather weight as it proceeds through to adoption, therefore, Head of Planning will need to advise appropriate weight that can be attached at this point in time.

#### Hart District Council - Engineering and Transport - Drainage

- No public sewers shown crossing the site; full drainage details must be submitted and agreed prior to commencement; application must be discussed with Thames Water and Environment Agency as discharges may need to be limited; a number of public foul sewers in the area and discharge rates and points of connection will need to be discussed with Thames Water; very few public surface water sewers in area and none close enough to drain into; site should be designed in accordance with EA's "Sustainable Urban Drainage System"; permeable materials should be used where possible; once developed the impermeable area will significantly increase so is important that surface water run off is kept to minimum to minimise risk of flooding; consideration must be given to overland flows from this site to adjacent land and vice-versa; capacity problems with existing public foul network; watercourses must be protected and free flowing; any alterations or connections to existing watercourses must be agreed with EA; consideration must be given to minimise pollution of ground water and existing surface water systems; two existing water features (a pond and a concrete tank) must be investigated to ascertain what drains them; site not shown to be at risk from flooding.

#### Health & Safety Executive

- No comments

#### Commission for Architecture and the Built Environment

- No comments – not to be taken a tacit endorsement of the scheme

### Hampshire & Isle of Wight Wildlife Trust

- The Trust welcomes the draft Memorandum of Understanding (MoU) and has growing confidence in Taylor Woodrow Development's (TWD) commitment to the delivery of the nature conservation strategy, the recreation strategy, the management plan and the visitor management strategy. Additionally the Trust are happy to take on the management responsibilities of [the relevant areas] following completion by TWD of all capital works on that land provided the necessary funding to deliver the strategic objective is provided.
- There are a number of points of detail that understandably are not included in within the MoU.
- We suggest that Hart District may take the advice of English Nature on long term monitoring of the Special Protection Area (SPA) to assess the effectiveness of the mitigation strategy. The monitoring system should be able to trigger actions should the condition of the SPA deteriorate.
- Secondly, on another issue regarding mitigating impacts in perpetuity, the Trust recognise the RSPB's concerns ... that the MoU places substantial emphasis on the nature conservation strategy, recreation strategy, management plan and the VMS, all of which are short lived documents. The monitoring agreement should be used to update the strategies and provision should be made in the legal agreement for their revision at least every 5 years. The Trust supports the RSPB's suggestion that a steering group is set up to oversee the implementation of the monitoring package and review of the strategies.
- Thirdly, the draft MoU covers a large area of the Ministry of Defence (MoD) estate. To ensure effective mitigation, effective co-ordination of all the on site and off site management proposals within the MoD Army Training Estate is essential. There is a need to clarify the relationship between the MoDs current and proposed management of the SPA and the VMS for Bourley and Long Valley.
- The Trust also reiterates English Nature's concern regarding the importance of the VMS being effective and in place prior to the new homes being occupied, therefore all capital works need to be implemented to make sure the open space is open to the first residents.
- In the process of converting the MoU into a Section 106 agreement we look to Hart District Council to take the full range of issues arising from the proposed mitigation strategy into account.

### Fleet & Crookham Civic Society

Object to the amendments for the following reasons:

- Concerned about the intense recreational pressure that the development will bring to the SINC's. QEB site contains 4 SINC's and is close by or adjacent to a further 5 SINC's (some of which are in the Southern Area). A management plan is unlikely to be able to counter the tremendous people-pressure, dog and cat predation and fire hazard that will threaten the habitats and wildlife. The management plan will have a detrimental effect on the amenities of existing residents by making it very difficult to access informal public space. The Southern Area will not be especially accessible for existing residents who would have to walk through a high density housing estate to reach it and they are not likely to try by car as there will only be 5 car parking spaces available.
- The Society does not believe that the correct balance between the needs of the existing residents and the new population is being achieved and in the light of the proposed severe reduction at Bourley Road car park, together with the developer's policy of discouraging access to the Southern Area it seems that there will be harm to the amenities of existing residents who will no longer be

able to access areas of open space that they have legitimately enjoyed for decades. The Local Plan states that there is a deficit of passive and active open space in Fleet and Church Crookham and it is likely that existing and new residents will cause increased recreational pressure on Fleet Pond and Basingstoke Canal both of which are designated SSSIs and which would be contrary to policy CON2 in the Local Plan.

- There will be an impact on the Ewshot Marsh SINC from drainage which could factor in the eventual loss of this habitat. There should not be any impact as this cannot be mitigated by other measures and is therefore contrary to policy DEV2 in the Local Plan.
- The Society remains very concerned that the huge amounts of traffic that would be generated by the proposed development will be materially harmful to the amenities of existing residents and the amendments fail to take account of concerns previously expressed by residents.
- The Society objects to the proposals because they produce traffic that will give rise to serious disturbance and hazard which is contrary to Policy DEV2 in the Local Plan requirement for the development and contrary to the Local Plan Inspectors requirements for development of this site.
- The development will lead to excessive traffic, long queues and substantial rat running, not only through Fleet and Church Crookham, but through surrounding villages and will impact unreasonably on existing residents and businesses. Therefore the Society objects to the overloading of the highway network at the junction of Reading Road South and Fleet Road and to the unsustainably high level of traffic growth that would result from QEB.
- The position of access points to the proposed development is such that they will only add to pressure on existing road networks and loss of amenity for existing residents and will not provide any relief.

#### South-East England Development Agency (SEEDA)

SEEDA supports this application on a brownfield site which will create significant numbers of affordable housing to meet the known demand in this part of Hampshire. This will therefore help to meet Priorities 12 and 15 of the Regional Economic Strategy. It is noted however that the development brief calls for 2.6Ha of employment land. It is considered important in sustainability terms that there is a balance of uses provided on this site so as not to encourage large scale out-commuting.

#### 5.0 THIRD PARTY REPRESENTATIONS

5.1 2680 neighbours and previous contributors were notified with an overall total of 630 comments made. Many correspondents made representation on more than one application. The breakdown per application is as shown below:

00/00522/OUT – 355 letters of objection received  
00/00930/OUT – 378 letters of objection received  
03/00873/FUL – 50 letters of objection received  
04/02297/FUL – 58 letters of objection received  
04/02303/FUL – 76 letters of objection received  
04/02304/FUL – 189 letters of objection received  
04/02305/FUL – 475 letters of objection received

5.2 A full list of the objections is given at Appendix 2.

5.3 1185 letters of objection were received at the time of the first round of amended plans consultations in 2003.

- 5.4 The main issues raised are as follows:
- Impact on infrastructure, highway safety and traffic generation;
  - Number of dwellings proposed and sustainability issues;
  - Impact on the environment and wildlife (including SSSIs and SPA);
  - Impact on local services, schools and local social amenities;
  - The reduction of the Bourley Road car park;

## 6.0 ISSUES

- 6.1 The main planning issues identified are as follows:

- The principle of development
- Impact of the development on the existing settlement
- Formal / informal recreation and public open space
- Nature Conservation and impact on the SSSI and pSPA
- Trees and Landscape
- Transportation
- Public Safety Zone
- Affordable Housing

## 7.0 ASSESSMENT OF THE KEY ISSUES

### The principle of development

- 7.1 The QEII Barracks site and Wakefords Copse are allocated sites in the adopted Hart District Local Plan and the principle of major development on this brownfield site has already been established. Policy DEV2 of the local plan sets out a number of requirements for the development of the site including 'up to 25.4ha of residential development at an average density of 40 dwellings per hectare, including affordable housing.' The development of the site is therefore a fundamental and major component of Hart District's housing land supply up to 2011. In the event that planning permission is not granted for development on this brownfield site it is extremely likely that other reserve housing sites and other unidentified Greenfield sites will be under pressure for development in order to make up the shortfall in housing supply.
- 7.2 A copy of policy DEV2 is attached at Appendix 1.
- 7.3 Policy DEV2 requires the preparation of a Development Brief to act as a material planning consideration to guide future development on the site. A Development Brief has been prepared but has not been adopted by the Council. In order to allow development to take place in a comprehensive manner, as required by the local plan it is considered that if planning permission is granted then a plan setting out the development principles should be submitted and approved by condition. Any application for approval of reserved matters would then have to follow the detailed arrangements set out in the statement of development principles. Members should be aware, however, that once planning permission has been granted it would not be possible to revisit the main principles of development.
- 7.4 The development would achieve an average density of 40 dwellings per hectare in accordance with policy DEV2. The proposed density is also in accordance with PPG3 (Housing) which states that development should be of a density of between 30-50 dwellings per hectare in order to make the best use of previously developed land.

- 7.5 Within the overall policy context set out in the Introduction to these reports, subject to the safeguarding by condition of that part of the application site which falls outside the settlement boundary to use for SUDS purposes, that the proposal meets the overall thrust of the policy DEV2 of the local plan, and subject to detailed consideration, below, is acceptable in principle.

