

EAST HAMPSHIRE DISTRICT COUNCIL

At a special meeting of the Planning Committee held on 23 April 2015

Present

Councillor: P Burridge (Chairman)

Councillors: D Ashcroft, R Ayer, F Cowper, D Evans, A Glass, C Graham (Vice-Chairman), M Harvey, A Joy, D Newberry, D Phillips, I Thomas and A Williams (Vice-Chairman)

306. Apologies for Absence

Apologies were received from Councillors D Orme, R Saunders and S Schillemore.

307. Chairman's Announcements

There were no chairman's announcements.

308. Declarations of Interest

There were no declarations of interest.

309. Acceptance of Supplementary Matters

Councillors noted the supplementary papers which included information received since the agenda had been published. These were reported verbally at the meeting and are attached as Annex A to these minutes.

310. Report of the Service Manager Planning Development

The Report of the Service Manager Planning Development, PS.452/2015 was considered and it was RESOLVED that:

Application No., Site and Description:	Resolution:
<p>55587/001/FUL</p> <p>Land at and adjoining Bordon Garrison , Bordon</p> <p>Hybrid Application - (1) Outline (with some matters reserved) for the demolition of MoD buildings and redevelopment of Bordon Garrison and adjoining Land for: Up to 2400 dwellings, Town centre 23000 sq meters (Gross) commercial floor space</p>	<p>Permission subject to proviso and conditions as set out in Appendix A.</p>

<p>to incorporate a range of uses including shops/offices, cafes/restaurants, Care/nursing home, Transport interchange, Food store up to 5000 sq metres, Swimming pool/gym of up to 3000 sq metres gross, Secondary and Primary schools with sports pitches and parking areas. Replacement sports changing/pavilion facility, provision of roads, car parking cycleway and footpaths. Public Open Space, informal/incidental open space, children's play areas and multi-use games areas, BMX or Skate park, Allotments, landscaping/buffer areas, means of enclosure/boundary treatments. Sustainable Urban Drainage Systems, Creation of new access points at Budds Lane A325 and Station Road. (2) FULL PERMISSION for Sustainable Alternative Natural Green Space (SANGS) at Hogmoor inclosure including car parking areas, paths and cycle-walkways, fencing Bat bunkers and associated landscaping/earthworks. Southern section of new relief road linking to the A325 including crossings, fencing, lighting, drainage and utilities FOR FULL DESCRIPTION OF PROPOSALS SEE DOCUMENT APPLICATION FORMS/CERTIFICATES</p>	
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311. Town and Country Planning Act, 1990 (as amended) - Town and Country Planning (Development Management Procedure) (England) Order 2010 - Development Applications

312. PART 1 - East Hampshire District Council - Application and related planning matters to be determined or considered by the Council as the local planning authority

313. SECTION 1 - APPLICATIONS REPORTED IN DETAIL

(a) 55587/001 - Land at and adjoining Bordon Garrison, Bordon

Hybrid Application - (1) Outline (with some matters reserved) for the demolition of MoD buildings and redevelopment of Bordon Garrison and adjoining Land for: Up to 2400 dwellings, Town centre 23000 sq metres (Gross) commercial floor space to incorporate a range of uses including shops/offices, cafes/restaurants, Care/nursing home, Transport interchange, Food store up to 5000 sq metres, Swimming pool/gym of up to 3000 sq metres gross, Secondary

and Primary schools with sports pitches and parking areas. Replacement sports changing/pavilion facility, provision of roads, car parking cycleway and footpaths. Public Open Space, informal/incidental open space, children's play areas and multi-use games areas, BMX or Skate park, Allotments, landscaping/buffer areas, means of enclosure/boundary treatments. Sustainable Urban Drainage Systems, Creation of new access points at Budds Lane A325 and Station Road. (2) FULL PERMISSION for Sustainable Alternative Natural Green Space (SANGS) at Hogmoor inclosure including car parking areas, paths and cycle-walkways, fencing Bat bunkers and associated landscaping/earthworks. Southern section of new relief road linking to the A325 including crossings, fencing, lighting, drainage and utilities

Adrian Ellis, Principal Planning Officer and Jim Redwood, Whitehill and Bordon Development Management Team Leader gave a comprehensive overview of the application and displayed a variety of site plans, maps, indicative artists impressions, photographs and layout plans.

Further detail was given and plans displayed to illustrate the following key elements of the proposal:

- Transport;
- Road junctions;
- Affect on surrounding villages;
- The southern section of the relief road;
- Ecology;
- Green issues;
- Housing;
- Employment;
- The new town centre;
- Heritage;
- Urban design;
- Education;
- Sports, recreational facilities and open space;
- Community facilities;
- Mineral extraction, and
- Viability/S.106 provisions

Mr Ellis concluded the presentation by referring to the Supplementary Matters Sheet (attached as Annex A to these minutes) which confirmed that Sport England and Natural England had no objection to the application, subject to conditions and securing the completion of S.106 by 2nd November 2015.

The determining issues for consideration were:

- The Development Plan and planning policy;
- Principle of development and overall accordance with the Development Plan;
- Housing;
- Employment;
- Transport/access;

- Education;
- Open space, sport and community facilities;
- Green Infrastructure and sustainability;
- Design, including trees and landscaping;
- Heritage;
- Biodiversity and Ecological Implications;
- Minerals;
- Viability and S.106 provisions;
- Other issues: pollution, contamination, drainage; and
- Impact on the South Downs National Park.

Mr Stephen Miles spoke on behalf of objectors to the application.

He appealed for a planning condition or obligation for at least one minimum 3ft wide tunnel to be built under the new road between the Viking Park wetland and Forey's Pond. This should have a maintenance sum agreed in advance so that this tunnel was cleared of debris annually in perpetuity. A similar scheme had been successfully completed at Popley in Hampshire, so there was no excuse not to do it here if the so-called 'Green Town' was not just spin. Additionally he asked that a further related planning condition or obligation stipulated that the gully pots used along the whole length of this road were of the type that had a broad bar set against the kerb or have the kerbs lowered beside them, to enable amphibians to escape from being drowned in the drains.

With regard to the subterranean bat bunkers to be built on Hogmoor Inclosure he wanted the committee to propose another planning condition or obligation that these must be constructed and be proven to be working and have bats in or using them, before the existing bunkers B13 and B14, situated on the route of the relief road were demolished. None of the 46 buildings and 11 bunkers supporting bat populations or acting as roosts on the Bordon Garrison site that were recorded in Volume 1 of the Defence Infrastructure Organisation's Environmental Statement should be demolished until the new bunkers were built within the Hogmoor Inclosure SANG and working as proven mitigation.

If the committee was unwilling to propose these three conditions and if Natural England supported this stance and did not require the council to conserve the bat and amphibian species to be effected by the new relief road, then he would complain about both the council and the UK Government to the European Commission, since all bats were protected by European legislation.

If the committee was to comply with the East Hampshire Joint Core Strategy policies adopted at CP21, Biodiversity & CSWB9 Biodiversity in Whitehill and Bordon and the National Planning Policy Framework then it must impose these conditions' tonight. Dealing with them in reserved matters out of public sight later would not be good enough.

Objectors had read on pages 75 and 76 of the agenda that the council and Natural England concurred on the allowance of land for the SANG land so that housing could be built on what was wet heathland edge with the unacceptable loss of 20% of the SINC, not compensated for by the dry heathland replacement at The Croft.

Cllr Sally Pond spoke on behalf of Whitehill Town Council.

The town council thanked the district council planning officers for meeting with them on three occasions with regard to this application and providing them with the progress being made on the negotiations for developer's contributions. It was also very helpful that the Defence Infrastructure Organisation had met with them to explain their application. With these meetings, councillors were able to gain an appreciation and understanding of the issues involved with this large and complex project.

The town council did not object to the application but raised concerns particularly with regard to the relief road and the impact on residents at the south end, the need for better transport arrangements, the need for post 16 education and a new GP practice.

The town council had been pleased to hear that included in the developer's contribution there would be significant financial contributions for new transport arrangements, a new swimming pool and that funding will be received for GP accommodation and possibly for post 16 education, amongst other contributions.

Whilst the town council had heard of the mitigation measures for the relief road at the southern end with a 2.4m noise barrier, it's concerns remained and she urged the committee to ensure that the very best mitigation measures were implemented and monitored.

Whilst the town centre proposals were in outline only, the town council was keen to be involved in the discussions with the developer to ensure that the aspirations of the town to have a 'beating heart' and a thriving town centre were implemented.

The district council knew that the town council had a genuine interest in the management and maintenance of green infrastructure in the whole town. For the management and maintenance of the Bordon Inclosure, the town council was close to agreeing the management arrangements. Therefore the town council was keen to develop arrangements for managing green infrastructure from this application. Also there needed to be continuity of provision of the skate park that the council managed at Budds Lane with the plans to build a new school there.

The town council was pleased that the majority of the town's development project was finally moving ahead and looked forward to the development with the required infrastructure being provided.

The town council therefore supported the application and looked forward to being involved in the discussions on reserved matters before they were submitted. The town council was encouraged that a structuring plan was going to be completed before the reserve matters application was received, if this current application was approved.

