



CROOKHAM VILLAGE PARISH COUNCIL OBJECTS TO:

14/00504/OUT

Outline planning application for up to 315 residential units, land for up to 1,050m² D1 floorspace for a GP surgery including pharmacy and up to 370m² A1 retail floorspace for a convenience foodstore and associated access, open space, playing pitches including MUGA and car park, landscaping, Suitable Alternative Natural Greenspace (SANG) including car park and improvements to the A287/Redfields Lane junction (**means of access into the main site to be considered, all other matters reserved**)

at Land At Watery Lane Church Crookham Fleet Hampshire

ON THE FOLLOWING GROUNDS:

Access

1. The proposed access roundabout on Redfields Lane will open up the entrance to the site and have a severe adverse effect on the rural aspect of the street scene at that point.
2. The geometry of the proposed roundabout means that visibility towards vehicles coming from the A287 will be very restricted unless roadside vegetation is kept well back from the carriageway, which would further urbanise the street scene.
3. The combined effect on road safety and vehicle manoeuvring of adding a further major access to a stretch of road where there are already multiple access points has not been properly addressed.
4. The proposed secondary access from Danvers Drive via Zebon Copse Estate is not at all suitable for everyday vehicular use and must be closed to normal traffic. Use by emergency vehicles would be compromised by the narrow (at 4.1m barely wide enough for 2 cars to pass) final section of Danvers Drive, which also suffers obstruction from overspill parking from Zebon Copse Centre, especially when football is in progress.
5. The developer's rejected this council's proposals during the pre-application phase for infrastructure and parking enhancements to cater for the 30% increase in population and the additional sports pitches they propose. See Martin Grant letter at [Annex A](#). The result would be that sports users would wish to park adjacent to the existing changing rooms and hence deny parking to other users of the community facilities at Zebon Copse Centre, which would threaten the financial viability of the whole facility. Furthermore, existing problems with overspill parking on the narrow approach road and beyond would be made significantly worse. Proposed access to the suggested new sports facilities is therefore quite unsustainable.
6. It is doubtful that a viable bus route can be devised to serve both the new estate and the existing population without adversely affecting the current provision. The suggested route via the secondary access onto Danvers Drive is quite unsuitable for the size of bus currently used on local routes because of the narrow section at the Albany Stables end of Danvers Drive, which includes a blind bend, and also the combined effect of on-street parking and sharp corners on both possible routes to and from Brandon Road. This restricted access has seemingly not been taken into account when making the unsubstantiated assumption that a bus route can be provided for this new development.

Strategic Planning

7. Hart District Council (HDC) has long relied on a series of ad hoc enclave developments such as this one instead of implementing a strategic long-term plan with appropriate and expandable infrastructure and transport links, contrary to the objectives required by the NPPF:

7.1. NPPF para 17:

actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;

8. HDC currently lacks a coherent strategic vision to cater for the significant long-term building programme that derives from its Strategic Market Housing Assessment. Enclaves around existing settlements can no longer meet this significant requirement for additional housing and a fresh start needs to be made on a new settlement with layout and facilities to cater for inevitable further growth even beyond the current emerging plan period.
9. Bowing to short-term pressures to build on inappropriate sites such as this one would also serve to reduce the number of houses available to be allocated to a new settlement in the emerging plan period and thus compromise the viability of the only sustainable way forward in the longer term.

10. Site Location

11. The site is outside the settlement boundary on agricultural land remote from facilities and lacking nearby supporting infrastructure. Furthermore, this new enclave would cause significant loss of amenity to adjacent residential areas and is thus contrary to HDC saved policies RUR2, GEN1 and CON22:

RUR 2

DEVELOPMENT IN THE OPEN COUNTRYSIDE, OUTSIDE THE DEFINED SETTLEMENT BOUNDARIES, WILL NOT BE PERMITTED UNLESS THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT IT IS SPECIFICALLY PROVIDED FOR BY OTHER POLICIES IN THE LOCAL PLAN, AND THAT IT DOES NOT HAVE A SIGNIFICANT DETRIMENTAL EFFECT ON THE CHARACTER AND SETTING OF THE COUNTRYSIDE BY VIRTUE OF ITS SITING, SIZE AND PROMINENCE IN THE LANDSCAPE.