Impact of the development on the existing settlement

- 7.6 The redevelopment of the QEII Barracks and Wakefords Copse will inevitably have an impact on the existing settlement. As a military site, QEII Barracks has not previously formed an integrated part of the settlement of Church Crookham. However, an objective of the proposed development is to ensure integration with the existing community. The boundary of the development site would be permeable with vehicular, cycle and footpath links through to the existing community. The development itself would provide a wide range of facilities including a village quarter comprising of shops, services and facilities such as a GP surgery. The village quarter would be located as near as possible to the existing community in order to help integration.
- 7.7 Whilst the County Education Authority has confirmed that a new school is not required on the site, a primary school site should still be safeguarded as part of the S106 legal agreement. In addition, the developer would be required to make an education contribution towards the expansion and improvement of facilities at local schools, in order to mitigate the impact of the development.
- 7.8 Community facilities are also to be provided, either in the QEII Barracks site, or as a part of a refurbishment and enlargement of the existing Memorial Hall to the north of the site. The provision of community facilities should be safeguarded in the S106 agreement. A decision has yet to be made on the best way of providing for community facilities to meet the needs generated by the development. However, either the provision of a new hall, or extension and improvements to the existing hall will help to integrate new residents into the community. Both options can be provided for in the legal agreement and this issue is the subject of on going discussion.
- 7.9 A site for a religious building should also be safeguarded in the S106, which again would meet the needs of new and existing residents. This could be part of the community facilities if this is provided on site.
- 7.10 Extension opportunities of formal and informal recreation, for new and existing residents would be provided, as set out in more detail below.
- 7.11 The most sensitive landscape and ecological features of the site should be protected, to the benefit of the new and existing community. The Development Brief requires the submission of a Design Code that would be secured by condition and set out design principles to achieve a coherent and sensitive development to inform the preparation of the detailed design of various phases of development and inform the determination of the reserved matters. This would deal predominantly with the built form.
- 7.12 The transportation strategy, discussed in more detail below, should also improve facilities for walking and cycling and should improve public transport options.

## Formal and Informal Recreation and Leisure

- 7.13 A recreational strategy has been prepared to maximise opportunities for formal and informal recreation on the site and within the southern area for both new residents and existing residents of Church Crookham and Crondall. The recreational strategy has been developed alongside the nature conservation strategy to ensure that conservation interests are not compromised by recreational use. The objective of the strategy is to direct existing recreational pressure from the Bourley and Long Valley SSSI/SPA into less ecologically sensitive areas, and also to minimise the use of the SSSI/SPA by new residents from the development site.
- 7.14 The proposals seek to ensure a balance between creating a more natural informal open space, and creating a formal parkland with a range of different surfaced paths, children's play areas, sports pitches, public art, benches and areas of shorter mown grass. The more formal recreational space is proposed in the centre of the site, with the natural, wilder Southern Area to provide for more informal recreational activities.
- 7.15 In terms of formal play areas, the main components of the scheme are proposed as follows:
- 2 no. medium football pitches and 1 no. large football pitch; located adjacent to the school and community hall site;
  - 1no. medium size football pitch; located in the village green area by the village centre;
  - 1 no. cricket square in the village green;
  - 1 no. skateboard/BMX park; located to the north of the pitches;
  - A combined Local Equipped Area of Play (LEAP) for 4-8 year olds and Neighbourhood Equipped Area of Play (NEAP) for 8-14 year olds; located near the school site but within the formal parkland;
  - A multi-purpose, all weather enclosed playing pitch, the size of two tennis courts; located by the school
  - A trim trail; located around the pitches by the school site;
  - 4 no. toddlers play areas within the development
- 7.16 The Southern Area comprises of an area of 50.5ha. This area comprises of a mosaic of habitats including woodland, marsh, open countryside and fields. There are a number of SINC's in this area. The recreational strategy proposes numerous new informal paths, which would provide a variety of additional walking routes of different lengths, avoiding the most sensitive SINC's and nature conservation interests. The intention is for this area to be an attractive alternative to the SSSI/SPA for informal recreation such as walking, dog walking and bird watching.
- 7.17 As part of the consideration of the application, external leisure consultants have looked at the proposals set out in application to see whether they would provide a proper level of provision both within the site and outside from those living within the site. In this regard, it must be also noted that residents living outside the site may well use any facilities provided on-site and thereby reduce demand off-site.
- 7.18 The consultants have made the following comments:
- “... the configuration of outdoor sports provision [is] unlikely to produce a sustainable facility. We indicate that it would be more appropriate to ensure that sports pitches were grouped at the southern end of the site adjacent to the proposed community centre. The combination of uneven and sloping ground at the proposed location of the cricket pitch and one football pitch at

the northern end mitigated against the provision of sports facilities of an appropriate quality.

### **Sports provision**

In summary, the extent to which the proposed provision meets the quantitative criteria set out in the Local Plan is shown below.

	<b>NPFA Standard (ha)</b>	<b>Proposed provision (ha)</b>
Playing Pitches	3.69	4.9
Other	1.23	0.25
Total Outdoor Sport	4.93	5.15
Children's Playing Space – informal/casual	1.54	Unknown
Children's Playing Space – outdoor equipped playgrounds for children	0.92	0.214

Our consultations with the County Football Association and the local league suggests that the wider needs of the area would be better served by the provision of junior football pitches and mini soccer pitches, rather than the adult pitches proposed.

Our initial investigations would not appear to show particular local need for additional cricket pitches in the area. The majority of cricket clubs within the local area have dedicated managed grounds, serving the needs of people wishing to play cricket as a member of an organised club. Providing dedicated open access public managed cricket provision is often problematic due to the difficulty in maintaining a cricket square that is free from vandalism.

### **Children's play provision**

In terms of play provision [the proposals] indicates that the [Neighbourhood Equipped Area for Play for children aged 8-14 years, with eight pieces of equipment covering a 1000m catchment] NEAP would meet with the [National Playing Fields Association] NPFA standard in terms of accessibility. However, there are significant areas of development that would lie outside the catchment area of the [Local Equipped Area for Play for 4-8 years, with five pieces of equipment covering a 400m catchment] LEAP. To meet the NPFA standard would require the provision of at least two more LEAPS.

In terms of [Local Areas of Play for toddlers, often unequipped covering a 100m catchment] LAPS, clearly the majority of the development areas lie outside LAP provision. However, bearing in mind the NPFA's assumptions about housing density, it is not clear at this stage exactly what level of provision would be appropriate.

## **Quantity of provision**

The total area of proposed children's playing space is not known. However, the amount of outdoor equipped playgrounds for children proposed (0.214ha) is below the NPFA standard (0.92 ha) for this type of provision.

## **Quality of provision**

At this stage there are no details relating to the type of play equipment proposed.

The key measure of the quality of play provision is its popularity with, and use by, the fullest range of children and young people for whom it is intended. A range of different play experiences will enable children to engage in different types of play. It is important that children have access to a range of play experiences in their local area, in a number of different play spaces.

## **Accessibility**

The distance benchmarks ... show that the major part of the development will be deficient in provision of outdoor equipped playgrounds for children. This deficiency could be addressed in part through the provision of informal non-equipped areas that are designed for children's play.

Key recommendations

On the basis of the analysis above key recommendations for future development are as follows:

## **On site development**

### Tennis courts

- As proposed

### BMX, skateboard park and trim trail

- As proposed

## **Children's Play**

- A combined LEAP/NEAP play area
- An additional 2 LEAPS
- The provision of a number of additional LAPS to meet the needs of young children
- The requirement for 1.54 ha of informal playing space.

## **Sports Pitches**

- The provision of 1 full size football pitch
- The provision of 1 junior pitch
- The provision of 2 mini soccer pitches

All pitches should be set out adjacent to the proposed community centre at the southern end of the development where the ground is more appropriate for pitch sports.

We have suggested that the provision of cricket at the QE II Barracks site is not appropriate. We would suggest that this is provided through off site contributions.

### **Off Site contributions**

#### Athletics

Given the proximity of the two athletics tracks at Aldershot, we do not consider that an outdoor synthetic track can be justified. However, there may be a case for small-scale outdoor training facilities. We would suggest that this is provided through off-site contributions.

#### Provision of multi-use facilities

In view of the reduced level of sports pitch provision proposed (i.e. cricket provision), we would suggest that consideration should be given to providing a 'Third Generation' Synthetic Turf Pitch (STP). These pitches have a longer pile that is normally filled with rubber and can be used for football.

Preliminary discussions with Hampshire County Council Education department indicate that there are two possible locations for a STP and these are:

- Court Moore Sec School where an old redgra could be replaced with an STP and operated on a dual use basis, extending community access
- Castle Park School, located next to Fleet Leisure Centre, which has existing community use.

In addition, a Multi Use Games Area (MUGA) could be provided at Church Crookham Junior School. At this time we have not undertaken any further consultations on the basis that this could raise false expectations.

#### Development of an ATP at Fleet Town FC

Fleet Town FC are currently in discussions with the Council and the Football Foundation in relation to the development of a ATP at their home ground, known as Calthorpe Park, adjacent to what is also known as Calthorpe Park (Public Open Space).

The Football Foundation has agreed in principle to provide funding for the development (£145,000). Fleet Town FC is currently seeking to match this and raise funds in the region of £70,000.

The development would provide for a range of activities include facilities for training and also for fitness sessions for women and girls. We would therefore recommend that further discussions take place with Fleet Town FC to discuss the potential of funding this key town development with off site contributions from the QE Barracks development."

- 7.19 It is considered that these recommendations provide a robust critique of the proposals, particularly to deal with the quality and location of the development that is proposed. It is considered that the level of provision should be provided, subject to the comments set out below.

- 7.20 Firstly, the concentration of the playing fields in one location would be better operationally, in that only a single set of changing rooms would need to be provided. This could be combined with the community hall in a single building. Instead of three full-size playing fields the proposal would be for one-full size, one junior and two mini soccer pitches. These would take up approximately the same physical area as the proposed two full-size pitches, but would allow for the pitches to be located northwest/southeast rather than southwest/northeast, which is a better orientation, and on a flatter surface, again with better quality.
- 7.21 This would remove the requirement for a full size soccer pitch and cricket square from the northern part of the site adjacent to the Sandy Lane entrance, and release some 1.8ha of land. This would provide sufficient area to deal with the deficiency in informal playing space for children's play recognised in the report, including the possibility of a kickabout area together with sufficient buffers to ensure that there was no unacceptable impact on the adjoining residential properties.
- 7.22 Secondly, the proposals currently show a combined NEAP/LEAP in an approximately central location. Therefore, this is considered appropriate. NPFA standards indicate that two more LEAPs should be provided. These could and should be located to the north and south of the development. LAPs would be provided as part of the overall layout to be considered at the reserved matters stage. See paragraph 7.24 about implementation.
- 7.23 Thirdly, it is considered that a financial contribution should be sought to take together all the off-site contributions. However, discussions have not take place over the location of a synthetic pitch or a multi-use games area (MUGA) and it is considered that this should be dealt with separately as part of the Council's overall leisure strategy.
- 7.24 As regards implementation of these recommendations, it should be remembered that this is an outline application, and it is considered that without materially affecting the proposal, or altering any negative impact on the SPA that these alterations could be required by condition. This would form part of the Master Plan required pursuant to the requirement to submit a Development Brief.