Mr James Child spoke on behalf of the applicant.

He introduced the Whitehill and Bordon Regeneration Company Ltd, who had the responsibility for delivering the development for the next 20 years. Their current focus was bringing forward the development.

A decade had been spent preparing for change and the Army were to vacate in November 2015. A particular focus for the redevelopment was place making with the provision of jobs and a vibrant and mixed town centre economy. Quality place making would create a unique green town. The town would grow, with up to 2,400 new homes and new schools, whilst recognising it's heritage. This aspiration to create a green town had been recognised by the M3 Local Enterprise Partnership, who would provide significant funding. He commended the application to the committee for approval.

Cllr Chris Wherell spoke as a ward councillor.

He thanked the officers involved in this complex outline proposal and for the briefing given as well as all the help they had supplied.

He believed that the proposed plan would enhance the amenities of the town, however there were a few concerns; full attention would have to be paid to access for everyone living to the west of the relief road so as not to create a divide as existed at present with the A325. Mitigation of the road's impact was very important especially at it's southern end.

He welcomed the inclusion of a new gym and cafe at the swimming pool complex, as well as encouragement for arts provision.

The town was fortunate to have large amounts of suitable alternative natural green space and careful use of this space should provide all the town's leisure needs for the proposed number of houses being built. The green loop would also provide a good area for recreational needs and could, with careful management, provide an area for runners and cyclists to replace the range area which was partially restricted.

Therefore he supported the application and looked forward to seeing the town develop in the future.

Cllr Adam Carew spoke as a ward councillor.

He said that this was the biggest application that the district had ever seen and it would affect the area and residents for generations. It was therefore critical that it was right. The good news was that all parties had been preparing for the army to leave for 10 years and that key aims of the redevelopment included the provision of new jobs and the protection of green spaces.

He was delighted that the suggestion for 10,000 houses had not been progressed and that there would be a new leisure centre, cricket pavilion, tennis courts and football and rugby pitches. The County Archaeologist had suggested that the Bordon and Oakhanger Sports and Social Club building be

retained. If possible, Cllr Carew supported the retention of the building's 1922 facade.

A new academy would replace Mill Chase school and there would be additional provision at the primary school and for post 16 year olds. The commitment for dwellings to be 10% more energy efficient than building regulations required was commendable. There was a huge demand for 3, 4 and 5 bedroom houses in the town and this development would address this imbalance. He was not worried about the drop to 15% affordable housing, as this was required to make the redevelopment viable.

He was pleased with the proposal for mineral extraction as the development progressed, rather than the town being turned into a large sandpit at the outset. 68% of Whitehill Parish was designated for wildlife or archaeological protection and he was happy that there was a commitment to recognise the heritage of the area. He was delighted that Hogmoor Inclosure would be retained, along with Bordon Inclosure and The Croft. This would give the town the third largest SANG in the country.

However, he shared some concerns regarding wildlife, such as badgers crossing the relief road and Whitehill Town Council's concerns about the noise impact to existing residents near the southern end of the relief road. He wanted decent public transport for years to come and a sum of £4.7m had been secured to provide this.

As far back as 12 years ago it had been known that the redevelopment would be a balance. He was sorry that the railway could not be realised and that residents would be affected at the southern end of the relief road. However, he was confident that the proposal met the green vision principles and felt that the opportunity to create a new green town fit for the 21st century should be seized.

The committee debated the application.

The committee was supportive of the proposal and pleased that the land had not simply been sold to the highest bidder. The proposal had evolved during a long and detailed process, which it felt had been beneficial to secure as much benefit as possible. This included a new town centre, new schools, a relief road, a new leisure centre with swimming pool, a high ratio of green space, the third largest SANG in the country and a commitment for houses to have 10% better energy efficiency than building regulations required at the time of their construction.

However, a few concerns were raised about the low percentage of affordable housing, the effect of traffic on surrounding villages and the loss of amenity to existing residents adjacent to the southern section of the relief road. The committee urged the use of the best performing sound barriers and most comprehensive mitigation measures possible to protect affected residents.

Mr Redwood acknowledged the importance of the sound barriers being adequate in performance and maintained so as to remain effective.

The impact of traffic on surrounding villages had been considered carefully and it was confirmed that the £2.7 million proposed for mitigation measures would be in addition to the improvements proposed in Wrecclesham, further up the A325 in Surrey. Kingsley was a priority and mitigation would be provided at the outset. The committee was encouraged to learn that Selborne Parish Council no longer objected to the application.

In response to concerns raised by the committee and objectors it was confirmed that there would be crossing points across the relief road for animals and these would primarily be tunnels. The importance of maintaining these was recognised and there were significant monitoring proposals to ensure that they were effective upon installation and maintained thereafter.

With regard to a request for informative notes regarding no burning on site and limiting working hours during construction, it was confirmed that these would be conditioned as part of an all encompassing Construction and Management Plan.

The committee urged that the culture change away from the motor vehicle encouraged by the development, such as the subsidised bus service, along with the highways mitigation measures proposed be implemented as soon as possible in order to ensure that they were effective.

The committee voted on the officer's recommendation for outline permission, as amended in the supplementary matters sheet.

Following the vote, the recommendation was declared **CARRIED**, 13 Councillors voting **FOR** permission, no Councillors voting **AGAINST** permission and no Councillors **ABSTAINING** from voting.

The meeting commenced at 6.00 pm and concluded at 8.33 pm

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Chairman

23 April 2015
Planning Committee

Annex A

Supplementary Matters to be considered as part of Planning Officer's Report on Planning Applications.

S1 Item 01
55587/001/FUL

**Land at and adjoining Bordon Garrison,
Bordon**

AMENDMENTS RECEIVED

Additional indicative plans have been submitted to by the applicant showing two illustrative layouts for the sports pitches, pavilion, LEAP and car parking at BOSC.

Additional Noise data has been provided by the applicant in relation to the noise levels from the relief road. The comments of the Environmental Health Officer are detailed in the further representations section below.

Additional Air Quality information has been submitted to address comments from Natural England.

SAMM (SPA Access Management with Monitoring) Contributions - The applicants have also agreed that the 100% SAMM contribution will be secured against the s106. Further discussions with the applicants following the publication of the committee report have resulted in the following changes. It has been agreed that post committee and prior to the completion of the s106, the applicants and EHDC will review the SAMM measures to mitigate the specific impacts of the Bordon Garrison application proposals. In parallel EHDC will review/prepare a tariff style approach that will relate to a SAMM charging schedule applying to future applications for relevant housing in the wider EHDC area. In terms of the future agreement of the scale of the SAMM contribution, DIO's current proposed SAMM contribution is £2,875,036 (based on the methodology set out in AMEC's email 9th April) against a costed wider package of SAMM measures at £4,458,698. It is expected that a SAMM review would result in a final S.106 contribution to DIO falling somewhere between these two figures, and without prejudicing the outcome of the review, on the understanding that the figure of £4,458,698 will be a maximum capped S.106 contribution figure to DIO, then DIO can support a review on this cost assumption basis. The review S.106 figure will represent 100% SAMM contribution costs that are directly attributable solely to the HPA proposals.

In terms of HPA viability matters, the current HPA VA assumes a SAMM contribution of £2,875,036. Should this contribution level increase following the SAMM review (potentially up to the capped limit of £4,458,698) then this cost will be absorbed as part of the overall S.106 package i.e. the potential increase of £1,583,662 SAMM contributions will be funded by DIO/TWD over and above the current S.106 package.

Natural England will be consulted on the findings of the SAMM review prior to the

formal determination of the application.

Green Vision measures - The applicant has proposed to incorporate measures that provide at least 10% carbon saving above the building regulations together with 10% energy demand achieved through renewable energy sources, relevant at the time of each phase of development coming forward.

Public Open Space - The applicant has confirmed that the post 20 year open space maintenance will be the responsibility of the developer.

FURTHER CONSULTEE COMMENTS

National Planning Casework Unit (NPCU) - The Bordon Area Action Group have written to the Secretary of State requesting that the application should be called in for his determination. The Secretary of State has not exercised his powers under Article 25 of the Town and Country Planning (Development Management Procedure) Order 2010, and the Council is advised that he has no intention to do so prior to the committee meeting. The committee is therefore advised to consider the application and not take this into account.

Sport England - No Objection subject to conditions and securing provision within the s106 agreement.

Following the submission of illustrative plans Sport England is satisfied that the application site can collectively accommodate the required pitch provision at BOSC, the secondary School and the Primary School. Sport England would look to further refine the exact layout at reserved matters stage and would not want to fix the layout of the sites at this stage in particular the Secondary School and BOSC.

Delivery and phasing is still of concern to Sport England who wish to ensure that existing facilities are not lost until new facilities are provided. Therefore Sport England's support is subject to securing delivery, maintenance and management of playing fields, sports facilities and swimming pool, community use agreements and securing financial contributions to secure off site pitch improvements as part of the s106 negotiations.

Sport England have requested that they will need to review the relevant section of the legal agreement to ensure it secures the provision of facilities. They will therefore be consulted on the section 106 agreement prior to its conclusion.

