

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	21 October 2015
Title:	Application for New Future Skills Centre for vocational training of mainly post-16 students with a focus on the construction sector alongside employability and enterprise skills, the new building is part of the Louisburg Barracks redevelopment, the application includes a new access road from the proposed new Relief Road, at Site for Future Skills Centre, Louisburg Barracks Development Area, Bordon. (Application No. 55369/003) (Site Ref: EHE050)
Reference:	6995
Report From:	Head of Strategic Planning

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1. Executive Summary

- 1.1. The Louisburg Barracks site forms part of the wider Whitehill & Bordon Masterplan (revised May 2012), which envisages up to 3,500 new homes and 5,500 new jobs to be delivered over approximately 15-20 years. This follows the Army's decision to leave the town before the end of 2015, as part of a defence restructuring programme.
- 1.2. In September 2014, outline planning permission (55369/001) was approved by the planning committee of East Hampshire District Council for an application by the Homes and Communities Agency (HCA) to redevelop Louisburg Barracks. The proposed development comprises up to 500 residential units and 15,288m² of employment floorspace (mostly Class B1/B2 Business/ General Industry uses), with the latter including up to 3,000m² of Class D1 training facilities. The council's approval is subject to completion of legal agreements to build schools, sport, leisure and open space, transport and community facilities.
- 1.3. The outline planning application included an illustrative masterplan for the development which locates the 2.94 hectares of employment land in the North-East part of the Louisburg Barracks.
- 1.4. In parallel, full planning consent was granted for a new Relief Road running in an East-West direction through the centre of the Louisburg development and

linking to the A325 via a new roundabout. A further roundabout is planned to give direct access into the employment land via a service access road. The Relief Road will have footways on both sides, one with a shared cycle path and uncontrolled but defined crossing points and street lighting along its length. Its construction was programmed to commence in March 2015.

- 1.5. The site now proposed by HCA and Hampshire County Council for the Future Skills Centre (FSC) is at the eastern edge of the employment land fronting onto a dual carriageway section of Relief Road and the access roundabout. It will occupy a key and highly visible location at the approach to the Louisburg Barracks development.
- 1.6. The proposed new Future Skills Centre is a £4 million investment in Whitehill and Bordon's Louisburg Barracks redevelopment area to assist in regenerating the local and regional economy. As the first building within the proposed new Louisburg employment zone, it will act as a gateway to the wider redevelopment area.
- 1.7. Following a bid submission in October 2014, the project has secured a capital allocation from the Enterprise M3 Local Enterprise Partnership's Local Growth Deal settlement. Detailed project approval was granted in March 2015. The lead organisation for the proposed investment is the Homes and Communities Agency (HCA), which has responsibility for the Louisburg Barracks redevelopment.
- 1.8. Hampshire County Council will own the facility and will commission specialist service providers to provide a high skills, enterprise and professional development curriculum offer.
- 1.9. The aim of the proposed Future Skills Centre is to promote future skills training, with a focus on the construction sector alongside core, employability and enterprise skills. The Centre is intended to deliver a curriculum that is responsive to the future skills needs of employers and local businesses, and is to act as a valuable resource for the wider community. Particular objectives of this proposal are:
 - To address the construction worker demand created throughout the development period of Whitehill and Bordon;
 - To help address the wider construction skills shortage across the region and support the construction sector to meet growth demands in the wider Enterprise M3 area;
 - To maximise the job opportunities created for local people in Whitehill and Bordon as a result of its regeneration and help create a sustainable community;
 - To meet the skills shortage whilst addressing relatively high youth unemployment, low participation in post 16 learning and Higher

Education and the lack of accessible vocational provision within the area;

- To create confidence in Whitehill and Bordon as a place for skills and business and act as a catalyst to further market investment;
- 1.10. When considering the application the issues which should be taken into consideration are the design, scale and massing of the proposed Future Skills Centre, sustainability features, landscape impacts, biodiversity and the parking provision for staff and students on site (and the potential requirement for additional off site spaces).
- 1.11. It is considered that the proposal would be in accordance with the development plan (attached) as the principle of providing a Future Skills Centre within the employment area (Parcel G) of the Louisburg Barracks redevelopment was granted by East Hampshire District Council (outline planning permission 55369/01) and would not materially harm the character of the area or the amenity of local residents.
- 1.12. The Future Skills Centre proposal is also in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB1 (Strategic Allocation), Policy CSWB2 (Economic Development), Policy CP3 (New employment provision) as the provision of a speciality skills centre has been identified as being important for the community and recognised as being a key aspect of promoting future skills training. The Future Skills Centre is intended to deliver a curriculum that is responsive to the future skills needs of employers and local businesses.
- 1.13. The proposed building responds positively to the design principles and parameters set by the outline planning permission for the Louisburg Barracks site and is in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB5 (Design) & Policy CP29 (Design) and sustainability objectives as set out in the National Planning Policy Framework.
- 1.14. The Future Skills Centre proposal will not have any significant impact on habitats and species and so is in accordance with the East Hampshire District Local Plan: Joint Core Strategy Policy CSWB9 (Biodiversity). The proposed landscaping incorporates the principles established in the Louisburg Barracks masterplan. The landscaping plan also ensures that there is continuity with the landscaping proposed as part of the Relief Road permission and is therefore in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CP20 (Landscape).
- 1.15. There will be no physical impacts on heritage assets which were identified within the immediate vicinity of the proposed Future Skills Centre and so the proposal is in accordance with the East Hampshire District Local Plan: Joint Core Strategy Policy HE17 (Archaeological & Ancient Monuments), Policy CP30 (Historic Environment) and the outline planning permission for the Louisburg Barracks site.

1.16. The proposal is acceptable in terms of highway safety and convenience, has good access and as such the proposal is considered to be in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB11 (New Roads and traffic management on the A325), Policy CSWB12 (Pedestrian and cycle routes), Policy CSWB13 (Public transport), Policy CSWB14 (Travel Plans), Policy CSWB15 (Local transport network improvements), Policy CSWB16 (Travel Monitoring) and Policy CSWB17 (Car Parking) and the outline planning permission for the Louisburg Barracks site (55369/001).

2. Site and proposal

2.1. The site for the proposed Future Skills Centre is located within the former Louisburg Barracks, approximately one mile to the North of Bordon town centre and some 200m west of the A325 which links Bordon with Farnham and Aldershot to the North and Petersfield to the South. Bordon is located within East Hampshire District, and is just outside the South Downs National Park.

2.2. The site's immediate surroundings comprise:

- To the North: The Defence Infrastructure Organisation (DIO) land forming part of the wooded countryside that extends over a mile to the North along the A325. This includes Oxney Farm Woodland, a designated SINC. A clearing within the woods accommodates a sewage pumping station;
- To the East: the land has been cleared of woodland in preparation for the construction of the Relief Road which will run east to west through the Louisburg Barracks redevelopment. Woods and heathland forming Broxhead Common extend towards the east. The boundary of Walden Heath / Broxhead and Kingsley SSSI and SPA is within 400m at the nearest edge to the North- East. To the South-East low-rise developments mark the northern edge of Bordon's urban development;
- To the South: Broxhead House, originally the Officer Mess (but more recently the Sergeants' Mess), which is a two-storey building of architectural significance set in a grassed area; This building is subject to a current planning application (56279) with East Hampshire District Council for its change of use of to a Business and Enterprise Centre including the provision of 67 parking spaces, associated landscaping works, a new site entrance to Eastern Road and 15 new parking spaces in the grounds of the adjacent Phoenix Theatre following demolition of secondary building elements.
- To the West: An open area of former parade grounds extending for some 400m. The parade grounds have mostly single-storey storage buildings along their northern edge.