#### Nature Conservation and impact on the SSSI and SPA

- 7.25 On going discussions have taken place between the applicants, the Council, English Nature and the RSPB regarding the impact of the proposal on the Bourley and Long Valley SSSI, which is a component part of the SPA.
- 7.26 A Visitor Management Strategy (VMS) has been submitted as part of the mitigation proposals supporting the application. The strategy has two main objectives:
- to re-direct a substantial amount of existing recreational pressure away from the sensitive areas of the Bourley Road and Long Valley SSSI/SPA to Greendane Copse, Beacon Hill/Parkhurst Hill, Claycourt Bottom/Ruchmoor Hill, that are more ecologically robust; and
  - to better manage existing and future residual recreational pressure.
- 7.27 The VMS proposes a package of measures as described below:
- i) Reduction in the Bourley Road Car Park, Car Parking Management Proposals along Bourley Road

The Bourley Road car park is one of the main car parks within the Bourley and Long Valley SSSI part of the SPA and gives direct access into one of

the most sensitive areas of the SSSI. Visitor pressure on this part of the SPA has been identified as largely originating from around this car park. The proposal is therefore to reduce the capacity of the Bourley Road car park to 5 spaces, and to erect two interpretation boards within the car park to advise visitors of appropriate behaviour within the SPA and to encourage the use of identified routes. Measures to prevent informal parking along the Bourley Road are also proposed and 6 interpretation boards will be erected along Bourley Road. The planning application for the reduction of the Bourley Road car park (04/02305/FUL) is reported elsewhere on this agenda.

ii) Leipzig Road / Beacon Hill Junction and Greendane Copse Car Park

It is proposed to replace part of the Bourley Road parking provision with the creation of a new car park on the south western corner of Greendane Copse SINC, accessed from the proposed Leipzig Road/Beacon Hill Road roundabout junction. The proposed car park would provide parking for 40 cars. Planning application 04/02304/FUL seeks planning permission for the roundabout and replacement car park. (See item elsewhere on the agenda.) The SINC is more robust in nature conservation terms than the SSSI/SPA. Footpaths and circular routes from the new Greendane Copse car park would be clearly marked by way of interpretation boards and way-marking on the ground. Hampshire County Council ecologists and English Nature are satisfied that this car park will not compromise the SINC and habitat restoration works have been agreed to offset any impact that will accrue to this SINC as a result of the car park.

The reduction in size of the Bourley Road car park has proved extremely controversial. However, this would be an effective way of reducing visitor pressure on the SPA. The alternative parking provision at Greendane Copse would help compensate for the loss of parking at Bourley Road and would provide easy and convenient access to a similarly diverse, attractive area for informal recreation, which is not so sensitive in nature conservation terms.

iii) Interpretation Boards

It is also proposed to locate interpretation boards at all car parks and main accesses to educate visitors about the ecological value of the land and a code of conduct to encourage responsible use of the land. A number of these boards are included within the application for the roundabout and Greendane Copse car park (application 04/02304/FUL). A further application has been submitted for 8no. boards within Hart District, along Beacon Hill Road and Aldershot Road, Church Crookham. This application, (04/02303/FUL) is elsewhere on this agenda.

A further application to Rushmoor Borough Council is also be made for two boards which fall within that Borough. However, the boards within Rushmoor are not critical to the Visitor Management Strategy, which would be secured through the S106 agreement. In addition, temporary signage at access points during the ground bird nesting season will also inform visitors of particular threats to the ecological value of the site and require that dogs are kept on leads during this nesting period (between late February and August.).

iv) Way Marking and Closure of Footpaths

It is proposed that routes would be way-marked through the SINC to direct visitors to the less sensitive areas within the SSSI/SPA and main paths through the most ecologically sensitive areas of the SSSI/SPA will be closed. Routes would be way-marked using colour coding on posts and depicted on the interpretation boards within the car parks. Footpaths would be closed by habitat restoration and temporary barriers placed across the ends of the paths to re-route visitors. Temporary signage attached to barriers would be erected to explain the need for the closures.

v) Environmental Co-ordinator, Rangers and Public Education

The Visitor Management Strategy identifies the need for an environmental co-ordinator based at QEII. The environmental co-ordinator would be the interface between the residents and visitors to the site and the wildlife on the site. It is envisaged that they will have an important public education role, both on site and in the wider community in relation to managing visitor pressures on the Bourley and Long Valley SSSI/SPA.

- 7.28 The proposed mitigation measures have resulted in English Nature, the Hampshire Wildlife Trust and the RSPB withdrawing their objections to the proposals (see consultation response) subject to securing the mitigation measures as summarised above in the S106.

Appropriate Assessment

- 7.29 An ecologist has been commissioned by the Council to make recommendations so that the Council, as a competent authority, can make an appropriate assessment, and to consider the proposals in the context of the Habitat Regulations, in particular 48(1), 48(5) and 48(6), which require:

- 48(1) A competent authority before deciding to undertake, or give any consent, permission or other authorisation for a plan or project, which:-
- a) is likely to have a significant effect on a European site in Great Britain (either alone or in combination with other plans or projects) and
  - b) is not directly connected with or necessary for the management of the site,

shall make and appropriate assessment of the implications for the site in view of that site's conservation objectives.

- 48(5) In the light of the conclusions of the assessment, and subject to regulation 49, the authority shall agree to a plan or project only after having ascertained that it will not adversely affect the integrity of the European site.

- 48(6) In considering whether a plan or project will adversely affect the integrity of the site, the authority shall have regard to the manner in which it is proposed to be carried out or to any conditions or restrictions subject to which they propose that the consent, permission or other authorisation should be given.

7.30 The report is attached at Appendix 3. The conclusions of his report are set out below:

1. "The proposal to be considered in accordance with the Habitats Regulations, for the redevelopment of Queen Elizabeth II Barracks and Wakefords Copse, has been defined as comprising five inter-dependent planning applications. This proposal is not necessary for the management of the Thames Basin Heaths SPA. This assessment concludes that in accordance with Regulation 48(1) this proposal is likely to have a significant effect on Thames Basin Heaths SPA, both alone and in combination with other plans or projects.
2. An appropriate assessment of the Queen Elizabeth II Barracks and Wakefords Copse redevelopment proposal has been made, in view of the conservation objectives of the Thames Basin Heaths SPA. This assessment cannot ascertain that there would be no adverse effect on the integrity of the site in accordance with Regulation 48(5).
3. A comprehensive package of measures has been proposed in accordance with Regulation 48(6). These have been specifically designed to reduce both existing and predicted additional negative impacts on the SPA. This assessment concludes that if implemented in full, this package of mitigation measures would reduce negative impacts to a level such that they are insignificant or de minimis or that there is a positive effect on the conservation status of the SPA.
4. This assessment concludes that, providing the measures identified to mitigate negative impacts are implemented in full (through appropriate conditions or restrictions) together with all the elements of the redevelopment proposal contained within the five planning applications, then the proposal for the redevelopment of Queen Elizabeth II Barracks and Wakefords Copse will not adversely affect the integrity of the Thames Basin Heaths SPA."

7.31 It is critical that the mitigation measures summarised in this report and set out in detail in the Visitor Management Strategy are secured in the Section 106 agreement. Provided that this is the case it is considered that the package of mitigation measures would reduce negative impacts to a level such that they are insignificant or de minimis or that there may even be a positive effect on the conservation status of the SPA. It is considered that the Ecological Report undertakes a correct analysis of the legislation. It is further considered that it correctly undertakes the approach as regards the potential impacts on the SPA. For the reasons set out in that report it is considered that the report can be adopted by the Council as the Appropriate Assessment under the Habitats Regulations, and this is reflected in the overall recommendation.

7.32 A Management Plan has been submitted which sets out the management regime of 18 compartments covering the application site itself, and the Southern Area. It sets out the detailed programme of works required to conserve and enhance the most sensitive habitats on site and within the Southern Area and to direct recreational pressure to the most robust areas. The S106 should require the agreement and future implementation of a Management Plan. An Implementation Plan has also been submitted that sets out management options for delivering and ensuring co-ordination between the recreational and conservation strategies, the management plan, and the Visitor Management Strategy. The implementation of the various strategies and future management should therefore form an important part of the S106.

- 7.33 The Nature Conservation Strategy (NCS) also takes account of the nature conservation interest of the various SINCS on the site and seeks to provide an opportunity to secure the long-term conservation of these areas.
- 7.34 In terms of protected species, a survey in April 2004 recorded populations of common lizard, slowworm and grass snake within the area of the former assault course next to Soanes Field. The NCS proposes to capture individual reptiles within the development area and relocate these off site to suitable areas with the capacity to support them.
- 7.35 In addition, two maternity bat roosts have been located in areas to be redeveloped. Both roosts are located in the roof space of houses in Wakefords Copse and are estimated to comprise of approximately 30 animals. In addition, a roost of four species of bats has been identified in one of the air raid shelters within the barrack buildings on the QEII Barracks site. Two planning applications have been submitted for the construction of replacement bat roosts (03/00873/FUL and 04 02297/FUL listed elsewhere on this agenda) in order to provide advance suitable replacement habitats. English Nature has raised no objection to this aspect of the proposal. A DEFRA licence would still be required before undertaking any works which would affect the current habitat.
- 7.36 Eight outlying badger setts have been located beneath the derelict barrack buildings at QEII. In addition, another outlier sett and an artificial sett are located to the east of the parade ground and a further outlier sett is located in the western corner of Soanes Copse. Mitigation measures are proposed to take account of the existing badger setts. The creation of a large artificial badger sett has been completed close by on site, allowing for a period of familiarisation for the badgers before their outlying setts beneath the buildings are closed down. This artificial badger sett is already known to be in use and will compensate for the loss of the eight small setts. No objection has been received from English Nature regarding badgers or other protected species.
- 7.37 Following receipt of the letter from the Wildlife Trust set out above the applicant has made the following comment:

“I have to say that [the applicant] is extremely surprised by the content of the Trust's letter.