Natural England - No objection subject to conditions and securing SAMM and SANG contributions and air quality mitigations through legal agreement.

Environmental Health Pollution Control Team - Review of the impact of the relief road on existing residential dwellings

The current route of the relief road will have a detrimental effect on existing residential dwellings in Sutton Field, Morse Close and Champney Close. The key impact of the road is on the rear gardens of these adjacent properties. The World Health Organisation, (WHO) has two different numerical standards, summarised below:

Noise Criteria

50 Laeq 16Hrs (day time) = Moderate annoyance , day time

55 Laeq 16Hrs (day time) = Serious annoyance, daytime

The noise criteria are determined specifically for outside spaces, where it is used for amenity during the day time, between 07:00- 23:00hrs.

A diagram has been provided which shows the predicted noise levels at the completion of the whole development. This is based on traffic data that has been submitted as part of the planning submission. The noise levels have been determined using a recognised modelling, with a 2.4 metre acoustic fence in place. The assessment is that the properties named below, will be impacted by having their amenity space affected during the day time causing serious annoyance. In this context, the EHO has taken this as the rear gardens, where it would be reasonably expected for occupiers to sit and use the space.

Location of dwellings, where rear amenity areas that are impacted

>50 Laeq 16Hrs = Morse Close 5,7,9,15,17,19 Sutton Field 57-59, 67-62,89,90,91,92,93,94

>55 Laeq 16Hrs = Morse Close 2,4,6,8, 11,20,22 Sutton Field 63,64,65,66, 67, 72,73,74, 75,76,77,78,79,80,81,82,83,84,85,86,87,88 Champney Close 17,18,19,20,21,22,23,24,25, 25A,25B,25C

When considering the impact to the surrounding dwellings, the **relative** change in the levels is also significant. The current location is very quiet, particularly the further away from the current mini-roundabout. There will be a substantial change in the noise environment that will be present from road traffic noise, when the development is complete. The background noise level will increase by at least 10dB in some locations. The human perception of this increase is a doubling of the noise level, compared to the existing.

Possible Improvements

Mindful that the application causes significant impact to a number of existing dwellings, the applicant has been asked to consider further improvements to minimise the issues from the original submission. The issues considered are the following:

- Lowering level of the carriageway
- Applying a low noise surface on the road
- Increasing the main acoustic barrier height from 2.4 to 3.0 metres
- Reducing the speed level of the proposed road
- An acoustic barrier running parallel to the end of Sutton Field (numbers 85 and 86).

After reviewing the improvements, the only practicable options that can be applied are:

- An increase in the barrier height to 3.0 metres along with the impact of the increased barrier height only marginal improvements in the gardens of the surrounding area are achieved.
- The installation of the 2.4 metre barrier provides some protection to the gardens of 84 and 85 Sutton Field.

The low noise surface is only effective above speeds of 75km circa 45 mph. Below these speeds, the noise from the engine, rather than the interaction of the wheels with the road is the major source of noise. It is not practicable to reduce the carriageway height. The EHO is happy that the additional barrier running adjacent to numbers 84 and 85 is agreed by condition.

Conclusion

Given the above, the EHO is satisfied that the applicant can show that all reasonable steps have been taken to mitigate and minimise adverse effects on health and quality of life, given the proposed route of the relief road.

The EHO is satisfied that the application is compliant with long-term policy aims set out in Noise Policy Statement for England (NPSE) and section 123 of the National Planning Policy Framework on the noise from the road.

South Downs National Park Authority: No objection. On balance, subject to the ecological enhancements being secured and the SDNPA being actively involved in the detailed designs of the transport management measures in surrounding villages (to ensure these reflect local distinctiveness, enhance historic fabric and protect landscape character) and the ongoing SAMM, the South Downs National Park Authority raise no objection to the proposed development.

FURTHER REPRESENTATIONS

Selborne Parish Council - 'SPC objected to the hybrid planning application, due to our concern that the design of the relief road would have a large detrimental impact on the traffic flow through our parish, specifically the roads through Blackmoor and Oakhanger villages, which are already used as rat-runs to avoid congestion on the A325. The sunken lanes leading west from each village would also be potentially affected. Of particular concern to us was the design of Junction 3 of the relief road, as it seemed to encourage traffic to exit in the direction of Oakhanger.

You kindly offered us the opportunity to speak at the EHDC planning meeting, but since then we have noted the publication of the HCC Highways report and the planning officer's report, both of which recognise this impact.

We were pleased to see a HCC recommendation to reduce the junction arms and landscaping to discourage rat-running along Drift Road and Hogmoor Road and along Oakhanger Road through Oakhanger. There is, however, no sign of revised plans. We note a commitment to implement traffic management measures within the surrounding villages and note a £2m contribution to achieve mitigation which is to be shared between nine local areas, there was no specific detail on the amount that would be used within this parish.

Selborne Parish Council would however urge the committee to consider requiring the following measures if they are minded to approve the application:

1. That detailed consultation between Selborne Parish Council and HCC Highways continues to seek to implement the most effective traffic management measures.
2. The amount allocated to such measures across the nine adjoining parishes be significantly increased, as £2m would achieve little, even if spent entirely in our one parish and that the amounts are allocated individually.
3. The recommendations of HCC Highways to reduce the junctions arms and suitable landscaping be mandated.
4. That EHDC seek immediate reductions in the speed limits on Oakhanger Road and along the unclassified country road across Shortheath Common, linking Oakhanger Village and Bakers Corner to a more suitable 40MPH'.

CHANGES TO RECOMMENDATION

An additional pre-determination qualification relating to satisfactory SAMM measures to be agreed with Natural England

i) Subject to:

- a) The Grant of planning permission of the associated planning application relating to the southern section of new relief road under consideration by the South Downs National Park Authority under planning reference SDNP/14/06604/FUL;
- b) Agreeing a sufficiently comprehensive package of sustainable building measures (with robust monitoring arrangements) to reflect the "One Planet Living" approach aspired to by the applicant;
- c) Submission of a satisfactory employment and town centre strategy;
- d) A satisfactory SAMM review in consultation with Natural England:

Provided that all parties enter into a legal agreement to secure the details set out in appendix 1 (together with details of securing the in perpetuity management of agreed ecological measures), by 2nd November 2015, then the Service Manager (Planning Development) is authorised to grant planning permission subject to the conditions (including changes and additions set out in the supplementary matters), and that

ii) The Service Manager (Planning Development) in consultation with the Chairman of Planning Committee is also authorised to make such minor amendments to the proposed conditions and s106 terms as may be considered appropriate, consistent with the objectives of the conditions and s106 terms being achieved.

However, in the event that all parties do not enter into a legal agreement to secure obligations set out in appendix 1 by 2nd November 2015 (or any minor amendments referred in (ii) above) or there being any material issues arising from the consideration of the SDNPA relating to application SDNP/14/06604/FUL as referred to in (iii) above then the application shall be referred back to Committee for determination.

Delete condition 47. A further revision to the applicant's 'Bordon Garrison Redevelopment: Our Commitment to Green Living' document has been received today. Consequently, the details relating to sustainable building measures performance are subject to further refinement with the applicant and once agreed, to the satisfaction of the Local Planning Authority, shall be incorporated into the section 106 agreement (as also outlined in the b) recommendation to committee).

Amendment to condition 39 (SANG Car Park)

Notwithstanding the details of the Hogmoor SANG Car park and Access Plan (Figure 1.12a plan reference 33663-LEA760k.dwg) prior to the commencement of works relating to the implementation of the Hogmoor Inclosure SANG details to provide 45 car parking spaces, including 5 disabled car parking spaces, shall be submitted to and approved in writing by the Local Planning Authority. The approved car parking shall be provided and operational within one month of the completion of the relief road.

Reason - To ensure adequate car parking is provided for visitors to the Hogmoor Inclosure SANG.

Additional Conditions

If the Hogmoor SANG car park is not provided and operational prior to the first occupation of any new housing then details to show the location, size and specification of a temporary car park shall be submitted to and approved in writing by the Local Planning Authority and provided prior to the occupation of any new housing beyond 400m of the Hogmoor SANG, or provided prior to the occupation of any new housing within 400m of Hogmoor SANG if appropriate pedestrian links are not provided and operational. The temporary car-park shall be maintained and remain operational until the permanent Hogmoor SANGS car park is operational following which the use of the temporary car-park shall cease and the land restored to its former condition or to a condition to be agreed with the Local Planning Authority.

Reason - To ensure adequate car parking is provided for visitors to the Hogmoor Inclosure SANG.

Air Quality Condition

Prior to the commencement of any development on site, an air quality assessment, including a mitigation strategy, including details of implementation and a programme of future monitoring (for a minimum of 10 years from the commencement of development unless otherwise agreed in writing by the LPA in consultation with Natural England) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Natural England. The approved details shall be implemented as approved, unless otherwise agreed in writing by the Local planning Authority.

Reason - To protect the qualifying habitats and habitats of qualifying features of Woolmer Forest Special Area of Conservation and Wealden Heaths Phase II Special Protection Area from the effects of deteriorating air quality. To ensure compliance with the Conservation of Habitats and Species Regulations 2010 (as amended), the European Habitats and Wild Birds Directive, and EHDC's JCS Policies CP19 and CP20.

