

23 April 2015  
Planning Committee

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.