For example, it has long been agreed with English Nature, Jonathan Cox Associates acting on behalf of Hart and also, I understand, with the RSPB, that it is not the burden of my client to address the current state of the Bourley and Long Valley part of the SPA. The burden in this regard lies with the UK Government. Equally, the Trust seems to have overlooked the fact that my client has entered into a Licence, unlimited by time, with the MoD, enabling us to grant effective rights to the Trust (or whichever organisation may finally be responsible for dealing with these matters), thereby avoiding any concerns in respect of co-ordinating matters with the MoD.

Additionally, the Trust's letter, in contrast to the draft Memorandum of Understanding, seems to suggest that maintenance, monitoring and review needs to continue indefinitely. This is not the case. My client's burden is to mitigate the impacts of its development. This will be achieved by the implementation of the various strategies which support the planning applications. Once these strategies have been implemented, it will then be necessary for monitoring and review to take place for a relatively finite

period, in order to ensure, to the degree possible, that the mitigation has been effective. Thereafter future "maintenance" obligations will be limited to seeking to ensure that the mitigation which will have been provided does not deteriorate.

Bearing in mind the complexity of grappling with the Habitats Regulations, the Trust's letter has inadvertently placed an incorrect emphasis on these matters.

What is of course far more positive is the demonstrable enthusiasm of the Trust for achieving the mitigation objectives, shared by all."

- 7.38 Overall it would appear that the comments of both the Wildlife Trust and the RSPB seek additional resources to the protection of the SPA that would appear to be the case for English Nature. It must be remembered that English Nature represent the statutory body responsible for the protection of wildlife heritage, and in this regard it is considered that while the additional resources may be desirable, they may well be above the level that should reasonably be secured.
- 7.39 English Nature has requested that it have sight and make comment on the proposed Section 106 Planning Obligation as regards nature conservation, and as the statutory body this is considered a reasonable request. With this caveat, it is considered that there would be adequate protection for nature conservation in line with the policies in the development plan.

#### Tree Coverage and Landscape

- 7.40 The woodland SINCS on the site and within the southern area will be actively managed to enhance the conservation value of the woodland as set out in the Nature Conservation Strategy. Important mature tree lines and hedgerows will be retained. A total of 3,131 trees have been surveyed, in areas where development is proposed and around the woodland edges. Important trees in terms of nature conservation or landscape and visual amenity have been identified and are to be retained. The broad layout of the developed area would safeguard these trees, through the inclusion of greenways and open spaces throughout the development. Tree survey plans have been submitted which identifies all trees that would need to be removed in the worst case. This includes those trees to be removed because they were dead, dying, diseased, or in a dangerous condition. It also shows trees to be removed as a consequence of highway and engineering works, where the details are known. As the application is in outline, within the areas of built development the detailed layout is not known so the plans indicate a "worse case" scenario. Whilst it is inevitable that a large number of trees will be lost in order for the site to be developed, it is considered that the majority of the most valuable trees will remain and will enhance the visual amenities and character of future development on the site. The tree schedule indicates that out of the 3,131 trees surveyed, 856 will be lost in the "worse case."

#### Transportation

- 7.41 A transport assessment report (TAR) has been submitted in connection with the planning applications. The TAR was updated during the course of 2004, and a revised TAR was submitted in September 2004. The objectives of the transportation strategy for QEII Barracks and Wakefords Copse are stated as follows:
- (i) To benefit journeys made by travel modes other than the private car

- (ii) To enhance convenience and safety for pedestrians and cyclists
- (iii) To enhance conditions for public transport to encourage greater use coupled with some positive restraint on traffic
- (iv) To ensure that the traffic generated has minimal impact upon existing traffic flows and residents

#### Means of access

- 7.42 There will be two principle accesses directly into the QEII Barracks site. The principle access to QEII Barracks site is shown to be via the existing access from Sandy Lane, where a new roundabout is proposed. The second access would be from Naishes Lane.
- 7.43 The proposed access to Wakefords Copse would be from a new access road from Naishes Lane.
- 7.44 A 'green corridor' providing a footpath and cycle connection to Ewshot Lane, together with emergency access, is also proposed. It is envisaged that this means of access would be used by construction traffic.
- 7.45 The Highway Authority is satisfied that the vehicular access strategy has been developed to promote the use of the highway network without compromising the safe operation. The three vehicular access strategy has been developed to maximise encouragement for trips to be made by mode other than the car. This is focused as far as is reasonable on vehicle links onto the most suitable parts of the highway network, whilst at the same time providing a network for pedestrian/cyclists and public transport links to key local facilities.
- 7.46 Part of this strategy is to discourage vehicular traffic from using Redfields Lane. It is recognised that the Local Plan Policy referred to possible highway schemes at the A287/Redfields Lane junction (see junction improvements below) and the provision of a link road to Ewshot Lane from the QEII Barracks site. This link road could provide a fourth vehicular site access. However, it has been demonstrated by the applicant to the satisfaction of the Highway Authority that it is not necessary to utilise Ewshot Lane as a fourth vehicular access. Furthermore, the proposed access strategy does not give rise to a need to improve the A287/Redfields Road junction. Notwithstanding this the internal site layout has been designed to facilitate the link to Ewshot Lane and hence a fourth access should one be justified in the future.

#### Off-site Accessibility Strategy

- 7.47 The sites would contain a good network of cycleways and footways that will link in with the external network, giving easy access to existing key local destinations, such as schools.
- 7.48 The Transport Assessment recommended that the developer assist in funding a number of off-site improvements as follows:
- Pedestrian refuge crossing facility on Aldershot Road to assist with the Safer Routes to School objective and other local facilities.
  - Pedestrian crossing facility on Aldershot Road to the west of the site.
  - Cycle route enhancements to improve linkage to Court Moor Secondary School.
  - Enhanced signing for cycle routes towards Fleet town centre.

- Slightly raised table junction implementation at Gally Hill Road and Sandy Lane junctions with Aldershot Road.
- Pedestrian/cycle shared path on Sandy Lane.
- Naishes Lane pedestrian crossings and localised carriageway narrowing.

7.49 In addition, traffic calming measures along Sandy Lane and Tweseldown Road are proposed to lessen the impact of additional traffic coming from the development. Such measures include raised tables, crossing facilities, road surface treatments and junction modifications at either end of Tweseldown Road, Sandy Lane and Beacon Hill Road. The above measures would be secured by way of an appropriate legal agreement.

#### Public Transport

7.50 The public transport strategy aims to provide new opportunities for travel by bus and for new residents of the development and existing residents in the vicinity of the site. In particular the following improvements are proposed:

- Extension of existing route 73 from Crookham Crossroads / The Verne.
- Diversion of existing route 72 through the site.
- A new dedicated bus service from the site to the town centre and railway station.

7.51 The Highway Authority has confirmed that the above measures would provide a robust and cohesive public transport service which would enhance the sustainability of the site.

7.52 The public transport improvements and phasing of the services would be secured through the Section 106 agreement.

#### Junction Proposals

7.53 A number of junction improvements are proposed to mitigate the impact of the proposed development. These are as follows:

##### Leipzig Road/Beacon Hill Road

The 2003 Transport Assessment recommended the replacement of the priority controlled junction with a roundabout, which would reduce through traffic speeds in Beacon Hill Road. This junction design has been modified to incorporate a fourth arm to provide access to a new recreational car park (Greendane Copse) as part of the Visitor Management Strategy. A revised application for the junction and car park has been submitted (04/02304/FUL) and is considered elsewhere on this agenda.

##### Sandy Lane/Naishes Lane junction

The proposal includes the straightening of the northern-most section of Naishes Lane where it meets Sandy Lane, and the creation of a new junction to improve visibility and safety.

##### Aldershot Road/Sandy Lane and Aldershot Road/Gally Hill Road

The most recent proposals include a raised carriageway at the Aldershot Road/Sandy Lane and Aldershot Road/Gally Hill Road junctions, new road markings and pedestrian crossing.

##### Reading Road (South)/Beacon Hill Road junction

Junction enhancement proposed.

#### Tweseldown Road/Beacon Hill Road junction

Junction modifications were proposed in the 2003 report to address safety concerns. However, new data available in 2004 show that the accident record at this junction has improved, reducing the benefit from any junction modification. This, with increased traffic flows, means that the safety scheme may no longer be justified, in particular in terms of the increase queues, which could result on Bourley Road. The 2004 TAR concludes that the funds will still be made available to HCC to implement the junction improvements if it is considered that the safety benefits outweigh the impact on capacity.

#### Redfields Lane/A287 junction

The North East Hampshire Transport Strategy (NEHTS) identifies the need to address existing safety concerns at the junction of Redfields Lane and the A287. Local Plan policies T9 and T17 also refer to highway schemes at the A287/Redfields Lane junction.

The junction has been observed to experience queuing on the Redfields Lane approach during the morning and evening peak. In the past the junction has had a poor accident record which is largely due to the vertical alignment of the road which restricts visibility to the west from Redfields Lane. In 2002 the County Council implemented some low cost accident remedial measures including amended carriageway markings which have been successful in reducing accident occurrences. However, previous to this the County Council considered a series of alternative major improvement schemes at this junction.