GEN 1

PROPOSALS FOR DEVELOPMENT WHICH ACCORD WITH OTHER PROPOSALS OF THIS PLAN WILL BE PERMITTED WHERE THEY:

- (ii) Avoid any material loss of amenity to existing and adjoining residential, commercial, recreational, agricultural or forestry uses, by virtue of noise, disturbance, noxious fumes, dust, pollution or traffic generation;
- (iii) Cause no material loss of amenity to adjoining residential uses, through loss of privacy, overlooking or the creation of shared facilities;

CON 22

DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CHARACTER OR SETTING OF A SETTLEMENT, OR LEAD TO THE LOSS OF IMPORTANT AREAS OF THE DEVELOPMENT OF OPEN LAND AROUND SETTLEMENTS, WILL NOT BE PERMITTED WHERE IT WOULD:

- ii) Obstruct significant public views out of the settlement;

iii) Result in the loss of "green fingers" important to the structure and amenity of the settlement;
Land immediately outside settlement boundaries may be important to the form and character of a settlement, providing both the foreground and the background views of the settlement from a distance and opportunities for views from the settlement. In some instances it may form fingers of open land which penetrate into the settlement and are an essential part of its character and appearance. When development is proposed it is important that these considerations are not overlooked and this policy provides a basis for their protection.

12. The development would have a significant and adverse effect on the visual outlook from established public rights of way, contrary to saved policy CON23:

CON 23

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD SERIOUSLY DETRACT FROM THE AMENITY AND CONSEQUENT RECREATIONAL VALUE OF WELL-USED FOOTPATHS AND OTHER PUBLIC RIGHTS OF WAY IN THE COUNTRYSIDE CLOSE TO MAIN SETTLEMENTS BY REDUCING THEIR RURAL CHARACTER OR DETRACTING FROM SIGNIFICANT VIEWS.

13. Development in this sector of Fleet/Church Crookham Fleet has been piecemeal and unstructured with the result that a series of enclaves with limited community infrastructure has sprawled over the countryside leaving in its wake such convoluted road layouts that it is impossible to devise sustainable public transport routes to serve the whole of the existing community. This site would add further convolution to the road network and generate yet another semi-isolated enclave with no community focus and challenging public transport deficiencies.
14. In dismissing appeal APP/N1730/A/06/2019751 (05/01501/COU) for conversion of a barn immediately adjacent to this site, the inspector stated: "It would harm the rural character and recreational value of this part of Watery Lane, which is a bridleway, and would also detract from the attractive countryside setting of the settlement. For these reasons the proposal would be contrary to policies GEN 1, RUR 2, CON 22 and CON 23 of the LP." The same objection applies to this application.

Flooding

15. Parts of the site, including areas indicated for both sports and housing, lie within the flood plains of the tributaries of the River Hart that run through the site. These flood-plain areas are an essential element of local hydrology because the streams feed into a restricted culvert under the Basingstoke Canal which forms part of flood-alleviation measures against further flooding downstream in the area of Stroud Lane along Crondall Road. There is no additional capacity for coping with pluvial water from this site which, being an area of clay, has limited soakaway potential. As a result, these flooded areas remain quite unsuitable for development of any sort or for use within a SANG. See [Annex B](#) and the detailed analysis submitted by Mr Lawrenson of 12 Tryplets.
16. It should also be noted that Thames Water advise that the 2007 and 2014 storms were only at the 1:30 level, not the more-severe 1:100 level (plus a climate change allowance) for which flood alleviation is supposed to be designed. Despite that, significant local flooding occurred. All development sites upstream are also supposed to have SuDS to cater for the 100:1+ event which,

if ever exceeded, would likely have catastrophic effect downstream, including on this development site.