Additional Noise Barrier Condition

Prior to the commencement of works relating to the relief road, details of the extension to the acoustic barrier adjacent to Nos. 84 and 85 shall be submitted to and approved in writing by the Local Planning Authority. The details shall show the location where the barrier will be sited, the height and length of the acoustic barrier proposed together with the specification for its construction. The acoustic barrier shall be provided prior to the opening of the relief road in accordance with the approved details.

Reason - To protect the amenity of the occupiers of Nos. 84 and 85 Sutton Field.

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Part 1

EAST HAMPSHIRE DISTRICT COUNCIL

MINUTES OF PLANNING COMMITTEE

Applications determined by the
Council as the Local Planning Authority

APPENDIX A

PS.452/2015
23 April 2015

PROPOSAL

Hybrid Application - (1) Outline (with some matters reserved) for the demolition of MoD buildings and redevelopment of Bordon Garrison and adjoining Land for: Up to 2400 dwellings, Town centre 23000 sq meters (Gross) commercial floor space to incorporate a range of uses including shops/offices, cafes/restaurants, Care/nursing home, Transport interchange, Food store up to 5000 sq metres, Swimming pool/gym of up to 3000 sq metres gross, Secondary and Primary schools with sports pitches and parking areas. Replacement sports changing/pavilion facility, provision of roads, car parking cycleway and footpaths. Public Open Space, informal/incidental open space, children's play areas and multi-use games areas, BMX or Skate park, Allotments, landscaping/buffer areas, means of enclosure/boundary treatments. Sustainable Urban Drainage Systems, Creation of new access points at Budds Lane A325 and Station Road. (2) FULL PERMISSION for Sustainable Alternative Natural Green Space (SANGS) at Hogmoor inclosure including car parking areas, paths and cycle-walkways, fencing Bat bunkers and associated landscaping/earthworks. Southern section of new relief road linking to the A325 including crossings, fencing, lighting, drainage and utilities

**FOR FULL DESCRIPTION OF PROPOSALS SEE
DOCUMENT APPLICATION FORMS/CERTIFICATES**

LOCATION: Land at and adjoining Bordon Garrison , Bordon
REFERENCE NO: 55587/001/FUL/AE

i) Subject to:

- a) The Grant of planning permission of the associated planning application relating to the southern section of new relief road under consideration by the South Downs National Park Authority under planning reference SDNP/14/06604/FUL;
- b) Agreeing a sufficiently comprehensive package of sustainable building measures (with robust monitoring arrangements) to reflect the "One Planet Living" approach aspired to by the applicant;
- c) Submission of a satisfactory employment and town centre strategy;
- d) A satisfactory SAMM review in consultation with Natural England:

Provided that all parties enter into a legal agreement to secure the details set out in appendix B (together with details of securing the in perpetuity management of agreed ecological measures), by 2nd November 2015, then the Executive Head Planning and Economy is authorised to grant planning permission subject to the conditions (including changes and additions set out in the supplementary matters), and that

ii) The Executive Head Planning and Economy in consultation with the Chairman of Planning Committee is also authorised to make such minor amendments to the proposed conditions and s106 terms as may be considered appropriate, consistent with the objectives of the conditions and s106 terms being achieved.

However, in the event that all parties do not enter into a legal agreement to secure obligations set out in appendix B by 2nd November 2015 (or any minor amendments referred in (ii) above) or there being any material issues arising from the consideration of the SDNPA relating to application SDNP/14/06604/FUL as referred to in (iii) above then the application shall be referred back to Committee for determination.

- 1 The first Application for the approval of reserved matters shall be made **within a period of three years** from the date of this permission. All subsequent reserved matters shall be submitted no later than 18 years from the date of this permission unless otherwise agreed in writing with the Local Planning Authority.

The first phase of development hereby approved shall be begun not later than five years from the date of this permission or two years from the approval of the final reserved matter for the phase, whichever is the later.

The development within any phase of the development hereby permitted shall be begun no later than two years from the date of the approval of the last reserved matter for that phase, or before the expiration of 18 years from the date of this permission, whichever is later.

Reason - To comply with the provisions of Sections 91-95 of the Town and Country Planning Act, 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2002).

- 2 The development relating to the Relief Road and the Hogmoor Inclosure Suitable Alternative Natural Greenspace (SANG) hereby permitted shall be begun **before the expiration of three years** from the date of this planning permission.

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

- 3 Prior to the submission of any reserved matters and the submission of design code document as detailed in condition 7 the applicants shall submit a structuring plan covering the whole application area for approval. No reserved matters proposals shall be determined until a structured plan is approved. The structuring plan shall provide for:

- Block Structure and Character;
- Route Hierarchy and Connectivity;
- Spatial Hierarchy;
- Green Infrastructure;
- Blue Infrastructure (SuDS);
- Heritage;
- Phasing.

All reserved matters submissions will be in accordance with the agreed structuring and phasing plans.

Reason - To ensure high standards of urban design are achieved and maintained and a comprehensively planned development is designed to ensure a coordinated and harmonious integration between land uses, built form and spaces to reflect the scale and nature of development.

- 4 **With the exception of the Relief Road and SANGs, no Development within a Development Phase shall commence until** details of the access, appearance and landscaping (which shall accord with the principles outlined in the Green infrastructure strategy document DOC 02b), layout, and scale of development in that phase (herein referred to as the "reserved matters") have been submitted to and approved in writing by the Local Planning Authority and the development of that Development Phase shall be carried out in accordance with the approved details.

This condition may be discharged on an individual phase by phase basis.

Reason - To comply with Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (or any Order revoking and re-enacting that Order) and to ensure a comprehensive layout in the interests of proper planning of the area and to allow sufficient time to attract future occupiers. To comply with the provisions of Section 92 of the Town and Country Planning Act, 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2002).

- 5 Notwithstanding the illustrative phasing plans indicated on plan reference 33663-LEA693a.dwg (Figure 1.15), **prior to the submission of any reserved matters application a phasing plan for the whole site** shall be submitted to and approved in writing by the Local Planning Authority. The phasing of each reserved matter stage shall be submitted in accordance with the phase thereby approved. Unless otherwise agreed in writing with the Local Planning Authority.

Reason – To ensure the development is built out in a planned manner that does not have an undue impact on the town as a consequence of the development construction.

Officer Comment, this condition maybe superseded if satisfactory phasing provisions are made in the structuring plan.

- 6 **Prior to the submission of any Reserved Matters for each Development Phase** (with the exception of the Relief Road and SANGs, and other advance works, infrastructure, servicing and utilities), a Design Code, based upon the Structuring Plan document (detailed in condition 3 above) for the Development Phase shall be submitted to, and approved in writing by the Local Planning Authority. The Design Code shall take account of Core Structuring plan principles and for each Development Phase, will need to demonstrate that it complies with the Structuring Plan and Parameters Plans. The Design Code for each Development Phase shall include the following:

- 1) Extent of the Contextual Area, its character, role, views, and relationship to other Contextual Areas;
- 2) High-level block types and principles to establish its urban structure and built-form characteristics, building heights, building typologies, and structure of public spaces private spaces, leading to understanding of delivery of stated densities;
- 3) Retention, representation, acknowledgement or interpretation of the site's built and cultural heritage and former uses;
- 4) Movement hierarchy, including principles of street hierarchy, adoption of highway infrastructure and typical street cross sections, building frontage and plot boundary set-backs, locations, variation and treatment;
- 5) Any key groupings /buildings at focal points including relevant key height, scale, form building materials and design features, and broad location of adaptable dwellings and self-build or custom-build dwellings;
- 6) Design approach to open spaces and the public realm, including materials palette, signage, accommodating utilities and servicing (visual elements and locations) and for other street furniture, and the integration of green infrastructure;
- 7) Treatment of development edges along site boundaries and green spaces;
- 8) The overall approach to incorporation of ancillary infrastructure;
- 9) Car and cycle parking layout principles for all uses and building types;
- 10) Design for servicing and public transport for all uses and development areas;
- 11) Innovative solutions to a range of environmental issues, to maximise resource efficiency and climate change adaptation through external or internal features, passive means, such as: landscape contribution, layout/ orientation, massing, and external building features;
- 12) Details of measures to minimise opportunities for crime.

Unless the Local Planning Authority agree otherwise, future Reserved Matters applications for a Contextual Area shall be in general accordance with the principles of the Design Code for that Contextual Area or any subsequent Design Code approved by the Local Planning Authority.

Reason - To ensure high standards of urban design are achieved and maintained and a comprehensively planned development is designed to ensure a coordinated and harmonious integration between land uses, built form and spaces to reflect the scale and nature of development.

7 The reserved matters for each Development Phase should accord with the Development Parameter Plans (Applications Boundary Plan Figure 1.5), Land Use Plan Figure 1.6, Town Centre Figure 1.6a, Residential Density Plan Figure 1.7, Storey Heights Plan Figure 1.8, Open Space (including SANGS) Figure 1.10, Building Retention/Demolition plan Figure 1.11).