The original reason for undertaking the study was to alleviate the road safety problem referred to above which appears to now have been largely solved by the low cost measures. Therefore the preferred scheme for a diverted Redfields Lane to a new roundabout at Crondall Road on the A287 is not necessary on road safety grounds and could potentially have negative road safety benefits (measured in the accident rate), which will be expected from a junction of this nature and the likely increase in usage. In addition, the scheme would result in significant environmental damage to ancient woodlands and SINCS and would require the installation of street lighting in what is a rural location.

The other issue with the implementation of the major preferred scheme is that a large amount of land acquisition at an unknown cost would be required. It is unlikely that the County Council would be able to acquire the land by negotiation and the Director of Environment would be required to promote Compulsory Purchase Orders. A CPO Inquiry would be necessary to demonstrate that there was no other way in achieving the highway improvements. Since the low cost safety scheme appears to have achieved the desired accident reductions the case would need to be argued on the grounds of congestion relief. It is considered that this would not be successful as the issue is both subjective and against HCC policy of not promoting schemes simply to manage peak hour congestion problems. The advice from the Highway Officer at HCC is therefore not to pursue a major improvement to this junction. However it is appreciated that the scheme is sensitive locally and the developer has expressed a willingness for part of the negotiated contribution to be put towards this scheme should it be decided that it should go ahead.

The proposed QEII Barracks access strategy contributes towards discouraging vehicular traffic from using Redfields Lane, and the proposed access strategy does not give rise to a need to improve the A287 / Redfields Lane junction. The developer will be making a very significant contribution towards NEHTS, and Hampshire County Council will decide how this contribution is spent.

#### Public Safety Zone

- 7.54 The public safety zone (PSZ) for Farnborough Airport was confirmed by the Department of Transport in January 2004. The PSZ only marginally infringes upon a SINC in the northeast corner of the QEII Barracks site, which is to be retained for its nature conservation interest. It does not impinge upon the parkland or the area where any built development is proposed. The Civil Aviation Authority has raised no objection to the proposals, provided that the development accords with the advice within Circular 1/2003. The main part of the site lies outside of the 1:100 000 risk contour and as such it is considered there is no reason to withhold planning permission on public safety grounds.
- 7.55 With regard to aircraft noise, in 2000 planning permission was granted for the use of Farnborough aerodrome for business aviation. A Section 106 agreement limits the number of flights and ensures that the airport operates within specific noise contours. The legal agreement states that the airport will not exceed an annual noise budget defined by the position of, and total land within, both the 55dB(A) and 60dB(A) contours. The QEII Barracks and Wakefords Copse sites fall outside of the 55dB(A) contour. Advice within PPG24 (Noise) is that noise is not a planning issue on sites below 55dB(A). In addition, aircraft are not permitted to fly between 2200 and 0700 on weekdays and between 2000 and 0800 at weekends and bank holidays. Accordingly, noise is considered not to be a constraint to the redevelopment of the sites for residential purposes. TAG Farnborough Airport has raised no objection to the proposal but advises that the developer/agent/occupiers are made aware that aircraft approaching and departing the airport will be able to be seen, and dependant on weather conditions and ambient noise from other sources, could be heard from the development location. This can be dealt with by informative.

#### Affordable Housing

- 7.56 Policy URB 13 of the adopted local plan states that at least 25% of the total number of units on a site of this size should be affordable. Good practice indicates that the units should normally be built in groups of 10-20 units to avoid a single concentration of social housing. Members will be aware that on the 25 March 2004, the Council approved a new affordable housing policy to be placed on deposit as part of the First Alterations to the Local Plan. Council also resolved that the new policy should come into immediate effect for Development Control Purposes.
- 7.57 The new policy seeks to achieve 40% affordable housing for all residential development, with no threshold related to site area or number of dwellings. The policy was placed on deposit on the 26 May 2004 and the consultation period has now ended. Consultants are currently considering the responses received and their report is awaited. It is considered that no significant weight can be attached to this new policy until the results of the public consultation have been fully assessed and then only if the comments received are not significant objections.
- 7.58 The developer has confirmed a willingness to provide 25% affordable housing, together with a further 5% provision for key worker housing. It is considered that

this level of provision is acceptable and would be secured, including phasing of provision, within the Section 106 agreement. It is considered that only limited weight can be attached to the emerging policy and by pursuing the requirements of this new policy at this very early stage, and particularly if it were to be challenged at appeal, the credibility of the new policy may well be undermined.

## 8.0 LEGAL AGREEMENTS

8.1 Negotiations have taken place regarding the Section 106 and Section 278 agreements that will be required in relation to both application 00/00522/OUT and 00/00930/OUT. Whilst there are outstanding issues to be finalised, the broad proposed Head of Terms are set out below:

### 8.2 Off-site highways works:

- Naishes Lane/Quetta Park Junction realignment
- Crookham Crossroads Junction Works
- Twelsedown Road/ Sandy Lane Junction Works
- Ewshot Lane/Redfields Lane Junction Amendments
- Ewshot Lane Widening
- Leipzig Road Widening and Footpath
- Sandy Lane Traffic Calming Scheme
- Aldershot Road, west of Haig Lane – Pedestrian Refuge
- Sandy Lane/Gally Hill Carriageway Improvements
- Aldershot Road/Moreton Close – Box markings
- Sandy Lane – Pedestrian/Cycle Path
- Naishes Lane Widening
- Leipzig Road/Beacon Hill Roundabout.
- Sandy Lane/Hampton Close Mini-roundabout
- Naishes Lane Realignment/Sandy Lane Mini-roundabout
- Funding for various Pelican and Zebra crossings upon meeting the necessary technical criteria:
  - Three Zebra Crossings on Sandy Lane,
  - Pelican Crossing on Gally Hill Road
  - Pelican Crossing on Aldershot Road
  - Zebra Crossing on Aldershot Road
  - Zebra Crossing on Naishes Lane
- Funding for Traffic Regulation or similar Orders to:
  - Stop up “redundant” section of Naishes Lane caused by junction realignment.
  - Amend speed limit on Beacon Hill Road to 50mph.

### 8.3 Provision On-site (including land in the Southern Area) of:

- Affordable Housing @ 25% of overall total
- Key Worker Housing @ 5% of overall total
- Mitigation works and provision of alternative informal recreation provision in line with proposals to protect SPA (including those measures the subject of the separate applications elsewhere on this agenda) (being the subject of detailed agreement with English Nature)
- Reserved site for school (and/or contribution if Education Authority considers off-site provision appropriate)
- Retail/local centre

- Marketing of land for Medical Facility
  - Marketing of land for Religious Building
  - Marketing of land for Crèche/Nursery
  - Community Hall (or contribution if HDC considers off-site provision appropriate)
  - Formal Sports Provision (including formal fields, skate board park, trim trail and BMX trail)
  - Sports Changing Rooms
  - Informal Open space provision
  - Children's play areas
  - Contribution for Public Art
  - Broadband connection to all dwellings and additional sockets
  - CCTV provision
  - Recycling provision
  - Routing of Construction Traffic
  - Provision and long-term maintenance of the bat roosts
- 8.4 Where the matter involves provision of a facility for the long-term, the proposal will involve the creation and transfer to a Community Development Trust, together with sufficient commuted sums for the maintenance in perpetuity.
- 8.5 In relation to the mitigation works and the management of informal open-space then the land will be transferred to the Hampshire and Isle of Wight Wildlife Trust, together with sufficient commuted sums for the maintenance.
- 8.6 Provision off-site for:
- Implementation of the Visitor Management Strategy within the SPA and associated land
- 8.7 Contributions for off-site facilities:
- Public Transport Services (see response from Highway Authority)
  - Other transport measures funded through NEHTS (see response from Highway Authority)
  - Off-site leisure provision (see paragraph 7.23)
  - Shop-mobility scheme
  - Cemetery provision
- 8.8 As noted at paragraph 3.8 the applicant is offering various sums above that which the Local Highway Authority and the draft Development Brief have identified as being necessary to off-set the requirements created by this development. These equate to a total of £1,580,000 in respect of highway works, and approximately another £750,000 above that sought under the terms of the draft Development Brief in respect of the community hall.
- 8.9 Circular 1/97 on Planning Obligations indicates that contributions should be:
- (i) necessary to make the proposed development acceptable in planning terms;
  - (ii) relevant to planning;
  - (iii) directly related to the proposed development;
  - (iv) fairly and reasonably related in scale and kind to the proposed development;
  - (v) reasonable in all other respects.

- 8.10 Central Government published a draft replacement circular to Circular 1/97 in November 2004 which is a material consideration in determining applications for planning permission. While the draft replacement circular has made various proposed changes the overall test remain essentially the same.
- 8.11 Case Law has indicated that, provided the benefit offers has more than a de minimis link with the proposed development, it is capable of being a material consideration in the determination of the planning application.
- 8.12 In this case the contributions would be used for enhancements to transport initiatives in the vicinity and for enhanced community provision on site. They are therefore related to the development and have a planning purpose and it is considered that it would not be unreasonable to accept them. They therefore constitute a material consideration in determining these applications, and it is therefore recommended that they be taken into account and be properly secured through a section 106 planning obligation.
- 8.13 Members should, however, be aware that the applicant has put forward a different legal interpretation on the weight that should be afforded to this offer (see second sub-paragraph after the numbered list in paragraph 3.8).

## 9.0 CONDITIONS

- 9.1 A list of conditions in respect of both applications is set out below. The conditions in respect of Wakefords Copse and QEII Barracks site are similar apart from the conditions dealing with the timing and submission of reserved matters. This is because of the difference in the size of the proposals, and the fact that the upto 1000 houses on the QEII Barracks site would need to be built in phases or parcels, and would ensure that the development proceeds, thereby protecting the Council's land supply position.
- 9.2 In the absence of an adopted Development Brief, in order to ensure that the development proceeds appropriately, it is considered that a development principles plan, in line with the overall principles of the Masterplan which forms part of the application, but subject to the minor amendments mentioned in relation to leisure matters should be submitted to and approved before works commence on site. The development will need to then accord with that plan.
- 9.3 There is also the need to have submitted and approved, to ensure an overall integration of design, a development framework. This would deal with matters such as the palette of building materials, street furniture, and building form.