- 2.3. The site has strategic road links via the A325 to Bordon town centre, Farnham (7 miles to the North), the Aldershot / Farnborough areas, Petersfield (10 miles to the South) and, thereafter, links to the Solent Area via the A3M. Alton is 7 miles to the North-East via the B3004.
- 2.4. At present, public transport is restricted to the following regular bus routes: No. 13 - running between Basingstoke/Alton via the centre of Bordon to Liphook; No.18 - running between Aldershot/Farnham via Whitehill and Bordon to Haslemere. During daytime hours, these Stagecoach services run along the A325, generally at no more than hourly intervals. There is also a recently introduced Bordon Eco- Town bus service running routes within the Whitehill/Bordon area, with services to Bordon Camp at approximately two hour intervals during the daytime.
- 2.5. As part of the wider development of Whitehill and Bordon, a public transport strategy has been prepared (Hampshire County Council: 2012).
- 2.6. Bordon has had no railway line, since its closure in 1969. The nearest railway station is Liphook, 7 miles away. Four other stations are situated within approximately 10 miles.
- 2.7. There will be clear views into the site from the proposed new Relief Road, which will run for approximately 75m along the site's southern boundary. This boundary will have a predominantly open aspect onto the road and its associated roundabout, with views only partially screened by formal tree planting. There will also be views of Broxhead House to the south of the Relief Road.
- 2.8. Views to and from the north and east will continue to be largely restricted by existing areas of mature woodland. To the west, the site will overlook buildings within the proposed employment area, and new residential developments beyond.
- 2.9. The site identified for the Future Skills Centre (excluding the access road) comprises an area of 0.46 hectares (1.14 acres), located at 85m to 87m AOD, with a mix of amenity grassland and plantation woodland areas. It is also crossed by three barrack roads of tarmac construction and accommodates one small building (former Respirator Testing Room of approximately 16m²). Historical records suggest a further building was present on the western edge of the site between 1910 and the 1960s.
- 2.10. The site slopes from North-East to South-West with a maximum level difference of 2.3m. The slope is most pronounced in the eastern half with falls of around 1 in 20. The western half of the site has only gentle falls of around 1 in 100.
- 2.11. The tree report (Aecom: 2014d) accompanying the outline planning permission for the Louisburg Barracks identified two areas of trees with the following species: In the North-East a group of 24no. mostly mature English Oak, Cypress and Cedar of up to 14m height; and in the West, a group of

33no. mostly early mature English Oak, Horse Chestnut, Scots Pine, and Red Cedar of up to 14m height. The trees are rated as Category C 'Trees of Low Quality', which 'should not influence the potential development of the site'. A number of these trees have subsequently been removed as part of the Relief Road enabling works.

- 2.12. There are no statutory designated sites within the site boundary of the Louisburg Barracks development. However, there are four statutory designated sites within 1 km and the woodland bordering the site is designated as a Site of Importance for Nature Conservation (SINC). Historic records of protected species from the area around the Louisburg site include woodland and wetland bird species, butterflies, reptiles (including Adder and Sand Lizard) and bats.
- 2.13. Several ecological desk studies and site surveys were undertaken and ecological mitigation strategies produced (Aecom: 2014e & f) in support of the planning applications for the wider Louisburg Barracks development and the new Relief Road.
- 2.14. Measures proposed for the wider Louisburg Barracks development include integrated green infrastructure involving a network of green corridors, protection and creation of habitat areas and SUDs drainage channels and ponds designed for nature conservation. In addition, the Whitehill & Bordon masterplan proposes a number of Suitable Alternative Green Spaces (SANGs) including Bordon Inclosure located approximately 0.5km to the South-West of the site.
- 2.15. An ecological appraisal of the proposed Future Skills Centre site was recently undertaken (Hampshire County Council: 2015). The appraisal assessed potential impacts arising from the proposed development and found that:
 - The existing amenity grassland and mixed plantation woodland habitats are of low ecological value;
 - Three trees within the site were identified as having moderate potential to support roosting bats. Climbing inspections and / or emergent surveys were undertaken during August 2015. The site is considered to have low potential for bat foraging but measures to minimise the risk of felling works on bats potentially roosting in any trees have been recommended;
 - A mammal/badger crossing is being incorporated in the Relief Road highway boundary to the South-East of the site. The site itself has low potential to support badgers;
 - The site is considered to have low potential to support hedgehogs;
 - There is low potential for reptiles to occur on the site; and
 - Nesting birds (but not priority/scheduled species) are likely to be present within the site.

- 2.16. The report recommends a series of local mitigation measures to deal with the ecological features of interest.
- 2.17. A Flood Risk Assessment (FRA) and drainage strategy report for the redevelopment of the Louisburg Barracks site was produced to support the outline planning permission. The report concluded that the barracks site is at a low risk of fluvial flooding. The Future Skills Centre will be designed to not flood during the 1 in 30 year storm event and to retain flood waters within the site boundary during a 1 in 100 year storm plus a 30% allowance for climate change.
- 2.18. Positive, separate, foul and surface water drainage systems are proposed with connections made to the overall development drainage system at the property boundary. The surface water system will incorporate sustainable urban drainage (SUDS) including attenuation features.
- 2.19. Based on the Skills Funding Agency guidelines and space norms for Further Education Colleges (Learning Skills Council: 2007), and the recently-completed Centre of Excellence in Engineering, Manufacturing & Advance Skills Training (CEMAST) centre at Daedalus Airfield, Lee-on-Solent in Hampshire (also designed by the architects for this proposal, Perkins Ogden), a target schedule of accommodation has been established for a Future Skills Centre of approximately 1,200m² gross internal floor area. Assuming a target space utilisation of just under 50%, such a building would accommodate some 180 workplaces for students and deliver approximately 120,000 daytime guided learning hours per annum. Additionally, evening, weekend and vacation use could be accommodated.
- 2.20. Access for pedestrians and cyclists will also be available from Junction 5 of the new Relief Road which is to incorporate uncontrolled road crossing points serving 3m wide shared foot-ways/cycleways at its perimeter. The target schedule of accommodation uses the following classification of space types:
- General Teaching – rooms used mostly for timetabled teaching purposes and which are not subject specific;
 - Specialist Teaching – timetabled spaces which are generally subject or activity specific;
 - Shared/Resources – shared facilities which are mostly used on an open-access basis;
 - Non-Teaching – administrative, social and support facilities;
 - Balance Areas – circulation, plant and other non-usable areas.
- 2.21. Administration facilities are limited to those of a local centre, with 'head-office' administration activities (finance, marketing, senior management etc.) assumed to be located off site.

- 2.22. It should be noted, that taking account of occupancy/utilisation factors (timetabling, group size etc.), a capacity of 180 workplaces is likely to result in a normal maximum occupancy of around 128 students and 12 staff.
- 2.23. The provision of sanitary facilities is to comply with The Workplace (Health, Safety and Welfare) Regulations 1992.
- 2.24. External facilities will include:
- Parking- for around 40 cars (including two accessible bays) plus motor-cycles and cycles;
 - Service Area(s) - to cater for lorry deliveries and storage of materials and refuse;
 - Possible Outdoor Training Areas- as required by training courses (surveying etc.);
 - External social area(s) for use by students in fine weather.
- 2.25. A Transport Statement has been prepared by Hampshire County Council's Engineering Consultancy (HCC: 2015) to underpin the requirements.
- 2.26. Vehicle access into the proposed site will be from the roundabout forming Junction 5 of the new Relief Road. From this point, a spur will allow the access road to be extended northwards to service the employment zone with a further spur allowing entry to the Skills Centre site from the North. A route needs to be maintained from this point to allow access to the existing water treatment works and any future developments on DIO land to the Northeast. This access route will not impinge upon the site for the Skills Centre. The new access road is to be provided by the HCA, and forms part of this application.
- 2.27. Access for pedestrians and cyclists will also be available from Junction 5, which is to incorporate uncontrolled road crossing points serving 3m wide shared foot-ways/cycleways at its perimeter.
- 2.28. The design aims to produce a coherent layout for the Centre, maximising the contribution of the site as a whole and the accommodation elements required. It comprises the following elements (identified on the Proposed Site Plan Drawing No. 5262 PL 1.003):
- Main entrance forecourt positioned at the western end of the building and leading to the entrance lobby and reception. The forecourt can be approached from both the main pedestrian entrance to the campus to the West and the car park to the North;
 - Pedestrian entrance to campus located adjacent to the proposed new roundabout on the Relief Road. The campus entrance links directly to the main entrance forecourt;

- Vehicle entrance and exit on the northern boundary, off the proposed new access road. This serves the main car parking areas and is intended for deliveries of goods and collections of refuse and waste for recycling;
- Materials storage area, with easy access for occasional delivery lorries and from workshop spaces;
- Open frontage to the Relief Road enhancing the visual impact of the building and responding to the Louisburg Barracks - Design Principles Report (Aecom 2014b). A grass surface is proposed with levels graded with formal tree planting adjacent to the public foot-way;
- Existing mature woodland, enclosing the site on its northern and eastern sides;
- Frontage to access road, with open grassed area and tree planting in front of building (in accordance with the Louisburg Barracks design guidance). The car park is to be partially screened by perimeter hedge planting;
- Car parking for visitors, students and staff, with 40 spaces including two for disabled users;
- Motor-cycle parking area, with seven bays;
- Covered cycle stores, with capacity for 20 cycles;
- Secure service and refuse area which is easily accessible by lorries for occasional deliveries and collections. At other times, the Eastern part may be used for training purposes;
- External areas for students;
- Mammal crossing provides underpass for fauna to the West of the FSC site; and
- Bat Hopover provides link between areas of forest.