Reason - To ensure high standards of urban design are achieved and maintained and a comprehensively planned development is designed to ensure a coordinated and harmonious integration between land uses, built form and spaces to reflect the scale and nature of development.

8 **No development within a development phase (including the relief road or demolition works) shall commence on site until** full details of all bat mitigation (including details of increased level (increased from 5% to a minimum of 10%) of bat tiles and cavity wall boxes within the development), compensation, enhancement and monitoring measures (to be informed as necessary by up-to-date survey and monitoring assessments) required for each Development Phase reserved matters application (including both ecological works directly related to that reserved matters area and any works associated with that area but lying outside of the boundary of that area) shall be submitted for approval to the Local Planning Authority. Such details shall be in accordance with the outline bat mitigation, compensation, enhancement and monitoring measures detailed within the Environmental Statement Chapter 12: Biodiversity (AMEC, November 2014) plus all relevant appendices, plans and technical drawings. Any such approved measures shall thereafter be implemented in strict accordance with the agreed details and with all measures maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority. In addition, detailed monitoring reports shall be submitted annually to the LPA in accordance with the details contained within the ES Biodiversity chapter.

This condition may be discharged on an individual Development Phase basis.

Reason - To provide ecological protection, compensation and enhancement in accordance with Conservation Regulations 2010, Wildlife & Countryside Act 1981, NERC Act 2006, NPPF and Policy CP21 of the East Hampshire District Local Plan: Joint Core Strategy.

- 9 **No development within a Development Phase (including the relief road or demolition works) shall commence on site until** full details of all ecological mitigation, compensation and enhancement measures (to be informed as necessary by up-to-date survey and assessment) and on going monitoring of mitigation measures required for each reserved matters application (including both ecological works directly related to that Development Phase reserved matters area and any works associated with that area but lying outside of the boundary of that area) shall be submitted for approval to the Local Planning Authority. Such details shall be in accordance with the ecological mitigation, compensation and enhancement measures detailed within the Environmental Statement (AMEC, November 2014) and its various appendices and subsidiary reports, as well as the Habitats Regulations Assessment (AMEC, November 2014) and the Hogmoor Inclosure SANG Management Plan (AMEC, November 2014). Any such approved measures shall thereafter be implemented in strict accordance with the agreed details and with all measures maintained in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

In addition, detailed monitoring reports shall be submitted annually to the LPA in accordance with the details contained within the ES Biodiversity chapter.

This condition may be discharged on an individual Development Phase basis.

Reason - To provide ecological protection, compensation and enhancement in accordance with Conservation Regulations 2010, Wildlife & Countryside Act 1981, NERC Act 2006, NPPF and Policy CP21 of the East Hampshire District Local Plan: Joint Core Strategy.

- 10 **No development within a Development Phase (including demolition works) shall take place** until the applicant has submitted, and the Local Planning Authority has approved, a written scheme for the programme of archaeological evaluation within that Development Phase area. The development shall then be implemented in accordance with the agreed scheme

Reason - To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets.

- 11 **No development within a Development Phase (including demolition works) shall take place** until the applicant has submitted, and the Local Planning Authority has approved, a written scheme for the programme of archaeological mitigation within that Development Phase area. The development shall then be implemented in accordance with the agreed scheme.
Reason - To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations
- 12 **No development within a Development Phase (including demolition works) shall take place until** the applicant has submitted, and the Local Planning Authority has approved, a Written Scheme for recording all historic assets within that Development Phase area. The development shall then be implemented in accordance with the agreed scheme
Reason - To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations
- 13 Following completion of archaeological fieldwork **within a Development Phase** a report shall be produced in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement related to that Development Phase area and submitted to the Local Planning Authority.
Reason - To contribute to the knowledge and understanding of past uses and activities on site by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available
- 14 **No Development (save for Demolition Works) within a Development Phase shall commence** until details of a scheme for foul and surface water drainage, based on the agreed Flood Risk Assessment Appendix 13a Version 1.1 dated 3 December 2014 and including details of a scheme to prevent surface water from the site discharging on to the adjacent highway for that Development Phase, has been submitted to and approved in writing by the Local Planning Authority **in consultation with Thames Water and the Environment Agency.**

Where the development is to be carried out in a phased approach an overall Surface Water Plan shall be submitted. Each phase shall be demonstrated within it showing that should one phase not be constructed that there will be no detriment or increase in flood risk to the site or area as a whole. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year with an allowance for climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. Such details should include provision for all surface water drainage from parking areas and areas of hardstanding. The development in each Development Phase shall be carried out in accordance with the approved details **before any part of the development in that Development Phase is occupied** and shall be retained thereafter.

Reason - To ensure adequate provision for drainage.

Note: The applicant is requested to contact the Council's Drainage Consultant, Thames Water and the Environment Agency as soon as possible regarding the above condition.

- 15 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - There is the potential for contamination in the made ground on site. Piling through this material could potentially cause contaminants to migrate down to the water table. The applicant should consider the best method of piling to reduce the risks to controlled waters.

- 16 **No development shall take place until** the a scheme for the proposed realignment of and enhancements to the Oxney Drain and Oxney Moss is submitted to and approved in writing by the local planning authority. The works should be carried out in accordance with this scheme.

The scheme shall include the following features:

- In-channel enhancements including the addition of gravels and woody debris, to create riffles and pools and other natural geomorphological features.
- Bank re-grading/re-profiling and the creation of a two-stage channel in specific locations.
- All new planting within the channel and within 5m of the channel should be locally native species of UK provenance.

- All new stream crossings to be clear-spanning, to retain a wildlife corridor beneath them.
- The removal of a number of culverts that are no longer required - stream to be reinstated to a natural profile.
- Upgraded road culverts and all other road culverts with sufficient headroom, to be fitted with mammal ledges for the safe passage of mammals such as otters. Ledges to have steps or ramps at both ends and associated otter fencing to prevent animals from accessing the roads. Ledges should be a minimum of 300m wide and be located as high above the water level as possible with a minimum 600mm headroom.

Reason - To ensure that the proposed realignment and enhancements to the Oxney Drain and Oxney Moss are developed in a way that contributes to the nature conservation value of the site in accordance with the National Planning Policy Framework paragraph 109, which requires the planning system to aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged.

17

No development shall take place until a scheme for the provision and management of a 5 metre wide buffer zone alongside the Oxney Drain and Oxney Moss is submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including car parks, lighting, domestic gardens and formal landscaping and will form a vital part of green infrastructure provision. The scheme shall include:

- plans showing the extent and layout of the buffer zone. The 5m zone shall be measured from the channel edge where the surrounding land has been artificially built up, or the channel has been artificially cut down, but from the bank top where there is a natural bank profile.
- details of any proposed planting scheme, which should be locally native species of UK genetic provenance.
- details demonstrating how the buffer zone will be protected during development (such as temporary fencing), including pollution prevention measures.
- details demonstrating how the buffer zone will be managed and maintained over the longer term including adequate financial provision and named body responsible for management. Production of a detailed management plan, which could be part of a larger Landscape Management Plan for the entire site.

- details of any proposed footpaths, fencing, lighting etc. To reduce light spill into the river corridor, all artificial lighting should be directional and focused with cowlings - for more information see the Institution of Lighting Professionals 'Guidance Notes for the Reduction of Obtrusive Light': <https://www.theilp.org.uk/documents/obtrusive-light/>

Reason - Development that encroaches on watercourses has a potentially severe impact on their ecological value. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected.

- 18 **No Development within a Development Phase shall commence until** a detailed method statement for removing or the long-term management / control of Japanese knotweed (*Fallopia Japonica*) within that Development Phase has been submitted to and approved in writing by the Local Planning Authority. The method statement shall include measures that will be used to prevent the spread of Japanese knotweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

This condition may apply to individual phases of development.

Reason - This condition is necessary to prevent the spread of Japanese knotweed which is an invasive species in accordance with paragraph 109 of the National Planning Policy Framework (NPPF).

- 19 **Save for the development of the Relief Road, no Development within a Development Phase shall commence until** plans and particulars showing the detailed proposals for the number, type, location and style of cycle parking/storage to be provided on that Development Phase have been submitted to and approved by the Local Planning Authority in writing. Prior to first occupation of each Development Phase the cycle parking/storage within that phase shall be provided in accordance with approved plans.

This condition may be discharged on an individual phase basis.

Reason - To reduce the reliance on the private car.

- 20 **No Development (save for Demolition Works) within a Development Phase shall commence until** the following details have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency:-

(a) a scheme outlining a site investigation and risk assessments designed to assess the nature and extent of any contamination on the site.

(b) a written report of the findings which includes, a description of the extent, scale and nature of contamination, an assessment of all potential risks to known receptors, an update of the conceptual site model (devised in the desktop study), identification of all pollutant linkages and unless otherwise agreed in writing by the Local Planning Authority and identified as unnecessary in the written report, an appraisal of remediation options and proposal of the preferred option(s) identified as appropriate for the type of contamination found on site.

and (unless otherwise first agreed in writing by the Local Planning Authority)

(c) a detailed remediation scheme designed to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The scheme should include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and a verification plan outlining details of the data to be collected in order to demonstrate the completion of the remediation works and any arrangements for the continued monitoring of identified pollutant linkages.