SANG and Ecology

17. The proposed SANG is already open to the existing community via public rights of way. However, due to flood plains, areas adjacent to watercourses become impassable for significant periods each year. For example, earlier this year it is reported that the water was above the top of Wellington boots near the junction of FP2 and FP14 on the South side of Hillyburrow. As a result, the proposed 2.5km walk will not always be available and the SANG will therefore fail in its major role as an attractive alternative to the SPA. It may be Natural Greenspace, but it isn't Suitable and is unlikely to be seen by walkers on the SPA as a viable Alternative. Furthermore, most of the proposed SANG area, despite being open already for public access, has proved to be of little attraction to existing dog walkers and there is every reason to suppose that this lack of interest will continue if the area is designated a SANG.
18. The whole site, including the SANG area, makes a major contribution to the viability of the ecosystem of the Upper Hart River Valley, which extends from Crondall to beyond the M3. This ecosystem has already been compromised by the Edenbrook development on Hitches Lane and its associated Country Park; a further intrusive housing enclave and the impact of far greater human presence within the SANG area would have far-reaching adverse effects on ecology both within and well beyond the boundary of the site. A detailed, independent, ecology assessment is required, based very much more on local knowledge than has been submitted with this application, to allow decision makers properly to understand the ecological consequences of approving this application. See also [Annex C](#) for an assessment by a local ecologist acting as Environmental Consultant to the Parish Council.
19. If adopted, SANG design would need to give greater consideration to walking destinations outside the SANG area, especially towards the Zebon Swing Bridge, which gives two-way access for many walkers to the extended footpath/towpath network and would add a valuable off-road route towards Crookham Village and Fleet for Albany Park recreational pedestrians during the hours of daylight.
20. Overall, the site fails the NPPF tests for environmentally sustainable development:

NPPF para 7:

an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

NPPF Para 75:

- Planning policies should protect and enhance public rights of way and access.
- Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

21. The small copse on the top of Hillyburrow within the proposed SANG area is a notable local landscape feature which must be protected.

22. The proposed location of an island of sports pitches immediately adjacent to the SANG near the canal would have a serious adverse effect on the peace and rural tranquillity of the SANG, the canal and Poulter's Bridge Cottage and act as a further disincentive to the attractiveness of the SANG versus the SPA.

Leisure Provision

23. The application proposes a number of sports pitches, but no additional supporting infrastructure apart from a small car park remote from existing changing rooms. The layout and scale of the proposed extra sports pitches would have dramatic and very adverse effect on the viability of Zebon Copse Centre both for community use and for supporting sports activities. The minimum requirement to support this extra burden would be a separate sports pavilion with capacity for all pitches, which also would draw sports parking away from the existing community centre, and conversion of the existing sports area in Zebon Copse Centre into community space, with associated extra parking, to cater for the non-sports needs of the extra population.
24. The applicant has chosen to ignore inputs from the Parish Council on these infrastructure issues despite a series of pre-application meetings at which this topic was aired in detail. This lack of provision is contrary to saved policy GEN 1 and NPPF para 17:

GEN1

(xi) Include provision for any necessary improvements to infrastructure and utilities resulting from the development;

NPPF para 17:

take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

25. See the CVPC assessment at [Annex D](#) and a planning consultant's justification for additional community facilities at [Annex E](#).
26. Facilities at Albany Stables, including for Riding for the Disabled (RDA) and indoor dog agility training, would be swept aside by this application with no offer of alternate provision. RDA provides around 500 half-hour sessions per year for children with a wide range of disabilities: physical; mental; and emotional. Dog agility runs for 3 nights per week and caters for around 60 local dogs and their owners. Alternative accommodation is reported to be unavailable locally, so the prospect would be for a major loss of local leisure and welfare amenity should Albany Stables be lost.
27. The overall effect of failure to preserve existing community facilities and lack of adequate enhancements to ensure the viability of those that would remain is counter to the NPPF:

NPPF Para 70:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

NPPF Para 74:

Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

28. The proposed sports pitches closest to the canal would have a seriously detrimental effect on the rural tranquillity of that part of the SANG and thus further erode its credibility as an alternative to the SPA. Without those extra pitches, the area offered for formal sports falls short of that required to service the new population.
29. Note also the response by Sport England that, inter alia, challenges the loss of Riding for the Disabled and the other facilities offered by Albany Stables.