2.29. The proposed building is designed to be sustainable, robust and adaptable to ensure longevity. The design adopts a responsible approach to the use of sustainable materials, promotes the efficient use of water and energy, whilst reducing carbon dioxide and other harmful emissions. Waste management policies will encourage recycling, and the reduction of waste.

2.30. Where feasible and effective, the design aims to make use of passive systems for environmental control, reducing the dependence upon mechanical plant. Key elements include:

- Heavyweight paved flooring in the Concourse to provide thermal mass to reduce and delay peak internal temperature swings;
 - Natural ventilation generally via roof-mounted stack ventilators combined with manually-operated low level opening windows, and remotely-operated high level windows with low level louvres, positioned to allow cross ventilation where feasible, and to avoid excessive traffic noise;
 - External roof overhangs and solar-control glazing to reduce solar gains in the Concourse;
 - Solar-control glazing with good light transmission to East and West facing windows elsewhere;
 - Low emissivity glazing and good levels of external and wall roof insulation to reduce heat losses;
 - High efficiency gas-fired condensing boilers for heating;
 - An efficient underfloor, or equivalent, heating system in the Concourse;
 - Photovoltaic solar panels incorporated on the sloping north light roofs;
 - Good levels of daylight from high level north light clerestory windows at roof level as well as low level windows;
 - High efficiency LED light fittings with automatic controls;
 - Sub-metering of energy use; and
 - High level sound absorbent finishes providing good room acoustics.
- 2.31. Future traffic noise has been recognised as a major influence on the layout and natural ventilation of the building. An acoustic design review has been undertaken to inform the design, including positions of windows and vents.
- 2.32. A Noise Impact Assessment has been prepared as part of the application (24 Acoustics: 2015). This establishes limiting criteria applicable to noise from the building services plant within the proposed development.
- 2.33. A BREEAM 2014 Pre-Assessment has been undertaken to assess the design proposals. The pre-assessment indicates an 'Excellent' performance rating should be achieved.
- 2.34. A Waste Management Plan will be prepared as part of the Future Skills Centre development programme. The plan will include an enclosed central bin store for general refuse, with provision for the separation and recycling of waste. This will be located at the western end of the secure service area to the rear of the proposed new building. It will be accessed on a regular basis by refuse vehicles via the proposed new access road. A dedicated area for

skips at the eastern end of the secure service area will also be provided. These skips will store different types of waste building materials from the teaching workshops for recycling. Lorry access for collection of the recycling waste will likely be infrequent.

2.35. The landscaping of the Future Skills Centre is an import factor in achieving a new building that works in the context of the local area and landscape. The key design objectives of the Centre will:

- Integrate the new building into the surrounding development proposed for the Louisburg Barracks and the wider landscape context whilst respecting the existing natural environment;
- Incorporate the principles established in the Louisburg Barracks' masterplan, including formal planting to the Centre's road frontage, with less formal landscape to its rear;
- Ensure continuity with the landscaping proposals for the Relief Road;
- Where relevant, incorporate ecology mitigation recommendations;
- Form spatial and visual connections between the building and its landscape;
- Provide an external environment which is welcoming, distinct and legible to students, staff and all members of the community;
- Reduce the visual impact of car parking; and
- Provide for delivery, refuse and service access to the building without impacting detrimentally on the overall building design and its environment.

2.36. Soft landscaping elements are incorporated within the design proposals to form three character areas. The landscape along the road frontage has been designed to be simple grass verge with specimen trees to complement and enhance the building's frontage and to help set the Future Skills Centre as a local landmark. Using the same native species as the adjacent Relief Road proposals will help tie the site in with its surroundings.

2.37. The car park is to be enclosed by a native hedging mix, to be maintained at a height of 1.2m. The hedge along with two specimen native trees will soften the visual impact of the car parking, whilst allowing views through for natural surveillance. The native hedge species will aid nature conservation. A low post and wire fence will be incorporated to mark the edge of the Future Skills Centre site and protect the hedge during its early growth.

- 2.38. The external space to the rear and side of the Future Skills Centre building will be enclosed by a 2.2m high fence and therefore is only accessible to building users. The space has been designed for nature conservation and is an informal space for passive recreation by the building users.
- 2.39. The design proposals include the following hard landscaping elements which are mostly situated at the rear of the building, away from the road frontage:
- Vehicle entrance: located in the North-West off the proposed access road. This will be controlled by manual barrier(s), which are intended to be held open during working hours;
 - Main car park area: which will be constructed mainly of permeable block paving to retain surface water and provide attenuated SUDS drainage. The entrance road will have standard block paving to suit heavier vehicle loadings;
 - Service yard and refuse facilities: with storage for recyclable waste, including skips for construction materials waste. This area will have a reinforced concrete hard-standing and a retaining wall of up to 1.2m height. The staff car parking bays in this area will have permeable block paving. The service area and north-eastern part of the site will be enclosed by a 2.2m high steel weldmesh security fence incorporating vehicle and pedestrian gates. The refuse bin store will be of similar construction;
 - Main entrance to the building: in the South- West adjacent to Junction 5 of the Relief Road, with paved pedestrian and cycle paths linking directly to the shared public footway/cycle route. The overhanging roof will provide shelter at the building's entrance;
 - Paved pedestrian areas at the building's perimeter: consisting of small element pre-cast concrete slab paving; and
 - The design proposals include the following hard landscaping elements, which are mostly situated at the rear of the building, away from the road frontage.

3. Development plan

- 3.1. The National Planning Policy Framework (published 27 March 2012) is a material consideration. The most relevant text is Section 8, Promoting Healthy Communities, Paragraph 72 and Section 4, Promoting Sustainable Transport, Paragraphs 29 – 41.
- 3.2. The appropriate development plan document for consideration is the East Hampshire District Council Local Plan Part 1: Core Strategy (adopted by EHDC on 8 May 2014 and by the South Downs National Park Authority on 26 June 2014). The most relevant policies for consideration are CSWB1

(Strategic allocation), CSWB2 (Sustainable economic development), CSWB5 (Design), CSWB7 (Waste), CSWB9 (Biodiversity), CSWB11 (New roads and traffic management on the A325), CSWB12 (Pedestrian and cycle routes), CSWB13 (Public transport), CSWB14 (Travel plans), CSWB15 (Local transport network improvements), CSWB16 (Travel monitoring), CSWB17 (Car parking), P7 (Contaminated Land), MOD1 (Buildings or Land Surplus to Requirements within Settlement Policy Boundaries), HE17 (Archaeological & Ancient Monuments), CP30 (Historic Environment), CP26 (Water resources/ water quality), CP29 (Design), CP21 (Biodiversity), CP3 (New employment provision), CP20 (Landscape)

3.3. The Future Skills Centre proposal falls within the boundary of the Louisburg Barracks, the redevelopment of which is subject to planning approval granted by East Hampshire District Council under planning permission reference: 55369/001. That permission approved a mixed use redevelopment of the site accommodating employment, residential uses together with public open space. Permission for the Relief Road through the site was approved as part of the hybrid outline planning application.

4. Consultations

4.1. **Councillor Carew** has been consulted but no comments have been received.

4.2. **East Hampshire District Council** raises no objection to the proposal subject to:

- Improved landscape screening and long term maintenance within the site, particularly at the eastern edge of the site, surrounding the cycle storage and within the parking area.
- No objections raised by the HCC ecology team or the Highway Authority
- Securing delivery of sustainability measures through ongoing monitoring.

4.3. **Whitehill Town Council** raises no objection to the proposal.

4.4. **East Hampshire District Council Environmental Health** raise no objection to the proposal subject to a condition restricting noise levels from plant, machinery and equipment during certain times of the day.

4.5. **Thames Water** raises no objection to the proposal.

4.6. **Defence Infrastructure Organisation** raises no objection to the proposal.