The above site works and details submitted shall be in accordance with the approved scheme and undertaken by a competent person in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

This condition may be discharged on an individual phase basis.

Reason - This is a sensitive location for the protection of controlled waters. There is a shallow water table beneath the site in the Folkestone Formation principal aquifer and Sandgate Formation secondary aquifer. The Environmental Statement and Land Quality report (appendix 14) have found that the site is contaminated and requires additional site investigation and risk assessment for the protection of groundwater. Therefore this will need to be completed for every phase of the development. This is also important for the route of the new proposed relief road as we will need more information on Land Contamination along the route of the new road and the use of any infiltration to ground proposed. In principal we are satisfied with the SUDs network suggested but if any of the ponds, swales or detention basins are going to infiltrate to ground, further formation will be required on the depth to groundwater, base of the feature and if there is any contamination in the ground.

- 21 **Prior to occupation of a Development Phase and** unless otherwise first agreed in writing by the Local Planning Authority, in consultation with the Environment Agency, a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full in that Development Phase shall be submitted to and approved in writing by the Local Planning Authority.
The verification report and completion certificate shall be submitted in accordance with the approved scheme and undertaken by a competent person in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

This condition may be discharged on an individual phase basis.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CP27 of the East Hampshire District Local Plan: Joint Core Strategy.

- 22 **All development on a Development Phase shall be stopped immediately** in the event that contamination not previously identified is found to be present on that Development Phase, and details of the contamination shall be reported immediately in writing to the Local Planning Authority.

Development on that Development Phase shall not re-start until the following details have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency:-

- (a) a scheme outlining a site investigation and risk assessments designed to assess the nature and extent of any contamination on the site.
- (b) a written report of the findings which includes, a description of the extent, scale and nature of contamination, an assessment of all potential risks to known receptors, an update of the conceptual site model (devised in the desktop study), identification of all pollutant linkages and unless otherwise agreed in writing by the Local Planning Authority and identified as unnecessary in the written report, an appraisal of remediation options and proposal of the preferred option(s) identified as appropriate for the type of contamination found on site and (unless otherwise first agreed in writing by the Local Planning Authority)

(c) a detailed remediation scheme designed to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment. The scheme should include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and a verification plan outlining details of the data to be collected in order to demonstrate the completion of the remediation works and any arrangements for the continued monitoring of identified pollutant linkages;

and before any part of the relevant Development Phase is occupied or used (unless otherwise first agreed in writing by the Local Planning Authority) a verification report demonstrating the effectiveness of the remediation works carried out and a completion certificate confirming that the approved remediation scheme has been implemented in full in that Development Phase shall both have been submitted to and approved in writing by the Local Planning Authority.

The above site works, details and certification submitted shall be in accordance with the approved scheme and undertaken by a competent person in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'. This condition may apply to individual phases of development.

Reason - To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CP27 of the East Hampshire District Local Plan: Joint Core Strategy.

23

No Development within a Development Phase including demolition shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles and lorry routeing as well as provisions for removing mud from vehicles and a programme of works, has been submitted to and approved in writing by the Local Planning Authority.

- Restriction on arrival/departure of construction vehicles attending the site between 08.00-09.00 and 17.00-18.00 A restriction during the PM school peak may also be required for some elements.
- Details of the land use area
- Details of pedestrian and vehicular access points and how these are to be segregated within the development

- Measures to segregate construction traffic from other traffic utilising the site.
- The type, volume and frequency of Construction traffic movements for each phase.
- The number of staff anticipated to be working on site and details of parking arrangements.
- Construction traffic routing to utilise the strategic highway network.
- Details of how construction traffic routing will be monitored and enforced in order to ensure this does not impact on surrounding villages
- Swept path analysis for construction vehicles
- A travel plan for the workforce including the promotion of car sharing

The approved details shall be implemented throughout the duration of construction in that Development Phase.

This condition may be discharged on an individual phase basis.

Reason - In the interests of highway safety.

- 24 **No Development within a Development Phase shall commence until** an Arboricultural Implications Assessment and Arboricultural Method Statement (including finalised tree retention and tree removal plans, based upon up to date and accurate tree survey), has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be fully implemented on that Development Phase, in accordance with guidance and recommendations of BS 5837:2012.

This condition may be discharged on an individual phase basis.

Reason - To ensure due consideration to the protection of the retained trees on site.

- 25 **No Development within a Development Phase shall commence until** protective fencing has been erected around all trees, shrubs and other natural features not scheduled for removal within that Development Phase. Details shall be agreed in writing by the Council's Arboricultural Officer and shall be retained for the duration of the works and shall be in accordance with the recommendations of BS5837:2012 unless otherwise agreed in writing by the Local Planning Authority.
No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.
No burning of materials shall take place where it could cause damage to any tree or tree group to be retained on the site or on land adjoining.
No soil levels within the root protection area of the trees/hedgerows to be retained shall be raised or lowered.

This condition may be discharged on an individual phase basis.

Reason - To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability.

26 **No development shall start on the relief road until** a fully detailed landscape and planting scheme for the relief road phase of development has been submitted to and approved in writing by the Planning Authority. The works shall be carried out in accordance with the approved details and in accordance with the recommendations of the appropriate British Standards or other recognised codes of good practice. These works shall be carried out in the **first planting season after practical completion of the relief road**, unless otherwise first agreed in writing by the Planning Authority.

Any trees or plants which, within a **period of 5 years** after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Planning Authority.

Reason - In the interests of the visual amenities of the locality and to enable proper consideration to be given to the impact of the proposed development on the amenity of the immediate locality and existing trees.

27 **No Development within a Development Phase shall commence** until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority in consultation with the Minerals and Waste Planning Authority and the Environment Agency. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment will be protected during the works. Thereafter all works for that Development Phase shall be carried out in accordance with the approved Statement throughout the construction period.

The Statement shall provide for:

- i) The parking of vehicles of site operatives and visitors
- ii) Loading and unloading of plant and materials (including times)
- iii) Storage of plant and materials used in constructing the development
- iv) Wheel washing facilities
- v) Measures to control the emission of dust and dirt during construction
- vi) Measures to control noise and vibration during construction
- vii) Locations and measures to control the emissions where in situ bioremediation or soil washing takes place.

- viii) A method for ensuring that such minerals that can be viably recovered during the development operations are so recovered and put to beneficial use, such use to be referred to the Minerals Planning Authority for agreement, such agreement not to be unreasonably refused
- ix) A method to record the quantity of recovered mineral (re-use on site or off site)
- x) Hours of operation and working
- xi) The timing of the works
- xii) The measures to be used during the development in order to minimise environmental impact of the works, considering both potential disturbance and pollution
- xiii) Any necessary pollution protection methods
- xiv) Information on the persons/bodies responsible for particular activities associated with the method statement that demonstrates they are qualified for the activity they are undertaking.

The works shall be carried out in accordance with the approved method statement.

Given the site will be developed in phases, the submission of this information can be agreed on a phase by phase basis. Any submission needs to take account of the current land usage, surrounding the development, present through the entire construction phase.

Reason - In order that the Local Planning Authority can properly consider the effect of the works on the amenity of the locality. This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy and compliance with the Hampshire Minerals and Waste Plan policies.

28

Prior to the occupation of any employment building a scheme of operating hours, servicing arrangements and external storage for that building shall be submitted to the Local Planning Authority for approval. Opening hours and outside operations and external storage shall subsequently be in accordance with the approved scheme.

Reason - In order that the Local Planning Authority can properly consider the effect of the proposed use on the amenity of the locality and future occupants of the proposed residential units.

29 **No development within a Development Phase** (other than the relief road or demolition works) shall begin until a scheme for protecting the proposed dwellings from noise from the relief road has been submitted and approved by the Local Planning Authority. Any works which form part of the scheme approved by the Authority shall be completed before any permitted dwelling is occupied unless an alternative period is agreed in writing by the Authority.

This condition may be discharged on an individual Development Phase basis.

Reason - In order that the Local Planning Authority can properly consider the effect of the proposed use on the amenity of the locality and future occupants of the proposed residential units.

30 Noise from fixed plant at commercial/employment premises i.e. all fixed plant, machinery and equipment associated with air moving equipment, compressors, generators etc. shall not be installed, unless with written permission from the local planning authority.

Reason - In order that the Local Planning Authority can properly consider the effect of the proposed use on the amenity of the locality and future occupants of the proposed residential units.

31 Applications for the approval of reserved matters in respect of Phase 1 (to include pitch improvements and new changing pavilion at BOSC, provision of secondary school playing field including 3G pitch and primary school playing field) shall be made within a period of three years from the date of this permission. The development permitted as part of Phase 1 shall be begun not later than whichever is the later of the following dates:

- i. three years from the date of this permission; or
- ii. two years from the final approval of the said reserved matters, or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason - To comply with the provisions of Section 92(2) of the Town and Country Planning Act, 1990.