Transport and Roads

30. Many local commuters travel to London for work. Parking capacity at Fleet station, despite current improvements, is unlikely to be sufficient for QEB and other unfinished developments already approved, much less this one. The trains themselves are already at capacity at peak times and there seems to be no scope for adding significant extra seats. Traffic towards London along both the M3 and the A31/A3 is already a major problem at peak times. Quite apart from local issues, lack of adequate transport infrastructure towards London makes this an unsustainable site.
31. The proposed roundabout on the A287 would have the potential to ease some of the traffic issues at the existing junction with Redfields Lane, particularly for those turning right onto the A287. However, in so doing it would significantly affect traffic flows throughout the local area, which the submitted traffic analysis does not properly address because it focuses too narrowly on roads immediately adjacent to the site. Should the development go ahead, it will be essential that the roundabout goes in before any construction starts on site.
32. The natural flow of local traffic from this site to the majority of likely destinations would be through Brandon Road and across Malthouse Bridge. The traffic assessment has ignored these significant bottlenecks and the effect of extra traffic through Zebon Copse estate whilst making the unsubstantiated assumption that a significant proportion of traffic would route via the A287 to places for which a more direct route is via Church Crookham/Fleet.
33. It would be essential for there to be no access for non-emergency vehicular traffic between this site and Zebon Copse Estate via Danvers Drive. If Danvers Drive/Browning Road were to be part of a revised bus route, the buses would have to be limited to small vehicles only since road layout and on-street parking would preclude operation of the single and double-decker buses currently used on the sparse local bus routes that only operate for limited periods each day.
34. The suggestion that the canal towpath might offer a viable route to Fleet for commuters and others fails adequately to recognise that the towpath is a narrow, waterside permissive path in a conservation area and SSSI with no prospect of sufficient 'improvement' to cater for significant through traffic, especially on bicycles. In any event, the towpath is only suitable for use during daylight hours.

35. Overall, the proposals fail to meet the requirements of saved policy T14 due to lack of proof that public transport will be viable and because cycling routes are too indirect and too often on busy roads to be viable alternatives to the car, including for the school run:

T14

DEVELOPMENT PROPOSALS WHICH ACCORD WITH OTHER POLICIES OF THIS PLAN WILL BE PERMITTED PROVIDED THAT:

- (i) Within existing or proposed built up areas they are, or could be, served effectively by public transport, cycling and walking;
- (ii) Those of type likely to attract a large number of trips are located where choice in transport mode can be provided, including a significant proportion by public transport;
- (iii) They make adequate provision for highway safety, access and internal layout and parking.

36. See [Annex F](#) for further details.
37. Answers to Question 11 et seq in results of the 2013 CVPC Parish Questionnaire available on line at http://www.crookhamvillage-pc.org.uk/Documents/Questionnaire/CVPCquestionnaire2013_RAWresults.pdf give a more-reliable basis for assessing traffic issues than the developer's Traffic Assessment.
38. Careful and detailed management of construction traffic would also be required given that access is constrained to already-overcrowded and narrow roads.

Schools

39. There is already a crisis in finding school places for the existing population, with significant additional housing still to be completed under existing approvals which will add yet more challenges. The result is that more children than ever are being placed outside the district and parents are having to deliver their children to widely-separated schools every day, which further complicates local traffic flows as well as adding to the problems of parents (and everyone else) wanting to get to work.
40. Except on very major sites, for development after development the policy locally has been to add facilities to existing schools rather than build on a new site. The result is that the balance between buildings and open space on many local school sites has significantly shifted with adverse consequences for outdoor play and sports. Trying to cram yet more pupils into these same schools will only make this imbalance even worse.
41. The site lies inside the catchment area for Dogmersfield School, but this school was not included in the applicant's list. The route from this site to Dogmersfield School would be too long for walking at the ages concerned, so inevitably there would be yet more pressure on traffic during the school run through pinch points into Crookham Village.
42. School provision, catchment areas and routes to school all need to be fully resolved before the educational effect of this application can be properly assessed.
43. Current experience with local schools is given in answers to Question 21 of the 2013 CVPC Parish Questionnaire available on-line at http://www.crookhamvillage-pc.org.uk/Documents/Questionnaire/CVPCquestionnaire2013_RAWresults.pdf.

Health

44. It is understood that the developer is negotiating with a local surgery for their practice to re-locate to the site. However, this council has been advised that this has not been discussed with other practices in the area and that there are likely to be significant objections to this proposal. Without greater confidence in the viability of establishing a surgery on site, this element deserves little weight in determining the acceptability of the application.
45. In the event that an established, busy Primary Health Care practice relocates to Albany Park, full assessment of the effect on traffic flows and accessibility of the new site to patients already registered with the practice must be properly taken into account.
46. Local experience with current health facilities is given in the answer to Question 24 of the 2013 Parish Questionnaire available on-line at http://www.crookhamvillage-pc.org.uk/Documents/Questionnaire/CVPCquestionnaire2013_RAWresults.pdf.