4.7. **Historic England** raises no objection to the proposal.

4.8. **Environment Agency** raises no objection to the proposal.

4.9. **Highway Authority** – Satisfied with most aspects of the proposal in terms of access, highway safety impacts and convenience but has requested further

information / justification for the number of car parking spaces provided on site. This issue is covered in the commentary section of this report.

4.10. **Natural England** has been consulted but no comments have been received.

5. Representations

5.1. No representations have been received in relation to this proposal.

6. Commentary

6.1. The principle of providing a Future Skills Centre within the employment area (Parcel G) of the Louisburg Barracks redevelopment was granted by East Hampshire District Council as part of the hybrid planning permission granted in 2014 under East Hampshire District Council (EHDC) outline planning permission 55369/01.

6.2. The Future Skills Centre proposal is also therefore in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB1 (Strategic Allocation), Policy CSWB2 (Economic Development), Policy CP3 (New employment provision) and East Hampshire District Council (EHDC) outline planning permission 55369/01 as the provision of a speciality skills centre has been identified as being important for the community and recognised as being a key piece of business critical infrastructure.

6.3. The Future Skills Centre's main aim is to promote future skills training, with a focus on the construction sector, alongside core, employability and enterprise skills. The Centre is intended to deliver a curriculum that is responsive to the future skills needs of employers and local businesses, and is to act as a valuable resource for the wider community.

6.4. The creation of a Future Skills Centre will:

- aim to address the construction worker demand created throughout the development period of Whitehill and Bordon;
- help address the wider construction skills shortage across the region and support the construction sector to meet growth demands in the wider Enterprise M3 area;
- maximise the job opportunities created for local people in Whitehill and Bordon as a result of the regeneration and help create a sustainable community;
- help meet the skills shortage whilst addressing relatively high youth unemployment, low participation in post 16 learning and Higher Education and the lack of accessible vocational provision within the area; and

- create confidence in Whitehill and Bordon as a place for skills and business and act as a catalyst to further market investment.
- 6.5. The East Hampshire District Council Economic Development Lead Officer for the wider Whitehill and Bordon regeneration project strongly supports the Future Skills Centre proposal and East Hampshire District Council confirms its support for the proposal in its response stating that: *“The Future Skills Centre forms an integral part of the broader regeneration of Whitehill and Bordon and is an important early step in this process. It aligns well with East Hampshire District Council aspirations to improve education, skills, opportunities and attainment”*.
- 6.6. The site is located at the northern edge of the town and the Louisburg Barracks site is large enough to create a character of its own. The outline planning permission for the Louisburg Barracks site (55369/001) has agreed the principle of a mixed use development within the wider Louisburg Barracks site. The site is screened to the north by woodland that falls outside the Red Line boundary for this planning application and the land remains in the ownership of the defence Infrastructure organisation (DIO).
- 6.7. Natural England was consulted on this proposal with particular regard to the location of this proposal close to the boundary of Walden Heath / Broxhead and Kingsley SSSI and SPA (Although the boundary is generally over 400m at the nearest edge of the SPA the Red Line plan boundary for the Future Skills Centre proposal is within 400m distance at one point of the SPA boundary).
- 6.8. Natural England has not responded to this proposal. However the scale and design of the Future Skills Centre (as a non residential learning centre) is considered to have a minimal impact on protected landscapes. The proposal sits well within the wider redevelopment of Louisburg Barracks and measures proposed for the wider Louisburg Barracks development, include an integrated green infrastructure involving a network of green corridors, protection and creation of habitat areas and SUDs drainage channels and ponds designed for nature conservation. In addition, the Whitehill & Bordon Masterplan proposes a number of Suitable Alternative Green Spaces (SANGs) including Bordon Inclosure located approximately 0.5km to the South-West of the Louisburg Barracks site.
- 6.9. The proposal is therefore in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB9 (Biodiversity), Policy CP21 (Biodiversity), Policy CP20 (Landscape) and the outline planning permission for the Louisburg Barracks site (55369/001).
- 6.10. The Future Skills Centre site is not located within close proximity of any residential properties and therefore will have no significant impact in this regard. East Hampshire District Council has raised no objection to this proposal. However the Environmental Health officer has recommended that cumulative noise levels from plant and building services are limited to those

provided in the Noise Impact Assessment for the Future Skills Centre proposal. This will be secured by a planning condition.

- 6.11. The position of the proposed Future Skills Centre is strategically important as it will be the first building encountered as people travel through the redeveloped Louisburg barracks along the Relief road. The important frontage to the Relief road and its roundabout junction is a significant opportunity to promote the centre and the adjacent employment zone. The design of the building is an appropriate signifier for the entrance to the wider Louisburg barracks and is in accordance with the outline planning permission for the Louisburg Barracks site (55369/001) and the East Hampshire District Local Plan: Joint Core Strategy Policy CSWB1 (Strategic Allocation), Policy CSWb5 (Design) and Policy CP25 (Design).
- 6.12. The design of the Future Skills Centre draws upon the particular context of the site location, and the accommodation requirements for the proposed building use as a Future Skills Centre and its technical requirements, with the objective of providing a high quality environment with good functionality.
- 6.13. The design of the proposed building has been developed in accordance with design principles of the Louisburg Barracks' masterplan and its design guidelines. The design of the Future Skills Centre also ensures long-term adaptability to suit other organisational structures and curriculum development which may be required in the future.
- 6.14. The proposed layout aims to make best use of the site by drawing upon its context, location and surroundings, and making assets of outdoor spaces. Incorporating the principles from the Louisburg Barracks guidelines (Aecom 2014a and b) from the outline planning permission for the Louisburg Barracks site (55369/001) the design has been influenced by:
 - The important road frontage to the Relief Road and its roundabout junction. This frontage provides a significant opportunity to promote the Centre and the adjacent employment zone;
 - Pedestrian and cycle routes bordering the site, including the location of road crossing points at the four-way junction;
 - The layout and levels of the proposed roads, suggesting a main pedestrian entrance at the South-West corner of the site, with vehicle access from the North;
 - Functional requirements for up to two-storey volumes in training workshops combined with height parameters proposed for a new building on this site by the Louisburg masterplan and design guidelines (Aecom 2014a and b). These suggest a height not exceeding 10m.
 - A sloping site, particularly in the eastern part;
 - Existing woodland enclosing the site on its North and East sides; and

- More open aspect to the South and West, providing potential views of Broxhead House and the new developments.
- 6.15. The building is designed as single-storey in order to best meet the essential requirement for training workshops, and provide for flexibility in use and future adaptability. Due to the internal ceiling heights required, the majority of the building is over 6m high, equivalent to a two-storey building. The height, therefore, complies with the design guidelines for the site.
- 6.16. The design adopts two distinct forms to reflect the building's functions and to provide a clear identity and a strong public presence on the frontage to the Relief Road. These are:
- 4.5m high glazed Concourse forming a buffer to the Relief Road. This has a slender 'floating' roof line with wide overhangs supported on tubular steel columns, many of which are positioned externally to provide an elegant layered and articulated facade. The glazed curtain wall has an open aspect onto the Relief Road and its roundabout junction, permitting good views to the outside and displaying the activities within;
 - 6.5m high Main Block of metal composite panels and higher north light roof forms incorporating: Teaching and office accommodation with roof-mounted natural ventilation 'stacks', fronting onto the proposed access road to the West (where traffic noise is reduced); Training workshops forming the largest element, which provide clear internal heights of 4m for construction and other learning activities. It faces North on to the car park and service area permitting ease of vehicle access;
- 6.17. The principal forms of construction and materials proposed are:
- **Structure:** The new building will generally be of steel framed construction with concrete, floors and foundations;
 - **Roofing:** The proposed design has a bituminous felt high performance insulated flat roofing system, to be laid on profiled metal decks. The decks will be perforated for acoustic absorption where forming exposed soffits in the workshops. An internal syphonic rainwater system is proposed for the Main Block with the Concourse having a gravity system with mostly external rainwater pipes;
 - **Windows and External Doors:** Windows, curtain walling and external doors will comprise a double-glazed aluminium system incorporating opening lights where required for ventilation. Electronically controlled opening lights / louvres are provided at high level in the Concourse and the workshops. The external glazing will generally have clear, low emissivity, solar control glass, apart from the North elevation where clear low emissivity glass will be used. The north light roof glazing will incorporate diffuse glass for glare control; and