32 No development at Bordon Garrison rugby pitch and cricket pitch shall commence until the Phase 1 sports facilities and playing field provision (to include pitch improvements and new changing pavilion at B.O.S.C, provision of secondary school playing field including 3G pitch and primary school playing field) is provided and made fully operational.

Reason - To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use.

33 No development shall commence in respect of the second development phase until all Phase 1 sports facilities and playing field provision (to include pitch improvements and new changing pavilion at BOSC, provision of secondary school playing field including 3G pitch and primary school playing field) has been built and made fully operational unless otherwise agreed in writing by the Local Planning Authority.
Reason - To ensure the satisfactory quantity, quality and accessibility of compensatory provision which secures a continuity of use.

34 **No dwellings hereby approved shall be occupied until:**
i) the works to provide the SANG as detailed in the Hogmoor Inclosure SANG Management Plan, and the access provision to the SANG are complete and the SANG is made available for use by the public.
ii) Management provision for the SANG as detailed in the Hogmoor Inclosure SANG management plan is established.
Reason - To ensure that the mitigation measures required to offset the adverse impact of the proposals on the local European protected sites and species are satisfactorily implemented.

35 **No Development within a Development Phase (other than the relief road or demolition works) shall commence until** details of an external lighting scheme for that Development Phase, have been submitted to, and approved in writing by, the Local Planning Authority. The external lighting plan for that Development Phase, must comply with the Guidance for the Reduction of Obtrusive Light criteria "E2" (Institute of Lighting Professionals, GN01:2011). The approved details shall be implemented as approved prior to first occupation of that Development Phase.

This condition may be discharged on an individual phase basis.

Reason - To protect the visual amenity within the locality and to minimise the light pollution affecting the night sky.

36 No more than 16,000 sq m gross floorspace within the town centre shall be within Use Class A1 (retail, hairdressers, travel agents etc), of which not more than 5,000 sq.m gross should be occupied by the proposed anchor food store and not more than 10,000 sq. m gross should be occupied by comparison goods retailer.

With the exception of the proposed 5,000 sq. m food superstore, the size of the other Class A1 units located within the Town Centre shall not exceed 500 sq m gross floor space.

At any one time, the amount of floorspace occupied by Class A2 to A5 uses within the Town Centre should range between 3,000 and 5,000 sq. m gross.

Reason - To ensure the scale of the development is appropriate to the size and location of the store and would not harm the retail function of the town.

Note to applicant: The flexible town centre uses proposed in the application are not agreed.

Officer comment - Further discussion concerning the detail and make up of the town centre may evolve as part of the town centre strategy and its content may supersede the conditions listed above.

- 37 Prior to the submission of any reserved matters application, details of a strategy securing the delivery of employment land (10,000 sqm floorspace), town centre (between 16,000 and 23,000 sq m floorspace) and the use of existing buildings on site for meanwhile employment uses shall be submitted to and approved in writing by the Local Planning Authority. The delivery of the strategies shall be implemented as approved.

Reason - To ensure the delivery of employment land and jobs in accordance with policies CSWB2 and CSWB3 of the East Hampshire District Local Plan: Joint Core Strategy.

Officer note - The details to secure the employment land and town centre are likely to be included as part of the legal agreement and therefore this condition may well be superseded.

- 38 Notwithstanding the details of the building retention/demolition plan, referenced figure 1.11 on plan 33663-LEA046d.dwg, the Sandhurst Block, Sergeants Mess shall be retained unless there is robust viability or technical justification submitted and agreed in writing by the Local Planning Authority. The viability and technical cases will be independently assessed and funded by the developer.

Reason - To protect the buildings on site identified as being of significant heritage value.

- 39 Notwithstanding the details of the Hogmoor SANG Car park and Access Plan (Figure 1.12a plan reference 33663-LEA760k.dwg) prior to the commencement of works relating to the implementation of the Hogmoor Inclosure SANG details to provide 45 car parking spaces, including 5 disabled car parking spaces, shall be submitted to and approved in writing by the Local Planning Authority. The approved car parking shall be provided and operational within one month of the completion of the relief road.

Reason - To ensure adequate car parking is provided for visitors to the Hogmoor Inclosure SANG.

- 40 Prior to the commencement of works relating to the Hogmoor Inclosure SANG, details of signage and the text for the information boards relating to and promoting the SANG shall be submitted to and approved in writing by the Local Planning Authority. Details shall be implemented as approved.
Reason - To protect European protected sites from further visitors using sites within 400m of the Special Protection Area. In accordance with Conservation Regulations 2010, Wildlife & Countryside Act 1981, NERC Act 2006, NPPF and Policy CP21 of the East Hampshire District Local Plan: Joint Core Strategy.
- 41 Prior to the first occupation of any residential dwellings, the bat bunkers, as referenced in the Hogmoor Inclosure Management Plan and detailed on Figure 1.12q plan reference 33663-LEA756.dwg shall be installed within the Hogmoor Inclosure in the locations as indicated on Figure 1.12 and plan reference 33663-LEA373K.dwg pendw.
Reason - To ensure appropriate bat mitigations measures are delivered at an early phase of development.
- 42 Prior to the first occupation of the development, details of mitigation strategy restricting visitors to the European Protected sites from non residential development within 400m of the Special Protection Area shall be submitted to and approved in writing by the Local planning Authority. The details shall be implemented as approved.
Reason - To protect European protected sites from further visitors using sites within 400m of the Special Protection Area. In accordance with Conservation Regulations 2010, Wildlife & Countryside Act 1981, NERC Act 2006, NPPF and Policy CP21 of the East Hampshire District Local Plan: Joint Core Strategy.
- 43 Prior to the Commencement of Development, details of the specification, proposed location and time scale for delivery of the skate park shall be submitted to and approved in writing by the Local Planning Authority. The skate park shall be provided prior to the redevelopment of the existing skate park and shall be built in accordance with the approved details.
Reason - To ensure adequate reprovision of children's skate park, lost as a consequence of development is provided within the development area.
- 44 Prior to the commencement of development relating to Hogmoor Inclosure SANG, details of the dog training area, including details of when the facility will be provided managed and maintained shall be submitted to and approved in writing by the Local Planning Authority. The dog training area shall be provided prior to first occupation of the development and implemented as approved.

Reason - To provide an dog training area to replace the shared area lost as a consequence of the revisions to the SANG car park subject to condition 42.

- 45 No tree, or hedge within the application site shall be topped, felled, destroyed or damaged , with the exception of the trees detailed (to be felled) in the tree survey contained within the Green Infrastructure Strategy Annex A (reference DIO/HPA/DOC/02b, November 2014), or as may be agreed in writing by the Local Planning Authority.
Reason - To preserve the amenity visual amenity of the locality.
- 46 Prior to the commencement of works relating to Hogmoor inclosure details of the implementation, location and type of artificial bird boxes to be sited within Hogmoor Inclosure and other woodland areas are submitted to and approved in writing by the Local Planning Authority. The bird boxes shall be provided in accordance with the approved details.
Reason - To protect and preserve the local bird population.
- 47 If the Hogmoor SANG car park is not provided and operational prior to the first occupation of any new housing then details to show the location, size and specification of a temporary car park shall be submitted to and approved in writing by the Local Planning Authority and provided prior to the occupation of any new housing beyond 400m of the Hogmoor SANG, or provided prior to the occupation of any new housing within 400m of Hogmoor SANG if appropriate pedestrian links are not provided and operational. The temporary car-park shall be maintained and remain operational until the permanent Hogmoor SANGS car park is operational following which the use of the temporary car-park shall cease and the land restored to its former condition or to a condition to be agreed with the Local Planning Authority.
Reason - To ensure adequate car parking is provided for visitors to the Hogmoor Inclosure SANG.
- 48 Prior to the commencement of any development on site, an air quality assessment, including a mitigation strategy, including details of implementation and a programme of future monitoring (for a minimum of 10 years from the commencement of development unless otherwise agreed in writing by the LPA in consultation with Natural England) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Natural England. The approved details shall be implemented as approved, unless otherwise agreed in writing by the Local planning Authority.

Reason - To protect the qualifying habitats and habitats of qualifying features of Woolmer Forest Special Area of Conservation and Wealden Heaths Phase II Special Protection Area from the effects of deteriorating air quality. To ensure compliance with the Conservation of Habitats and Species Regulations 2010 (as amended), the European Habitats and Wild Birds Directive, and EHDC's JCS Policies CP19 and CP20.

- 49 Prior to the commencement of works relating to the relief road, details of the extension to the acoustic barrier adjacent to Nos. 84 and 85 shall be submitted to and approved in writing by the Local Planning Authority. The details shall show the location where the barrier will be sited, the height and length of the acoustic barrier proposed together with the specification for its construction. The acoustic barrier shall be provided prior to the opening of the relief road in accordance with the approved details.

Reason - To protect the amenity of the occupiers of Nos. 84 and 85 Sutton Field.