Retail

47. It is also far from clear that a general store on the site would be a commercially-viable option without having a significant adverse effect on the existing mini-supermarket on Zebon Copse. In any event, it is one thing to build the premises, but it is quite another to persuade someone to open a successful shop. The developer gives no information about the commercial viability of this aspect of the application and fails to provide an impact assessment on other local outlets.

Site Layout

48. The illustrative layout offers a series of roughly-rectangular, very urban, groups of houses with no obvious sympathy for the rural setting. The objective seems to be to cram as many houses as possible into the space available with little regard for the countryside setting.
49. The suggestion of landmark buildings similarly shows a seriously-urban mindset in the design concept, expressing pride in forcing taller buildings into the visual scene rather than minimising the visual impact of the development in the countryside it despoils. Examples of the dramatic adverse impact on rural street scenes of such an approach can be seen at Edenbrook and Elmfield local developments where leafy roadside has been converted to urban frontages. This mistake should not be repeated at Albany Park, if approved, and every effort should be made to screen the whole development from Redfields Lane and Watery Lane.
50. The suggestion of a landmark building near to Redfields Lane is particularly objectionable since it would make a very unwelcome urban stamp onto Redfields Lane and make an even greater visual impression of urban development into an area of transition to the countryside adjacent to Redfields House (St Nicholas School). There is more to estate design than the desire to have a bold and obvious frontage during the sales phase of development.
51. Parking proposals for the urban islands give little confidence that the significant problems of overspill parking on verges and pavements experienced on the adjacent Martin Grant development of Zebon Copse will not be repeated. Some of the proposed parking is too far from the related property, which again causes significant on-street parking issues in inappropriate locations on Zebon Copse estate.

Noise

52. The noise assessment is brief and inadequate, especially as a basis for determining the sound insulation requirements for housing. It assumes that all noise events are attributable to traffic noise from Redfields Lane and that horizontal noise attenuation will therefore allow the majority of properties to be equipped with reduced sound insulation.
53. However, correlating noise events with aircraft movements at Farnborough airfield (a source the noise assessors ignored), shows that 44 of the louder noise events during the 24-hour period are likely to have been due to overflying aircraft. As a result, the proposition that horizontal noise attenuation is an acceptable method of judging noise levels deeper into the site is demonstrably flawed. Noise insulation for the whole area would be required to combat this intrusive aircraft noise for which there would be no intervening attenuation features. See [Annex G](#).
54. No consideration has been given to the effect of noise from the proposed sports pitches on existing and proposed housing. Both a MUGA and an all-weather pitch are likely to be used for much longer periods than the existing grass pitches and the time for which the noise will be an adverse factor would therefore greatly exceed that of the current sports facilities.

Communications

55. It is reported that Watery Lane properties suffer from very slow internet connection and that their local exchange in Crondall is unlikely to be upgraded anytime soon. As a result, it is questionable whether the development site can meet the broadband aspirations of NPPF Section 5:

NPPF

42. Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

CVPC

23 April 2014

ANNEXES:

- A. [Martin Grant letter to CVPC dated 17 February 2014](#)
- B. [Flooding pictures](#)
- C. [Environmental Considerations by Environmental Consultant to CVPC](#)
- D. [CVPC statement on Impact on Community Facilities](#)
- E. [Consultant's supporting case for Zebon Copse Centre facility enhancements.](#)
- F. [CVPC comments on Transport Assessment](#)
- G. [CVPC comments on Noise Assessment](#)

Mrs Carol Leversha
Daegmarsfield Farm
Church Lane
Dogmersfield
RG27 8SZ



17 February 2014

Dear Mrs Leversha,,

RE: Albany Park, Church Crookham: Response to Crookham Village Parish Council pre-application questions.

I'm writing to thank Crookham Village Parish Council for meeting with us on 27 January. We found the meeting extremely useful and hope it answered some of the queries the parish council had.

We also want to take this opportunity to respond to some of the points raised at the meeting and in your response our pre-application enquiry to Hart District Council in November 2013. We are keen to continue to work with the parish council where we can to develop the best possible application for the area, so we hope the following points are helpful.