- **External Walls:** The finish to the external walls will generally comprise vertical metal composite panels in two widths arranged to give a 'random' appearance. Coloured high pressure laminate or equivalent panels will be incorporated with signage at the main entrance.
- 6.18. The quality of the materials used in constructing the building is an important consideration for the success of the design and therefore a condition requiring submission of final materials to be used in the construction of the Future Skills Centre will be attached to this planning consent.
- 6.19. A BREEAM 2014 Pre-Assessment has been undertaken to assess the design proposals. The pre-assessment indicates an 'Excellent' performance rating should be achieved and the Local Planning Authority will expect this rating to be achieved. Full details describing the details of how this will be achieved have been submitted as additional information in a submission dated 18th September 2015 (ref: 5262/B1).
- 6.20. The building responds very positively to the design principles and parameters set by the outline planning permission for the Louisburg Barracks site (55369/001) and is in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB5 (Design) & Policy CP29 (Design) and sustainability objectives as set out in the National Planning Policy Framework.
- 6.21. East Hampshire District Council has noted some small issues where the landscaping could be enhanced to minimise the visual impact of the new built form. *"According to the landscape proposals the eastern edge of the site is proposed to be dry acid grassland, and bearing in mind the eastern elevation of the building has limited design details to add variety to this flank elevation, there is an opportunity to add additional native tree planting to screen / enhance the visual setting of the this gateway plot. In the south west corner of the Future Skills Centre proposal a cycle store and access ramp are proposed within a landscaped area. Additional landscape planting is recommended to screen these structures within the site. There is also scope to improve the visual impact through further tree planting within the parking area. Additional landscaping as described and a long term maintenance strategy for its up-keep will enhance the setting of this prominent gateway plot"*.
- 6.22. The Local Planning Authority is satisfied with the landscaping of the proposed Future Skills Centre (Plan Drawing No. WBFSC.S1-3.001) as it is appropriate for the scale, mass, form and setting of the building. The landscaping incorporates the principles established in the Louisburg Barracks masterplan, and the outline planning permission 55369/01 including formal planting to the Future Skills Centre's road frontage with less formal landscaping to the rear. The landscaping plan also ensures that there is continuity with the landscaping proposed as part of the Relief Road permission. Importantly the landscaping of the Future Skills Centre will provide an environment which is welcoming, distinct and legible to students, staff and all other members of the local community.

- 6.23. The Future Skills Centre proposal is therefore in accordance with East Hampshire District Council (EHDC) outline planning permission 55369/01, East Hampshire District Local Plan: Joint Core Strategy Policy CSWB9 (Biodiversity) and Policy CP20 (Landscape).
- 6.24. An ecological appraisal of the Skills Centre site was undertaken in August 2015 (Hampshire County Council) to support the planning application.
- 6.25. The appraisal assessed potential impacts arising from the proposed development and provides recommendations for mitigation measures. The ecological appraisal report recommends a series of local mitigation measures to deal with the ecological features of interest. Recommendations for soft landscaping proposals include having locally sourced planting species and species-rich grassland to attract insects for foraging bats and birds have been incorporated into the landscaping scheme (WBFSC.S1-3.001).
- 6.26. The Local Planning Authority advises that the construction management recommendations which include restricting vegetation clearance and excavations to specified times in late autumn and winter should be adhered to. Additionally the following precautions should also be observed if felling works are required for the construction phase of the proposal: Where practicable, avoid undertaking felling works at particularly sensitive times of the year for bat species (i.e. hibernation/maternity seasons); and soft-fell the trees under a precautionary method statement and supervision of a licensed bat-worker before and during the works.
- 6.27. The Future Skills Centre proposal is supported by an Archaeological Written Scheme of Investigation (WSI) which formed part of the Louisburg Barracks outline planning application 55369/001 (produced by Aecom: 2015). The WSI report describes the methodology and detailed requirements for an archaeological watching brief during excavation works undertaken as part of the site clearance, and demolition operations related to the Relief Road. A similar approach is recommended for the development of the Future Skills Centre.
- 6.28. There will be no physical impacts on the four remaining heritage assets which were identified within the immediate vicinity of the proposed Future Skills Centre (approximately 100m). Broxhead House is one of these assets to be retained as it is considered to have architectural and historical significance. East Hampshire District Council has noted that *“the Location and design of the Future Skills Centre will compliment the refurbishment of Broxhead House on the site opposite”*.
- 6.29. The Futures Skills Centre Proposal is therefore in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy HE17 (Archaeological & Ancient Monuments), Policy CP30 (Historic Environment) and the outline planning permission for the Louisburg Barracks site (55369/001).

- 6.30. As part of the proposal a new road is proposed to allow access to the Future Skills Centre (and also enable future access to adjacent Defence Infrastructure Organisation land allocated for future development in the adjacent employment area as designated in the EHDC outline planning permission (55369/001) for the redevelopment of Louisburg Barracks). The Future Skills Access road links to Junction 5 of the planned new Relief Road.
- 6.31. The details shown in the Access Road General Arrangement (Plan Drawing No.EC/RJ511116/101 are in accordance with the outline planning permission for the Louisburg Barracks redevelopment (EHDC outline planning permission 55369/001). However the Highways Authority has noted that there is no verge/footway shown within the Red Line plan boundary to the north west section of the proposed access road and there is no obvious reason for this omission. However as this is not a significant issue in terms of the future development of the Future Skills Centre the Highway Authority has recommended that this verge/footway is instead incorporated in to any future development proposal within the adjacent designated employment area of the Louisburg Barracks site.
- 6.32. Vehicles will enter the site via a single entry point on the northern boundary of the site. A manual barrier will be in operation which will be held open during the hours that the proposed Future Skills Centre is open for use. The Site has in-built access links for goods deliveries (i.e. material used for teaching on courses) and emergency vehicles. Tracking information for fire appliances, large removal and delivery vans, small skip lorries and refuse lorries has been provided as part of the application in Plan Drawings No. EC/RJ511116/102, EC/RJ511116/103, EC/RJ511116/104 and EC/RJ511116/105 and the Highway Authority is satisfied that access is adequate for these purposes.
- 6.33. A Transport Statement has been submitted with the Future Skills Centre proposal alongside a Framework Travel Plan. The Highway Authority is satisfied that the Transport Statement builds on a range of previous submitted documentation for the Whitehill and Bordon Relief Road (which will run east west through the site) and is able to demonstrate compliance with both Hampshire County Council's Traffic Management Strategy for Whitehill and Bordon and East Hampshire District Council's outline planning permission (55369/001) for the redevelopment of Louisburg Barracks.
- 6.34. At present, public transport is restricted to the following regular bus routes: No. 13 - running between Basingstoke/Alton via the centre of Bordon to Liphook; No.18 - running between Aldershot/Farnham via Whitehill and Bordon to Haslemere. During daytime hours, these Stagecoach services run along the A325, generally at no more than hourly intervals. There is also a recently introduced Bordon Eco- Town bus service running routes within the Whitehill/Bordon area, with services to Bordon Camp at approximately two hour intervals during the daytime.

- 6.35. As part of the wider development of Whitehill and Bordon it is anticipated that new bus routes will be introduced and access to the Louisburg development will be improved in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB13 (Public transport).
- 6.36. There is a reasonably good existing footway network in the Whitehill and Bordon area which will be supplemented by the provision of a footway/cycleway along the northern and southern sides of the new Relief road. The footway / cycleway has also been incorporated into the access for the Future Skills Centre proposal to encourage students and staff to access the Future Skills Centre without travelling by car in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB1 (Strategic Allocation), Policy CSWB12 (Pedestrian and cycle routes) and in line with policies set out in the National Planning Policy Framework relating to sustainability and sustainable transport options.
- 6.37. It is anticipated that the Future Skills Centre will be open for core curriculum users between 08:30 and 17:00 with the building in full use throughout the day. Courses are likely to be run for a whole day or could be split into morning and afternoon courses which could create a midday peak. Evening and weekend courses may be run from the site. However, as these would be outside of normal operational hours (and peak traffic times), the Highway Authority is satisfied that they will not have a significant impact on the Relief road or new access spur road.
- 6.38. The Highway Authority notes that within the Transport Statement the worst case scenario of all staff and students travelling to the Future Skills Centre by car could reasonably be expected initially (as the improved public transport links to the site may not be provided until the wider site development has progressed). This would result in 140 cars at peak times accessing the site and requiring parking.
- 6.39. A target modal split for staff and students travelling to the site has therefore been included within the Transport Statement. Whilst the Highway Authority recognise that the data used in this assessment is a suitable target modal share for inclusion in the full Travel Plan, it is not deemed to be indicative of the likely modal share when the Future Skills Centre opens. The target modal share identifies a shortfall of 36 car parking spaces that would need to be provided elsewhere (off site).
- 6.40. The current Hampshire County Council On-Site School Parking Guideline (2013) would require up to 12 spaces for 12 staff, dependant on the split between teaching and non teaching staff. As the staffing requirement is not confirmed yet for the Future Skills centre the Highway Authority recommends that an allocation of 12 car parking spaces is required.
- 6.41. Student parking provision for 16+ colleges and further education colleges is stated within the current HCC On-Site School Parking Guideline (2013) as being identified on a site specific basis, justified with reference to the Transport Statement/Transport Assessment and Travel Plan. For the Future

Skills Centre site, it has been estimated that 34 spaces will be required for the approximately 128 students attending the site although robust justification for this figure has not yet been provided.