## 10.0 CONCLUSIONS

- 10.1 The site represents an allocation within the local plan for development along the lines proposed. Although the number of dwellings is in excess of those specifically set out in DEV2, it is clear that this is would be acceptable at reasonable densities and the number of dwellings proposed would be acceptable.
- 10.2 Specific provision would be secured through legal agreements to ensure that appropriate infrastructure would be provided for the proposed residents, and, as an overall package, nature conservation issues are protected as either have a positive or de minimis effect.

- 10.3 Affordable and key-worker housing is proposed at levels above those set out in the adopted Local Plan, although not at the higher levels set out in the proposed first alteration.
- 10.4 Off-site infrastructure is also proposed to ensure that the impacts of the development outside the site are mitigated. This may be in overall terms with existing residents changing travel patterns as facilities improve.
- 10.5 Subject to appropriate legal agreements as outlined through this report and conditions, the applications are therefore recommended for approval.
- 11.0 RECOMMENDATION
- 11.1 that the Authority ADOPT as an Appropriate Assessment for the purposes of paragraphs 48(1), 48(5) and 48(6) of the Habitats Regulations that subject to the necessary legal agreement and implementation of the necessary mitigation measures being secured, together with the conditions set out in all the planning permissions, that the proposal for the redevelopment of Queen Elizabeth II Barracks and Wakefords Copse will not adversely affect the integrity of the Thames Basin Heaths SPA.
- 11.2 that subject to the completion of a legal agreement under, inter alia, Section 106 of the Town and Country Planning Act 1990 (as amended), to secure:
- the off-site highway works detailed in paragraph 8.2
  - the provision of the on-site facilities detailed in paragraph 8.3 subject to the management arrangements set out in paragraphs 8.4 and 8.5
  - the provision of off-site as detailed in paragraph 8.6
  - contributions for off-site facilities detailed in paragraph 8.7
- together with the matters referred to in paragraphs 3.8 the Head of Planning Services is delegated to GRANT outline planning permissions references 00/00522/OUT and 00/00930/OUT subject to the conditions set out below:

**APPLICATION 00/00522/OUT (Wakesford Copse)**

**RECOMMENDATION**            **Approve subject to a legal agreement as set out above**

- 1 The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved whichever is the later.

Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.

Approval of the details of the siting, design and external appearance of the proposed development, the means of access thereto and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

**REASON**

To comply with Section 92 of the Town and Country Planning Act 1990.

- 2 The reserved matters application for the development shall be accompanied by a detailed design statement (comprising written statement and illustrative materials),

which sets out the urban design context of the proposal in relation to the approved development brief, design code and the outline planning permission hereby granted.

**REASON**

To ensure an appropriate co-ordinated high quality form of development.

- 3 No work shall commence on site until a detailed overall plan setting out the principles and the overall strategy of the development on the site and on the Queen Elizabeth II Barracks site has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be implemented in accordance with that overall strategy.

**REASON**

To ensure development proceeds in accordance with the adopted Local Plan in a comprehensive manner.

- 4 The plans and particulars submitted in accordance with Condition 1 above shall include:-

(a) a plan showing the location of, and allocating a reference to, each existing tree on the site (other than plantation crop trees) which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;

(b) details of the species, diameter (measured in accordance with paragraph (a) above, and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;

(c) details of any proposed topping or lopping of any retained tree or of any tree on land adjacent to the site;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree on the site or of any tree on land adjacent to the site.

(e) details of treatment of all structural landscape belts shown hatched green on the illustrative master plan (including principal landscape buffer areas to the site boundary, spine road, major access roads and other important structural landscape areas).

(f) details of the specification and position of fencing (and of any other measures to be taken) for the protection of any retained tree from damage before or during the course of development.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

**REASON**

To allow the proper consideration of the impact of the proposed development on the amenity value of the existing site.

- 5 Full details of the finished levels, above ordnance datum, of the ground floor(s) of the proposed building(s), in relation to existing ground levels shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of

development. The development shall proceed in accordance with the approved details.

**REASON**

In order to secure adequate details of the height of new development in relation to existing ground levels in the interest of visual amenities and/or to minimise the impact of the development in the street scene or the adjoining properties/or trees.

- 6 No works of development shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority.

Hard details shall include, as appropriate, proposed finished levels and/or contours, means of enclosure of unbuilt open areas, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and artefacts and structures (e.g. furniture, refuse or other storage units, signage, lighting, external services, manholes, etc.). Soft landscape details shall include planting plans, specifications (including cultivation and other operations associated with plant establishment), schedules of plants, noting species, planting sizes and proposed densities where appropriate, and a proposed timetable for planting and laying out of hard surfaces.

**REASON**

To ensure the provision of amenity afforded by appropriate landscaping design.

- 7 Hard and soft landscaping works shall be carried out in accordance with the approved details, including the approved timetable referred to in Condition 5, and to a reasonable standard in accordance with timetable.

Any trees or plants which, within a period of five years after planting, are removed, die or become, in the opinion of the council, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved, unless the Council gives its written consent to any variation.

**REASON**

To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved proposals.

**NOTE**

A landscape checklist pamphlet and selective list of British Standards are enclosed.

- 8 Details of the design of building foundations and the layout, with positions, dimensions and levels, of service trenches, ditches, drains and other excavations, insofar as they may affect trees on or adjoining the site, shall submitted to and approved in writing by the Local Planning Authority before any works are commenced.

**REASON**

To ensure the protection of trees to be retained, and in particular to avoid unnecessary damage to their root systems.

**NOTE**

Tree Protection Guide-lines and a selective list of British Standards are enclosed.

- 9 All trees on the site unless indicated as being removed, shall be retained and protected in accordance with details submitted to and approved in writing by the Local Planning Authority, for the duration of works on the site and for at least five years following practical completion of the approved development, unless otherwise agreed in writing by the Local Planning Authority. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and the fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority. Any trees immediately adjoining the site shall be protected on the site in a similar manner for the duration of works on the site.

In the event that trees or shrubs become damaged or otherwise defective during such period the Local Planning Authority shall be notified in writing as soon as reasonably practicable. Within one month a scheme of remedial action, including timetable for implementation shall be submitted to the Local Planning Authority. No further development shall take place on site until the remedial scheme has been approved in writing. The approved scheme shall be implemented in accordance with the approved timetable. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

**REASON**

To ensure the continuity of amenity afforded by existing trees.

**NOTE**

Tree Protection Guidelines are enclosed.

- 10 All hedges or hedgerows on the site unless indicated as being removed shall be retained and protected in accordance with details submitted to and approved in writing by the Local Planning Authority in accordance for the duration of works on the site for at least five years following practical completion of the approved development unless otherwise agreed in writing by the Local Planning Authority. Any hedges or hedgerows immediately adjoining the site shall be protected on the site in a similar manner for the duration of works on the site.

In the event that hedges or hedgerows become damaged or otherwise defective during such period the Local Planning Authority shall be notified in writing as soon as reasonably practicable. Within one month a scheme of remedial action, including timetable for implementation shall be submitted to the Local Planning Authority. No further development shall take place on site until the remedial scheme has been approved in writing. The approved scheme shall be implemented in accordance with the approved timetable. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

**REASON**

To ensure the continuity of amenity afforded by existing hedges or hedgerows and to satisfy policy CON8 of the Hart District Local Plan.

**NOTE**

Tree Protection Guidelines are enclosed.

- 11 Trees to be removed in conjunction with the proposed development shall be clearly marked as such on a plan. Details, including location, height and materials, of temporary protective fencing, hoardings, etc. and areas prohibited from use by contractors and such other measures to be taken in the interests of existing tree protection shall be submitted to and approved by the Local Planning Authority and implemented prior to the commencement of any works on site. The approved measures shall be strictly maintained for the duration of the works.

**REASON**

To ensure the protection of existing trees from damage during site preparation and construction works.

**NOTE**

Tree protection guidelines and a selective list of British Standards are enclosed.

- 12 A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately-owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any dwelling. The landscape management plan shall be carried out as approved.

**REASON**

To ensure that due regard is paid to the continuing enhancement and preservation of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

- 13 Details of all external facing, roofing and surface materials shall be submitted to and approved in writing by the Local Planning Authority before commencement of development. The approved details shall thereafter be implemented in full.

**REASON**

To ensure that the external appearance of the buildings is satisfactory.

- 14 Details of all boundary treatments shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved details shall thereafter be implemented in full.

**REASON**

In the interests of the amenities of the area.

- 15 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no building, structure or other alteration permitted by Class A of Part 16 or Classes G or H of Part 17 of Schedule 2 of the Order shall be erected on the application site.

**REASON**

To secure a satisfactory form of development.

- 16 Proposals for a comprehensive strategy for the disposal of foul water shall be submitted to, and approved by, the Local Planning Authority in writing before the commencement of development.

REASON

To secure satisfactory provision of foul and surface water drainage.

- 17 Details of a layout, including all relevant longitudinal sections and a specification of the type of construction proposed, for the foul and surface water drains and ancillary works (i.e. the pumping station(s)) shall be submitted to and approved by the Local Planning Authority in writing before the development is commenced. The agreed works shall be fully implemented before the use hereby approved is commenced.

REASON

To ensure that the foul sewers and surface water drains are constructed to a satisfactory standard.

- 18 Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

REASON

To prevent the increased risk of flooding and to improve water quality.

- 19 The construction of the surface water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority.

REASON

To prevent pollution of the water environment.

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

REASON

To prevent the pollution of groundwater.