- 50 The development hereby permitted shall be carried out in accordance with the following approved plans and particulars:

Parameter Plans

Figure 1.5 - 33663-LEA156s.dwg - Application Boundary

Figure 1.6 - 33663-LEA229pdwg - Land uses plan

Figure 1.6a - 33663-LEA707a - Town Centre

Figure 1.7 - 33663-LEA320p.dwg - Residential Density

Figure 1.8 - 33663-LEA807.dwg - Storey heights

Figure 1.10 - 33663-LEA283j.dwg - Green infrastructure

Figure 1.11 - 33663-LEA046d.dwg - Building Retention/Demolition plan

SANG Plans

Figure 1.12 - 33663-LEA373k.dwg - SANGS General Arrangement Plan

Figure 1.12a - 33663-LEA760k.dwg - SANGS Proposed Car Park and Access

Figure 1.12b - 33663-LEA762.dwg - SANGS Proposed Junction 2 Entrance Arrangements

Figure 1.12c - 33663-LEA763.dwg - SANGS Proposed Green Loop and Green Link Entrance Arrangements

Figure 1.12d - 33663-LEA046d.dwg - SANGS Proposed Timber Vehicle Gate Design

Figure 1.12e - 33663-LEA717.dwg - SANGS Proposed Height Restriction and Vehicle Gate plan

Figure 1.12f - 33663-LEA718.dwg - SANGS Proposed Information Board

Figure 1.12g - 33663-LEA719.dwg - SANGS Proposed Post and Wire Fence

Figure 1.12h - 33663-LEA720.dwg - SANGS Proposed Timber post and Rail Fence
Figure 1.12i - 33663-LEA721.dwg - SANGS Proposed Timber Directional Signage
Figure 1.12j - 33663-LEA722.dwg - SANGS Proposed Litter Bin
Figure 1.12k - 33663-LEA723.dwg - SANGS Proposed dog bin
Figure 1.12l - 33663-LEA724.dwg - SANGS Proposed self-Binding Gravel Pedestrian Path
Figure 1.12m - 33663-LEA725.dwg - SANGS Proposed Gateway Entrance Totem
Figure 1.12n - 33663-LEA726.dwg - SANGS Proposed Seating
Figure 1.12o - 33663-LEA727.dwg - SANGS Proposed Picnic Bench
Figure 1.12p - 33663-LEA746.dwg - SANGS Proposed Timber Kissing Gate/RADAR locking Gate
Figure 1.12q - 33663-LEA756.dwg - SANGS Proposed Bat Bunker Design

Relief Road Plans

285358AB P2 PD 0100-001 - Relief Road Alignment Phase 2 Section1 Layout
285358AB P2 PD 0100-002 - Relief Road Alignment Phase 2 Section1 Plan and Profile
285358AB P2 PD 0100-003 - Relief Road Alignment Phase 2 Section2 Plan and Profile
285358AB P2 PD 0100-004 - Relief Road Alignment Phase 2 Section3 Plan and Profile
285358AB P2 PD 0100-005 - Relief Road Alignment Phase 2 Section4 Plan and Profile
285358AB P2 PD 0100-006 - Relief Road Alignment Phase 2 Typical Cross section
285358AB P2 PD 1700-003 - Whitehill & Bordon Relief Road Oxney Moss Culvert
P2 PD 0500-001 - Proposed Drainage Layout Relief Road Phase 2
P2 PD 0500-002 - Proposed Drainage Layout Relief Road Phase 2
P2 PD 0500-003 - Proposed Drainage Layout Relief Road Phase 2
P2 PD 0500-004 - Proposed Drainage Layout Relief Road Phase 2
P2 PD 0500-005 - Proposed Drainage Layout Relief Road Phase 2
P2 PD 0500-006 - Proposed Drainage Layout Relief Road Phase 2
P2 PD 3000-001 Rev A - Relief Road Alignment Phase 2 Landscape Design Plan
P2 PD 3000-002 Rev A - Relief Road Alignment Phase 2 Landscape Design Plan
P2 PD 3000-003 Rev A - Relief Road Alignment Phase 2 Landscape Design Plan

Illustrative Plans

Figure 1.9 - 33663-LEA230n.dwg - Access and Movement Hierarchy

Figure 1.13 - 33663-LEA267h.dwg - Illustrative SUDS network

Figure 1.14 - 33663-LEA650a.dwg - Illustrative Masterplan

Figure 1.15 - 33663-LEA693a.dwg - Indicative Phasing plan

Other information Plans

Figure 1.1a - 33663-LEA034h.dwg - Site Context Plan

Figure 1.1b - 33663-LEA485.dwg - Location Plan

Figure 1.2 - 33663-LEA390c.dwg - Topography Plan

Figure 1.3 - 33663-LEA35b.dwg - Landownership Plan

Figure 1.4 - 33663-LEA034h.dwg - Aerial Photograph with HPA red Line Boundary indicated

33663-LEA722a.dwg - Figure 1.16 - Plan Illustrating the HPA boundary in context

LEA811 - Figure 1.17 - HPA application site Land within EHDC Administrative Boundaries

LEA812 - Figure 1.18 - HPA application site Land within SDNPA Administrative Boundaries

Reason - To ensure provision of a satisfactory development

Informative Notes to Applicant:

Condition Definitions

"Core retail and Mixed use Town Centre" means that part of the application site coloured red on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Demolition Works" means the works of demolition identified on Figure 1.11 plan reference 33663-LEA046d.dwg - notwithstanding the potential meanwhile use of existing buildings.

"Development" means the development hereby permitted.

"Development Phase" means a phase of the development phases identified on figure 1.15 indicative Phasing Plan or such other part or phases of the Development as may be agreed in writing with the Local Planning Authority (NB any variations to the phasing from that shown in fig. 1.15 will need to be demonstrated to be consistent with the phasing as assessed in the Environmental Statement and in particular may not give rise to new or significantly different environmental effects)

"Ecology Mitigation Area" means that part of the application site coloured pale green cross hatched and termed "Ecology Mitigation Area" on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Employment Land" means that part of the application site coloured purple on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Green infrastructure" means that part of the application site coloured pale green and termed 'green infrastructure' on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Relief Road" means that part of the Development comprising the relief road which is hereby granted detailed planning permission.

"Residential Land" means that part of the application site coloured yellow and termed "housing" on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"SANG" means that part of the application site coloured Dark Green and diagonal hatched on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Secondary and Primary Schools (including sport pitches) coloured orange on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Sports Pitches" means that part of the application site coloured light green on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Green infrastructure" means that part of the application site coloured pale green and termed 'green infrastructure' on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Relief Road" means that part of the Development comprising the relief road which is hereby granted detailed planning permission.

"Residential Land" means that part of the application site coloured yellow and termed "housing" on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"SANG" means that part of the application site coloured Dark Green and diagonal hatched on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Secondary and Primary Schools (including sport pitches) coloured orange on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Sports Pitches" means that part of the application site coloured light green on Figure 1.6 Land Use Parameter Plan plan reference 33663-LEA229p.dwg RattD.

"Structuring Plan" means a plan which demonstrates how the site can be delivered in a comprehensive and co-ordinated way, particularly in terms of the necessary supporting infrastructure. The structuring plan will need to show the following:

- The disposition of the main land-uses together with an agreed land budget.
- The access points and primary road network, including the Bus routes.
- The location of the Town and Local Centres
- The location of schools
- The main pedestrian and cycle routes
- The strategic green infrastructure, including the green corridors linking them.
- The areas proposed for suitable alternative natural greenspace (SANGS)
- The location of strategic utilities infrastructure, including for the supply of electricity and disposal of foul water

The Structuring Plan will need to show the relative scale of each of these elements and ensure that connections between land uses via both the street network and green infrastructure corridors are clearly articulated. The plan will need to show all aspects of the green infrastructure including the location and types of green space (i.e. parks, semi natural green space, sports pitches etc), connections into the wider landscape, the locations and scale of the settlement buffers and, sustainable urban drainage (SUDS) network.

1

In accordance with paragraphs 186 and 187 of the NPPF East Hampshire District Council (EHDC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

- offering a pre-application advice service,
- updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions, and,
- by adhering to the requirements of the Planning Charter.

In this instance the applicant and the EHDC have engaged in discussions throughout both the pre application stage and during the consideration of the application.

2

Please note that there is a Section 106 Agreement that applies to this permission.

- 3 The River Basin Management Plan (RBMP) requires the restoration and enhancement of waterbodies to prevent deterioration and promote recovery of waterbodies. The development is located in a waterbody that is failing Water Framework Directive (WFD) standards, including phosphates (waterbody GB106039017750 - Slea). If the development uses the existing sewerage network it will have an impact on waterbody GB106039017720 (South Wey). The new development should ensure that there is no further deterioration in status of either waterbody and that it does not prevent the waterbodies from reaching "good" status in the future. Information on the status of the waterbody can be found on the Catchment Data Explorer here (<http://environment.data.gov.uk/catchment-planning/>). Further information on potential measures going into the RBMP can be requested.
 - 4 The applicant is advised that the indicative location of the two allotment areas are not acceptable, as indicated in figure 1.6 Land Use Plan, and will need to be more closely integrated into the proposed residential development areas.
 - 5 The applicant is advised that Reserved matters submissions which vary from the land use proposals in the design and access statement must be demonstrated not to give rise to any new or different significant environmental effects in comparison with the development as approved and as assessed in the Environmental Statement.
-