- 6.42. It is proposed that car parking for 40 cars will be provided (including two accessible bays) plus 7 powered two-wheeler spaces and 20 spaces for cycles. If the target modal split is achieved this will result in a shortfall of 36 spaces that will need to be provided elsewhere (off site). If the worst case scenario of 100% of staff and student car use occurs then a shortfall of 100 parking spaces will need to be met elsewhere. The Highway Authority has subsequently requested further justification for the proposed provision of 40 spaces for 140 students and staff and has not provided a full recommendation on this aspect of the proposal until it has considered this additional information.
- 6.43. The project delivery team on behalf of the applicants for the Future Skills Centre has stated that it is committed to working in partnership with the Highway Authority and the Homes and Communities Agency to ensure that car transport is minimised as far as possible and sustainable transport options are promoted where possible to access the Future Skills Centre. The applicant has acknowledged that there may be a lag between the opening of the Future Skills Centre and the full development of an enhanced public transport system which may result in the potential requirement for off-site car parking during the initial period of the Future Skills Centre opening.
- 6.44. The project delivery team on behalf of the applicants has committed to further assessing the provision of car parking on and off site working in partnership with the HCA and other neighbours on the Louisburg Barracks site to provide a suitable location and volume for off site car parking as may be required by the Highway Authority.
- 6.45. Upon review the applicant has provided two updated models for consideration by the Highway Authority. The first model assumes that there are no improvements in Public Transport to the site (with only hourly bus timetables) and the second model provides for an improved transport infrastructure and full promotion of car sharing with a subsequent 50% reduction in car demand.
- 6.46. The applicant has also re-examined the numbers of students who are likely to be at an age when they are driving and have updated their transport modelling accordingly. The applicants have also applied 1:1 parking to FTE as requested by the Highway Authority. This results in an under provision of 30 places in the short term i.e. 70 parking spaces may be needed against 40 being provided. In this scenario a further 30 offsite spaces will be required.
- 6.47. Using the same methodology the applicant has also updated its medium term modal split which assumes a higher local population and an improved public transport infrastructure. In this scenario the number of car and powered two-wheeler parking spaces provided meets anticipated demand.

- 6.48. It is acknowledged that the adequacy of car parking provision is an issue. However as the Highway Authority has stipulated that a full Travel Plan will be required it is proposed that a condition be attached to the consent requiring the submission of a full Travel Plan for the Future Skills Centre prior to occupation, a requirement of which will be to include details confirming that suitable off site parking arrangements (location and volume) have been secured once the likely impacts of travel patterns for the Future Skills Centre have been finalised and agreed by the Highway Authority.
- 6.49. A Construction Management Plan should be produced prior to work commencing on the construction phase of this proposal. The Construction Management Plan will include lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.
- 6.50. Based on an analysis of the access arrangements and transport related information provided as part of this application, the Futures Skills Centre Proposal is considered to be in accordance with East Hampshire District Local Plan: Joint Core Strategy Policy CSWB11 (New Roads and traffic management on the A325), Policy CSWB12 (Pedestrian and cycle routes), Policy CSWB13 (Public transport), Policy CSWB14 (Travel Plans), Policy CSWB15 (Local transport network improvements), Policy CSWB16 (Travel Monitoring) and Policy CSWB17 (Car Parking) and the outline planning permission for the Louisburg Barracks site (55369/001).

7. Recommendation

- 7.1. That planning permission be granted for the construction of a new Future Skills Centre (to promote future skills training, with a focus on the construction sector, alongside core, employability and enterprise skills) alongside a new access road for the Future Skills Centre site subject to the conditions listed in Integral Appendix B.

Appendices:

Integral Appendix A – Corporate or Legal Information

Integral Appendix B – Conditions

Integral Appendix C – Annexe to Reasons for Conditions

Appendix D - Location Plan

Appendix E – Site Plan

Appendix F – Constraints Plan

RefRpt/6995/NM

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

Hampshire safer and more secure for all:	N/A
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	N/A
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	N/A
Corporate Improvement plan link number (if appropriate):	
OR	
This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council exercising its powers under Regulation 3 of the Town and Country Planning General Regulations 1992.	

Section 100 D - Local Government Act 1972 - background documents

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

Document

New Future Skills Centre for vocational training of mainly post-16 students with a focus on the construction sector alongside employability and enterprise skills, the new building is part of the Louisburg Barracks redevelopment, the application includes a new access road from the proposed new Relief Road

Location

Elizabeth II Court West, The Castle, Winchester, SO23 8UD

CONDITIONS

Timescale

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

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

Plans and Particulars

2. The development hereby permitted shall be carried out and completed strictly in accordance with the approved plans, specifications and written particulars identified within the decision notice

Reason: To ensure that the development is carried out in accordance with the approved details.

Hours of Working

3. No work relating to the construction of the development approved, including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials, shall take place before 0800 or after 1800 Monday to Friday inclusive, before 0800 or after 1400 on Saturday and not at all on Sunday or recognised public holidays.

Reason: To protect the amenities of occupiers of nearby properties.

Materials

4. Samples and/or details of the materials and finishes to be used for the external walls and roofs of the proposed buildings shall be submitted to and approved by the Local Planning Authority prior to commencement of the development. The development shall be implemented in accordance with the approved details.

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

Highways

5. Occupation of the building shall not commence until provision of the access road for the Future Skills Centre is completed (Plan Drawing No. EC/RJ11116/101) and the provision of car parking has been agreed with the Local Planning Authority.

Reason: In the interests of highway safety.

6. The development hereby permitted shall not become operational until such time as a supporting full Travel Plan has been produced and agreed by the Local Planning Authority. The full Travel Plan shall include details confirming that suitable on and off site parking arrangements (location and volume) have been secured once the likely impacts of travel patterns for the Future Skills Centre have been finalised and agreed with the Highway Authority.

Reason: To minimise trip generations associated with the development by the private car and encourage the use of alternative means of travel.

Landscaping

7. The Landscaping Scheme shall be implemented as approved (Plan Drawings No. WBFSC.S1-3.001 RevC and WBFSC.S1-3.002). Any trees or shrubs which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of visual amenity.

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

Reason: In the interest of preserving the natural features of the site.

9. Noise from plant, machinery and equipment at the Future Skills Centre shall not exceed 40 dBLAeq (for more than 1 hour between 07:00 to 23:00) and 35 dBLAeq (for more than 15 minutes between 23:00 to 07:00) measured one metre from the nearest noise sensitive premises. If noise exhibits tonal or impulsive characteristics then a suitable penalty should be added to the calculated noise levels in accordance with BS4142:2014.

Reason: To prevent noise disturbance to the residents of the nearest houses.

Advice Notes

- 1) In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 2) The preparation of a construction Traffic Management Plan, including lorry routes, parking and turning provision to be made on site & measures to prevent mud from being deposited on the highway is advised to ensure the safety the general public.
- 3) Construction management recommendations which include restricting vegetation clearance and excavations to specified times in late autumn and winter should be adhered to. Additionally the following precautions should also be observed if felling works are required for the construction phase of the proposal: Where practicable, avoid undertaking felling works at particularly sensitive times of the year for bat species (i.e. hibernation / maternity seasons); and soft-fell the trees under a precautionary method statement and supervision of a licensed bat-worker before and during the works.