- 21 No soakaways shall be constructed in contaminated ground.

REASON

To prevent pollution of groundwater.

- 22 No occupancy of any dwellings approved by this permission shall be allowed until a detailed scheme for the protection, enhancement and mitigation for Ewshot Marsh has been approved and implemented to the satisfaction of the Local Planning Authority.

REASON

To protect and conserve the ecology of the site.

- 23 Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Local Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for the monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

REASON

To prevent pollution of the water environment.

- 24 Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Local Planning Authority prior to commencement of the work. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for the monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.
- 25 A validation report detailing any work carried out in compliance with the agreed remedial approach for the site shall be submitted to and approved in writing by the Local Planning Authority before any development commences.

REASON

To prevent pollution of the water environment.

- 26 No development or demolition of buildings on the site shall take place until the applicant has secured and implemented a programme of recording the existing buildings on the site as set out in Section 13.49 of the Environmental Statement, and to include the air raid shelters within the site and the Southern Area, to at least RCHME Level II standard. The final report shall be deposited with the Local Planning Authority within three months of the programme has been completed.

REASON

In order to secure a record of military buildings and structures that are of historic interest.

- 27 No work relating to the construction of the development hereby approved, including works of demolition or preparation prior to operations, or internal painting or fitting out, shall take place before the hours of 0730 nor after 1800 Monday to Friday, before the hours of 0800 nor after 1300 Saturdays nor on Sundays or recognised public holidays.

REASON

To protect the amenities of the occupiers of nearby properties during the construction period.

- 28 No deliveries of construction materials or plant and machinery shall take place before the hours of 0930 nor after 1530 Monday to Friday, before the hours of 0900 nor after 1200 Saturdays nor on Sundays or recognised public holidays.

REASON

To protect the amenities of the occupiers of nearby properties during the construction period.

- 29 No development shall commence on site until details of provision to be made for the parking and turning on site of operatives and construction vehicles together with the storage of construction materials and plant during the contract period for that phase has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before development commences and shall be retained for the duration of the construction period.

REASON

In the interests of highway safety and to protect site features.

- 30 No works shall commence on site within any phase until details of how it is intended to relocate any spoil or arisings caused by the development, either on or off site, have been submitted to and approved in writing by the Local Planning Authority. The works shall take place in accordance with the approved details.

REASON

In the interests of the amenities of the area where the spoil is to be located.

- 31 No burning of materials shall take place within 30 metres of the furthest extent of the canopy of any tree or tree group to be retained on site or on land adjoining.

REASON

To protect the health and stability of the trees to be retained on the site in the interests of amenity.

- 32 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no overhead electricity or service lines shall be erected or placed above ground on the site except as may be agreed in writing with the Local Planning Authority in relation to temporary rerouting of existing services whilst the development is undertaken.

REASON

In the interests of the amenities and character of the area.

INFORMATIVES

- 1 A Flood Defence Consent is required for any proposed watercourse diversion and associated works, and the developer will need to get in contact with Development Control in the Environment Agency to this regard. Development which involves a culvert or an obstruction to flow (including a diversion) on an Ordinary Watercourse will require the Environment Agency's Consent under the Land Drainage Act 1991. An Ordinary Watercourse is defined as any watercourse not identified as a Main River on maps held by the Environment Agency and DEFRA.
- 2 Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions.

**APPLICATION 00/00930/OUT (Queen Elizabeth II Barracks)**

**RECOMMENDATION**            **Approve subject to a legal agreement as set out above**

- 1 The development hereby permitted shall be begun either before the expiration of 8 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of the Reserved Matters to be approved whichever is the later.

Application for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 6 years from the date of this permission.

Approval of the details of the siting, design and external appearance of the proposed development, the means of access thereto and the landscaping of the site (hereinafter called the "reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

- 2 Within 6 months of the grant of planning permission the applicant to prepare and to submit in writing to the Local Planning Authority a phasing/development parcels plan for approval which shall cover the whole of the application site. The development to be undertaken in accordance with the phasing/parcels plan unless otherwise agreed in writing with Local Planning Authority.

**REASON**

To ensure the development proceeds effectively, efficiently and in a comprehensive manner.

- 3 Before any development is commenced, details of a phasing arrangement in respect of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Before any works in any phase are commenced, details of the siting, design and external appearance of the proposed development, and the landscaping of each phase (hereinafter called the reserved matters) shall be obtained from the Local Planning Authority.

**REASON**

In order to secure a satisfactory development.

- 4 Within 6 months of the approval of the phasing/parcels plan, application for the approval of reserved matters for the first phase/parcel shall be submitted to the Local Planning Authority in accordance with condition 1.

**REASON**

To ensure the development proceeds effectively and efficiently in the interests of the Council's land supply situation.

- 5 No work shall commence on site until a detailed overall plan setting out the principles and the overall strategy of the development on the site and on the Wakefords Copse site has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall be implemented in accordance with that overall strategy.

**REASON**

To ensure development proceeds in accordance with the adopted Local Plan in a comprehensive manner.

- 6 The reserved matters application for each phase/parcel of the development shall be accompanied by a detailed design statement (comprising written statement and illustrative materials), which sets out the urban design context of the proposal in relation to the approved development brief, design code and the outline planning permission hereby granted.

**REASON**

To ensure an appropriate co-ordinated high quality form of development.

- 7 The plans and particulars submitted in accordance with Condition 1 above shall include for each phase/parcel of development:-

(a) a plan showing the location of, and allocating a reference to, each existing tree on the site (other than plantation crop trees) which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;

(b) details of the species, diameter (measured in accordance with paragraph (a) above, and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply;

(c) details of any proposed topping or lopping of any retained tree or of any tree on land adjacent to the site;

(d) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree on the site or of any tree on land adjacent to the site.

(e) details of treatment of all structural landscape belts shown hatched green on the illustrative master plan (including principal landscape buffer areas to the site boundary, spine road, major access roads and other important structural landscape areas).

(f) details of the specification and position of fencing (and of any other measures to be taken) for the protection of any retained tree from damage before or during the course of development.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

**REASON**

To allow the proper consideration of the impact of the proposed development on the amenity value of the existing site.

- 8 Full details of the finished levels, above ordnance datum, of the ground floor(s) of the proposed building(s), in relation to existing ground levels shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development of each parcel. The development shall proceed in accordance with the approved details.

**REASON**

In order to secure adequate details of the height of new development in relation to existing ground levels in the interest of visual amenities and/or to minimise the impact of the development in the street scene or the adjoining properties/or trees.

- 9 No works of development shall take place on any phase/parcel until full details of both hard and soft landscaping for that phase/parcel have been submitted to and approved in writing by the Local Planning Authority.

Hard details shall include, as appropriate, proposed finished levels and/or contours, means of enclosure of unbuilt open areas, car parking layouts, other vehicle and pedestrian access and circulation areas, hard surfacing materials and artefacts and structures (e.g. furniture, refuse or other storage units, signage, lighting, external services, manholes, etc.). Soft landscape details shall include planting plans, specifications (including cultivation and other operations associated with plant establishment), schedules of plants, noting species, planting sizes and proposed densities where appropriate, and a proposed timetable for planting and laying out of hard surfaces.

**REASON**

To ensure the provision of amenity afforded by appropriate landscaping design.

- 10 Hard and soft landscaping works in respect of any phase or sub-phase shall be carried out in accordance with the approved details, including the approved timetable referred to in Condition 9, and to a reasonable standard in accordance with timetable.

Any trees or plants which, within a period of five years after planting, are removed, die or become, in the opinion of the council, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of similar species, size and number as originally approved, unless the Council gives its written consent to any variation.

**REASON**

To ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved proposals.

**NOTE**

A landscape checklist pamphlet and selective list of British Standards are enclosed.

- 11 Details of the design of building foundations and the layout, with positions, dimensions and levels, of service trenches, ditches, drains and other excavations on a phase/parcel on site, insofar as they may affect trees on or adjoining the site, shall be submitted to and approved in writing by the Local Planning Authority before any works on the particular phase/parcel are commenced.

**REASON**

To ensure the protection of trees to be retained, and in particular to avoid unnecessary damage to their root systems.

**NOTE**

Tree Protection Guide-lines and a selective list of British Standards are enclosed.

- 12 All trees on the site unless indicated as being removed, shall be retained and protected in accordance with details submitted to and approved in writing by the Local Planning Authority, for the duration of works on the site and for at least five years following practical completion of the approved development, unless otherwise agreed in writing by the Local Planning Authority. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for

the purposes of the development, and the fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority. Any trees immediately adjoining the site shall be protected on the site in a similar manner for the duration of works on the site.

In the event that trees or shrubs become damaged or otherwise defective during such period the Local Planning Authority shall be notified in writing as soon as reasonably practicable. Within one month a scheme of remedial action, including timetable for implementation shall be submitted to the Local Planning Authority. No further development shall take place on site until the remedial scheme has been approved in writing. The approved scheme shall be implemented in accordance with the approved timetable. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

**REASON**

To ensure the continuity of amenity afforded by existing trees.

**NOTE**

Tree Protection Guidelines are enclosed.

- 13 Trees to be removed in conjunction with the proposed development shall be clearly marked as such on a plan. Details, including location, height and materials, of temporary protective fencing, hoardings, etc. and areas prohibited from use by contractors and such other measures to be taken in the interests of existing tree protection shall be submitted to and approved by the Local Planning Authority and implemented prior to the commencement of any works on that phase/parcel. The approved measures shall be strictly maintained for the duration of the works.

**REASON**

To ensure the protection of existing trees from damage during site preparation and construction works.

**NOTE**

Tree protection guidelines and a selective list of British Standards are enclosed.

- 14 All hedges or hedgerows on the site unless indicated as being removed shall be retained and protected in accordance with details submitted to and approved in writing by the Local Planning Authority in accordance for the duration of works on the site for at least five years following practical completion of the approved development unless otherwise agreed in writing by the Local Planning Authority. Any hedges or hedgerows immediately adjoining the site shall be protected on the site in a similar manner for the duration of works on the site.