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

EAST HAMPSHIRE DISTRICT LOCAL PLAN: JOINT CORE STRATEGY

Adopted by East Hampshire District Council - 8 May 2014
and by the South Downs National Park Authority - 26 June 2014

CP3 NEW EMPLOYMENT PROVISION

The Policy for employment provision and distribution in the District is to provide land for employment use in the main settlements in the District in the period up to 2028 as follows:

- a) About 9.5ha of land for employment use in Whitehill & Bordon (see Policy CSWB2 for details).
- b) About 7ha of employment land in Alton.
- c) About 3ha of employment land in Petersfield.
- d) About 2ha of land in Horndean for industrial (B2) and business use (B1).

CP5 EMPLOYMENT AND WORKFORCE SKILLS

Planning permission will be granted for development that:

- a) improves workforce skills and employability;
- b) promotes and supports skills and employment provision in existing business clusters and high growth sectors;
- c) secures local skills and training provision and employment on significant development, particularly with regard to construction skills and employment;
- d) addresses barriers to employment for the unemployed people of East Hampshire.

CP20 LANDSCAPE

The special characteristics of the district's natural environment will be conserved and enhanced. New development will be required to:

- a) conserve and enhance the natural beauty, tranquillity, wildlife and cultural heritage of the South Downs National Park and its setting, and promote the opportunities for the understanding and enjoyment of its special qualities, and be in accordance with the ambitions within the emerging South Downs Management Plan;
- b) protect and enhance local distinctiveness sense of place and tranquillity by applying the principles set out in the district's Landscape Character Assessments, including the Community/Parish Landscape Character Assessments;
- c) protect and enhance settlements in the wider landscape, land at the urban edge and green corridors extending into settlements;
- d) protect and enhance natural and historic features which contribute to the distinctive character of the district's landscape, such as trees, woodlands, hedgerows, soils, rivers, river corridors, ditches, ponds, ancient sunken lanes, ancient tracks, rural buildings and open areas;
- e) incorporate appropriate new planting to enhance the landscape setting of the new development which uses local materials, native species and enhances biodiversity;
- f) maintain, manage and enhance the green infrastructure networks (see Policy CP28 Green Infrastructure).

Priority will be given to working with landowners and others in order to ensure that land management practices improve public access to the countryside, conserve and enhance valued landscapes of major importance for wild flora and fauna, and restore landscapes where valued features have been lost or degraded.

CP21 BIODIVERSITY

Development proposals must maintain, enhance and protect the District's biodiversity and its surrounding environment. New development will be required to:

- a) maintain, enhance and protect district wide biodiversity, in particular the nature conservation designations (see Map 2).
 - i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar (International);
 - ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves (National);
 - iii) Sites of Importance for Nature Conservation (SINC) (Hampshire) and Local Nature Reserves (LNR).

b) extend specific protection to, and encourage enhancement of, other sites and features which are of local value for wildlife, for example important trees, rivers, river corridors and hedgerows, but which are not included in designated sites.

c) contribute towards maintaining a district-wide network of local wildlife sites, wildlife corridors and stepping stones between designated sites and other areas of biodiversity value or natural green space. This will help to prevent the fragmentation of existing habitats and allow species to respond to the impacts of climate change by making provision for habitat adaptation and species migration. This is supported by Policy CP28 (Green Infrastructure) and the District's Green Infrastructure work.

d) ensure wildlife enhancements are incorporated into the design to achieve a net gain in biodiversity by designing in wildlife and by ensuring that any adverse impacts are avoided where possible or, if unavoidable, they are appropriately mitigated for, with compensatory measures only used as a last resort.

e) protect and, where appropriate, strengthen populations of protected species;

f) protect and enhance open spaces in accordance with the District's 'Open Space, Sports and Built Facilities Study', Policy CP17 (Protection of open space, sport & recreation) and Policy CP28 (Green Infrastructure). The provision of open space should be in advance of the relevant new developments being occupied.

CP26 WATER RESOURCES/WATER QUALITY

Development will be required to protect the quality and quantity of water, and make efficient use of water. Development will be permitted provided that:

a) it protects and enhances the quality and quantity of groundwater, surface water features and controls aquatic pollution to help to achieve the requirements of the European Water Framework Directive;

b) it has an adequate means of water supply (even in a drought), sufficient foul and surface water drainage and adequate sewage treatment capacity. Development must be phased to take into account the timing of any water and/or wastewater infrastructure required which must be in place prior to the occupation of development. The developer must show that additional provision or improvement of local infrastructure is required and demonstrate that adequate funding is available for that infrastructure in advance of development taking place;

c) demand management technologies are incorporated to meet the appropriate levels of the Code for Sustainable Homes as set out in Policy CP24.

Development within Groundwater Source Protection Zones will only be permitted provided that it has no adverse impact on the quality of the groundwater source or a risk to its ability to maintain a public water supply.

Proposals by service providers for the delivery of wastewater services to meet the needs generated by new development and by existing communities will be encouraged and/or permitted, subject to other relevant policies.

The Council and National Park Authority have a duty to take account of the Water Framework Directive (WFD) objectives. Any development which will impact on a known water body will be required to seek out opportunities to introduce mitigation and enhancement measures to help ensure the objectives of the WFD are met. The site identified for the Havant Thicket reservoir will be safeguarded from development (see Map 3).

CP29 DESIGN

The District's built environment must be of an exemplary standard and highly appealing in terms of visual appearance. All new development will be required to respect the character, identity and context of the district's towns, villages and countryside and must help to create places where people want to live, work and visit.

New development will be required to:

- a) seek exemplary standards of design and architecture with a high quality external appearance that respect the area's particular characteristics;
- b) take particular account of the setting and context of the South Downs National Park where relevant, be in accordance with the National Park purposes and duty if in the National Park and take account of these purposes and duty where the National Park's setting is affected;
- c) reflect national policies in respect of design, landscape, townscape and historic heritage;
- d) ensure that the layout and design of development contributes to local distinctiveness and sense of place, and is appropriate and sympathetic to its setting in terms of its scale, height, massing and density, and its relationship to adjoining buildings, spaces around buildings and landscape features;
- e) ensure that development makes a positive contribution to the overall appearance of the area by the use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability;
- f) make provision for waste and recycling bin storage and collection within the site;
- g) be designed to the Lifetime Homes Standard as appropriate;
- h) take account of local town and village design statements, neighbourhood plans that identify local character and distinctiveness and the design elements of parish and town plans and conservation area appraisals;
- i) be accessible to all and designed to minimise opportunities for crime and antisocial behaviour without diminishing the high quality of the overall appearance;
- j) embrace new technologies as a considered part of the design and in a way which takes account of the broader impact on the locality;

k) provide car parking in a way that secures a high quality environment and is conveniently located, within curtilage wherever possible, taking account of relatively high levels of car ownership where necessary.

CP30 HISTORIC ENVIRONMENT

Development proposals must conserve and, where possible, enhance the District's historic environment. All new development will be required to:

- a) conserve and enhance the cultural heritage of the South Downs National Park if in the National Park and take account of this cultural heritage where the National Park's setting is affected;
- b) reflect national policies in respect of design, landscape, townscape and historic heritage;
- c) conserve, enhance, maintain and manage the district's heritage assets and their setting including listed buildings, conservation areas, Scheduled Ancient Monuments, archaeological sites and Historic Parks and Gardens;
- d) ensure that the development makes a positive contribution to the overall appearance of the local area including the use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability;
- e) take account of local conservation area appraisals and town and village design statements where they exist.

POLICY CSWB1 STRATEGIC ALLOCATION

Land at Whitehill & Bordon is identified as a strategic allocation for future development as shown on the key diagram and on the Proposals Map. New development will be designed to create a green town that responds to the challenges of climate change, in an innovative and responsive way. It will be an exemplar of a modern sustainable community in terms of places of work, schools, travel planning, promoting and supporting healthier lifestyles, provision of local services and sustainable use of resources.

Proposals for new development within the strategic allocation must:

- a) Include sustainable development principles;
- b) Provide up to 2,725 new homes over the Plan period and phased delivery of up to 4,000 new homes, employment provision (about 5,500 new jobs), a new town centre (with up to 23,000 sqm of retail floorspace). This development will be provided at a balanced rate to ensure that housing and employment are available together to reduce the instances of in and out commuting;
- c) Provide supporting social and physical infrastructure, including a range of convenience and comparison shopping, health, community and leisure facilities centred around a new town centre and new neighbourhoods, together with appropriate education provision for pre-school, primary and secondary and adult education required as a result of the development to attract families and

businesses to the area; allow people to work from home, to reduce leakage of expenditure and to reduce levels of out-commuting;

d) Be carried out in a comprehensive manner in line with the Infrastructure and Delivery Plan that sets out how the rate of development will be linked to the respective phases of the development; and ensure that the necessary infrastructure, required as a result of development has been secured and delivered in parallel with the new developments;

e) Improve transport links from the surrounding settlements to the town, and within the town, providing opportunities to reduce reliance on the private car and encourage other modes including any necessary mitigation measures required as a result of development, to be funded by the developer, to ensure the continued safe and efficient operation of the strategic and local road networks;

f) Maximise the opportunities from being a gateway to the adjoining South Downs National Park;

g) Take account of the settlement policy boundary which defines the edge of the built-up area within which development will be allowed, provided it complies with the principles of development set out in this chapter and with the rest of the policies in the Development Plan;

h) Take account of the Eco-town Policy Zone (see Map 4) which shows the area within which Eco-town standards will be applied and where Eco-town support funds may be available for retrofitting of existing housing stock and for infrastructure improvements.

POLICY CSWB2 SUSTAINABLE ECONOMIC DEVELOPMENT

Development Proposals must:

a) Take into account Policies CP3 to CP9 in the Local Plan: Joint Core Strategy which set out the approach to achieving sustainable economic development;

b) Help to make the town an attractive and vibrant place with a clear economic function that provides an exceptional quality of life;

c) Submit an economic strategy at the time of a planning application for the new development to show how access to work opportunities will be achieved. The strategy should also set out facilities to support job creation in the town and as a minimum there should be access to one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport;

d) Encourage the development of a high quality skilled local workforce with easy access to a range of good local employment opportunities to reduce out commuting and to economically link the surrounding villages with Whitehill & Bordon.

Land is broadly identified at three sites for employment use as illustratively shown on the Proposals Map on a total area of 12.3 ha (gross) of employment land, out of which about 9.5ha (gross) will be delivered in the Plan Period.

The sites are at:

- Louisburg Barracks (northern half 7.94 ha gross)
- Viking Park (4.09 ha gross)
- Quebec Barracks. (a small portion to meet the onsite housing provision) (0.25 ha gross)

Development will also be permitted on a variety of sites and premises within the town. Small/medium sized business premises for high tech, innovative companies will be provided in town centre locations and residential areas. Such uses will be encouraged to cluster together in an eco-business park for green technologies. Investment will be encouraged by those businesses which share the vision.

POLICY CSWB5 DESIGN

In addition to the criteria set out in Policies CP29 and CP30 new development should:

- a) demonstrate an integrated approach to sustainable design to achieve the policy requirements on energy, water, transport, green infrastructure and biodiversity;
- b) be in accordance with the character area design codes, design guidance, the neighbourhood quality charter and Town Design Statement;
- c) where opportunities arise, for example in the new town centre, incorporate taller landmark or locally distinctive ex-military buildings into the overall design to create an identity to the town and the overall development area.

POLICY CSWB7 WASTE

Planning applications should include a sustainable waste and resource plan covering both domestic and non-domestic waste. The plan should consider:

- a) The use of arboricultural arisings and farm waste as biomass fuel;
- b) The use of locally generated waste as part of the energy solution for the town;
- c) Composting schemes;
- d) Using organic waste for anaerobic digestion.

POLICY CSWB9 BIODIVERSITY

Development proposals must protect and enhance the biodiversity of Whitehill & Bordon and the surrounding environment (see Policies CP19 and CP20). Development at Whitehill & Bordon will be guided by its Habitats Regulations Assessment, Green Infrastructure Strategy and Local Biodiversity Action Plan. All development must show a net gain in biodiversity, secure existing and create new wildlife habitats supported by long term management plans and show that there are no adverse significant effects on the integrity of any European designated site.

The Whitehill & Bordon Habitats Regulations Assessment, Green Infrastructure Strategy and Local Biodiversity Action Plan includes approaches for monitoring, conserving and enhancing biodiversity. Planning applications will support and apply these documents on a site-by-site basis.

No part of the Whitehill & Bordon development will be permitted within 400 metres of the Wealden Heaths Phase II SPA. Proposed employment development at Louisburg Barracks, which falls within the 400 metre zone, would be permitted if adequate measures have been put in place to avoid or mitigate any potential adverse impacts on the SPA. Such measures must be agreed with Natural England and the planning authority.

Where avoidance and mitigation, as required in the Habitats Regulations Assessment, takes the form of provision of a Suitable Alternative Natural Greenspace (SANG), a minimum requirement of 8 hectares of land should be provided per 1,000 new occupants (after discounting to account for the existing ecological value of sites and for current access and capacity within reasonable access of the new dwellings). Provision is made in the masterplan for approximately 127 hectares of SANGs and 30 hectares of SANG network.

Integrated Access Management provision should be delivered throughout the local European designated sites and other greenspaces, such as SANGs over a period of time as determined by Natural England and the planning authority, but not less than 80 years. This should include an approach that allows the delivery of self-sustaining management and monitoring regimes.

POLICY CSWB11 NEW ROADS AND TRAFFIC MANAGEMENT ON THE A325

Development proposals will deliver:

- a) the construction of an Inner Relief Road through the new development area to provide access to the development sites and to enable the redesign of the A325 which will enhance the town centre area;
- b) a scheme of traffic management works on the existing A325 corridor;
- c) a network of interconnecting streets to ensure that the development areas are accessible and to reduce the distance needed to travel within the town to key destinations by walking, cycling and by car.

POLICY CSWB12 PEDESTRIAN AND CYCLE ROUTES

Development proposals will provide:

- a) A comprehensive network (Green Grid) of well signed walking and cycling routes separated from the road where possible, in and around the town and linking to other destinations. Proposals must include safe, convenient and attractive travel options for non-car modes of travel from the home to the town's facilities, schools, service and employment areas;

b) High quality cycle parking facilities within its neighbourhood centres, the town centre, at employment locations and within each residential area.

POLICY CSWB13 PUBLIC TRANSPORT

Development proposals will deliver:

a) a high-quality, frequent, modern and attractive public transport system, comprising a 'three-tiered' bus system offering town-wide services, local services and strategic services to key destinations;

b) high-quality bus infrastructure throughout the development;

c) a Transport Hub within the new town centre to provide a focal point for all town travel information and services. Neighbourhoods will include 'Sub-Hubs' to act as local information points.

POLICY CSWB14 TRAVEL PLANS

Development proposals will ensure the implementation of a Town-wide Travel Plan which provides an innovative and comprehensive balanced package of measures to encourage smarter travel choices to be made and to maximise opportunities for sustainable travel. The Town-wide Travel Plan will be supported by individual Travel Plans for significant travel generators within the town, including major employers, retailers and schools.

POLICY CSWB15 LOCAL TRANSPORT NETWORK IMPROVEMENTS

Development proposals must include targeted improvements to the local transport network. The targeted improvements will be phased with development and shall include engineering measures within local villages and on key routes to discourage inappropriate traffic usage.

POLICY CSWB17 CAR PARKING

Development proposals will provide car parking in accordance with the Car Parking Strategy for Whitehill & Bordon. The strategy balances the need for car parking with the need to promote sustainable transport.

East Hampshire District Council Planning Permission 55369/001

HYBRID APPLICATION:

1) Outline application (all matters reserved, with the exception of some access) for a mixed-use development comprising: at least 2.94 hectares of employment land with up to 15,288m² of business (Class B1), general industry (Class B2) and training (Class D1) floorspace (GEA) of which no more than 3,000m² is to be within Class D1; up to 13.08 hectares net developable residential land comprising up to 500 residential units (Class C3) including the retention of Amherst House; laying out of at least 3.38 hectares of public open space including provision of

play facilities and landscaping; and associated works including demolition of existing structures and hardstanding, earthworks, remediation, construction of means of access, utilities service diversions, connections and ancillary structures, means of enclosure, car parking, street lighting, sustainable drainage systems, tree removal and tree protection areas; and 2) Full application for the development of a 970 metre section of highway incorporating three roundabout type junctions and associated earthworks, lighting, soft landscaping, surface water drainage and utilities conduits. Permission 26/11/2014