In the event that hedges or hedgerows become damaged or otherwise defective during such period the Local Planning Authority shall be notified in writing as soon as reasonably practicable. Within one month a scheme of remedial action, including timetable for implementation shall be submitted to the Local Planning Authority. No further development shall take place on site until the remedial scheme has been approved in writing. The approved scheme shall be implemented in accordance with the approved timetable. Any trees or plants which, within a period of 5 years from the

date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

**REASON**

To ensure the continuity of amenity afforded by existing hedges or hedgerows and to satisfy policy CON8 of the Hart District Local Plan.

**NOTE**

Tree Protection Guidelines are enclosed.

- 15 For each phase/parcel a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small privately-owned domestic gardens, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of that phase/parcel for its permitted use. The landscape management plan shall be carried out as approved.

**REASON**

To ensure that due regard is paid to the continuing enhancement and preservation of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

- 16 Details of all external facing, roofing and surface materials for each phase/parcel thereof shall be submitted to and approved in writing by the Local Planning Authority before commencement of development of that phase/parcel. The approved details shall thereafter be implemented in full.

**REASON**

To ensure that the external appearance of the buildings is satisfactory.

- 17 Details of all boundary treatments for each phase/parcel shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development of that phase/parcel. The approved details shall thereafter be implemented in full.

**REASON**

In the interests of the amenities of the area.

- 18 Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no building, structure or other alteration permitted by Class A of Part 16 or Classes G or H of Part 17 of Schedule 2 of the Order shall be erected on the application site.

**REASON**

To secure a satisfactory form of development.

- 19 Proposals for a comprehensive strategy for the disposal of foul water shall be submitted to, and approved by, the Local Planning Authority in writing before the commencement of development.

**REASON**

To secure satisfactory provision of foul and surface water drainage.

- 20 Details of a layout, including all relevant longitudinal sections and a specification of the type of construction proposed, for the foul and surface water drains and ancillary works (i.e. the pumping station(s)) shall be submitted to and approved by the Local Planning Authority in writing before the development of that phase/parcel hereby approved is commenced. The agreed works in respect of the particular phase/parcel shall be fully implemented in relation to the particular phase/parcel before any buildings connected to the system are occupied.

REASON

To ensure that the foul sewers and surface water drains are constructed to a satisfactory standard.

- 21 Surface water source control measures shall be carried out in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority before development commences.

REASON

To prevent the increased risk of flooding and to improve water quality.

- 22 The construction of the surface water drainage system shall be carried out in accordance with details submitted to and approved in writing by the Local Planning Authority.

REASON

To prevent pollution of the water environment.

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

REASON

To prevent the pollution of groundwater.

- 24 No soakaways shall be constructed in contaminated ground.

REASON

To prevent pollution of groundwater.

- 25 No development shall take place in any phase/parcel which contains or is proposed to contain or is located within 5m of an existing or proposed non-main watercourse or waterbody until a Buffer Zone 5 metres wide alongside that non-main watercourse and waterbody has been established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before the development commences in that phase/parcel.

REASON

To maintain the character of the watercourse and provide undisturbed refuges for wildlife using the river corridor.

- 26 No development shall take place in any phase/parcel which contains or is proposed to contain or is located within 5m of an existing or proposed non-main watercourse or waterbody until a scheme to identify and protect the area has been submitted to and approved in writing by the Local Planning Authority. The area shall be protected during development in accordance with the approved details and there shall be no access or storage during development within this area. There shall be no fires, dumping or

tracking of machinery within this area unless otherwise agreed in writing by the Local Planning Authority.

REASON

To reduce the impact of the proposed development on wildlife habitats upstream and downstream, including bankside habitats.

- 27 No development shall take place in any phase/parcel which contains or is proposed to contain or is located within 5m of an existing or proposed non-main watercourse or waterbody until a detailed scheme for the enhancement, mitigation and restoration of ditches and other waterbodies within that phase/parcel has been approved by in writing by the Local Planning Authority and implemented in accordance with the approved scheme. The scheme shall demonstrate no-net loss of ditch and wetland habitat on site and that no development shall occur within a 5m buffer zone adjacent to the ditches.

REASON

To protect and conserve the wetland ecology of the site.

- 28 No development shall take place in any phase/parcel which contains or is proposed to contain or is located within 5m of an existing or proposed non-main watercourse or waterbody until a scheme for planting of suitable marginal and aquatic species within the new ditches and waterbodies has been submitted and approved pursuant to condition 8.

REASON

To enhance the ecological value of the ecology of the site.

- 29 Details of any culverting in a development phase/parcel shall be submitted to and approved in writing by the Local Planning Authority before any works commence on that phase/parcel.

REASON

To protect and conserve the ditch ecology of the site.

- 30 No occupancy of any dwellings approved by this permission shall be allowed until a detailed scheme for the protection, enhancement and mitigation for Ewshot Marsh has been approved and implemented to the satisfaction of the Local Planning Authority.

REASON

To protect and conserve the ecology of the site.

- 31 Any proposed water features shall be constructed in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before the development commences.

REASON

To ensure that those features enhance the conservation value of the site and provide undisturbed refuges for wildlife using the river corridor.

- 32 Before the development is commenced a detailed site investigation shall be carried out to establish if the site is contaminated, to assess the degree and nature of the contamination present, and to determine its potential for the pollution of the water environment. The method and extent of this site investigation shall be agreed with the Local Planning Authority prior to commencement of the work. Details of appropriate

measures to prevent pollution of groundwater and surface water, including provisions for the monitoring, shall then be submitted to and approved in writing by the Local Planning Authority before development commences. The development shall then proceed in strict accordance with the measures approved.

REASON

To prevent pollution of the water environment.

- 33 A validation report detailing any work carried out in compliance with the agreed remedial approach for the site shall be submitted to and approved in writing by the Local Planning Authority before any development commences.

REASON

To prevent pollution of the water environment.

- 34 No development or demolition of buildings on the site shall take place until the applicant has secured and implemented a programme of recording the existing buildings on the site as set out in Section 13.49 of the Environmental Statement, and to include the air raid shelters within the site and the Southern Area, to at least RCHME Level II standard. The final report shall be deposited with the Local Planning Authority within three months of the programme has been completed.

REASON

In order to secure a record of military buildings and structures that are of historic interest.

- 35 No work relating to the construction of the development hereby approved, including works of demolition or preparation prior to operations, or internal painting or fitting out, shall take place before the hours of 0730 nor after 1800 Monday to Friday, before the hours of 0800 nor after 1300 Saturdays nor on Sundays or recognised public holidays.

REASON

To protect the amenities of the occupiers of nearby properties during the construction period.

- 36 No deliveries of construction materials or plant and machinery shall take place before the hours of 0930 nor after 1530 Monday to Friday, before the hours of 0900 nor after 1200 Saturdays nor on Sundays or recognised public holidays.

REASON

To protect the amenities of the occupiers of nearby properties during the construction period.

- 37 No development shall commence on site in any phase/parcel until details of provision to be made for the parking and turning on site of operatives and construction vehicles together with the storage of construction materials and plant during the contract period for that phase/parcel has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before development commences and shall be retained for the duration of the construction period.

REASON

In the interests of highway safety and to protect site features.

- 38 No works shall commence on site within any phase/parcel until details of how it is intended to relocate any spoil or arisings caused by the development, either on or off site, have been submitted to and approved in writing by the Local Planning Authority. The works shall take place in accordance with the approved details.

REASON

In the interests of the amenities of the area where the spoil is to be located.

- 39 No burning of materials shall take place within 30 metres of the furthest extent of the canopy of any tree or tree group to be retained on site or on land adjoining.

REASON

To protect the health and stability of the trees to be retained on the site in the interests of amenity.

- 40 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order with or without modification) no overhead electricity or service lines shall be erected or placed above ground on the site except as may be agreed in writing with the Local Planning Authority in relation to temporary rerouting of existing services whilst the development is undertaken.

REASON

In the interests of the amenities and character of the area.

- 41 There shall be no more than 1,300 square metres of retail floorspace constructed as part of this development and, within this total figure, no individual unit shall have a floor space greater than 500 square metres.

REASON

To accord with the terms of the adopted Development Brief and in the interests of the viability and vitality of the neighbouring centres.

- 42 The retail units hereby permitted shall not open before 0700 hours or remain open after 2200 hours on Mondays to Saturdays, and 0800 hours to 1900 hours on Sundays or any recognised public holiday.

REASON

To protect the amenities of the occupiers of nearby properties.

- 43 With the exception of the delivery of newspapers, deliveries to the retail units hereby permitted premises shall not take place before 0930 hours or after 1530 hours on Mondays to Fridays or before 0930 hours or after 1230 hours on Saturdays nor shall there be any deliveries at any time on Sundays or any recognised public holiday. Deliveries of newspapers shall only take place within a period of 30 minutes prior to any retail unit opening.

REASON

To protect the amenities of the occupiers of nearby properties.

## INFORMATIVES

- 1 A Flood Defence Consent is required for any proposed watercourse diversion and associated works, and the developer will need to get in contact with Development Control in the Environment Agency to this regard. Development which involves a culvert or an obstruction to flow (including a diversion) on an Ordinary Watercourse will require the Environment Agency's Consent under the Land Drainage Act 1991. An Ordinary Watercourse is defined as any watercourse not identified as a Main River on maps held by the Environment Agency and DEFRA.
- 2 Under the terms of the Water Resources Act 1991, the prior written consent of the Environment Agency is currently required for any discharge of sewage or trade effluent onto or into ground and for surface runoff into groundwater. Such consent may be withheld. If there is an existing discharge consent the applicant should ensure that any increase in volume is permitted under the present conditions.