1. New Changing Building including storage and Car Park

Following our meeting on 27 January 2014, we enclose an inset plan detailing our proposed recreation sports space and associated parking in the location of Albany Farm (drawing RG-M-39A). **We do not propose to include a changing room building as this is not considered necessary to serve the new development, given there are existing changing room facilities at the community centre.**

We have included additional car parking, which can be accessed through the Albany Park development. This will take the form of 20 spaces for the SANG car park (Natural England seek one space per hectare of SANG provided), which can also provide for football, plus a car park of 30 spaces for the sports facilities based on Hampshire County Council (HCC) parking standards for playing pitches at a ratio of 12 spaces for each hectare of pitches. In total, we propose 50 spaces.

While this falls short of the 70 spaces you have suggested, we consider this level of parking to be sufficient to serve both the SANG and the new playing pitches, with the 60 existing spaces at the Zebon Copse Centre remaining for other community use.

2. Additional Sports Pitches

You will also be aware from discussions at our meeting that since our pre-application submission to Hart District Council we have included new sports pitches, including an Artificial Turf Pitch (ATP) and Multi-Use Games Area (MUGA), south and west of the Zebon Copse Centre. These are shown indicatively on the attached plan RG-M-39A. Because the planning application will be an outline, the illustrative proposals attached are one way in which the outdoor space could be provided. The specific design and detail of the pitches and their configuration would be addressed at the detailed design stage, which would take into account need and demand for specific sports.

3. Conversion of existing Changing Rooms at the Zebon Copse Centre

You have suggested the development funds the conversion of the existing changing rooms within Zebon Copse Centre to provide additional community space following removal of the changing rooms to the new building. **As we do not consider that a new changing room building would be required to serve the development, the conversion of the existing changing room space in the Zebon Copse Centre would not be appropriate.**

4. Extension of existing Zebon Copse Centre car park by 30 spaces

As noted above, we are proposing 50 new parking spaces in the SANG and playing pitch car parks, with access through the Albany Park development. We understand that the existing Zebon Copse Centre car park has capacity for approximately 60 spaces and as such the improved SANG/playing pitch car park will almost double the existing provision. Due to this, we consider that this new provision will alleviate the current parking issues, particularly on match days. We consider that the SANG/playing pitch car park will sufficiently mitigate the impacts of our development and, as with point 3 above, **we do not consider that any additional expansion of the Zebon Copse Centre car park would be necessary to make the development acceptable in planning terms.**

5. Pedestrian routes to Hillyburrow from Zebon Copse

We can confirm that the pedestrian routes into the new SANG will be designed to minimise the attraction from pedestrians to access Hillyburrow from Zebon Copse through the Zebon Copse Centre boundary. This will be dealt with at a subsequent detailed design stage through the submission of an application for Reserved Matters.

6. Pedestrian/Cycle/Horse route along Redfields Lane

Your request for our development to provide a pedestrian/cycle/horse route along Redfields Lane from Watery Lane to the A287 alongside the main carriageway is noted. However, as the majority of this proposal would be located outside of the site boundary, it would be beyond our control to deliver. However, we will explore the re-use of the southern end of Redfields Lane for such use following the realignment of the carriageway as part of the A287 junction improvement proposal.

7. New Health Facility

At our meeting we discussed the changes we have made to the development since the submission of the pre-application towards the end of last year. You will be aware that we are no longer proposing a Primary school within the site, but we are considering the inclusion of a new health centre and a local shop near the entrance to the new site frontage. The inclusion of the new health facility and shop is in direct response to feedback we have received from public consultation and in our discussions with Hart District Council.

8. CVPC maintenance of Children's Playspace

We welcome your proposal for the Parish Council to maintain the proposed playing pitches and children's play areas on site. We will write under separate cover to set out the proposed maintenance arrangements and commuted sum contribution which would be required.

9. Management of Badger Setts

The master plan has been designed to be sensitive to the various badger setts seen at the edges of this site, with setts retained and set back from development by appropriate

buffer zones. In most instances badgers have direct access into woodland and/or open spaces. Where appropriate additional thicket planting or other landscape screening will be provided to protect the setts. None of the setts are isolated by the development as there are corridors of green infrastructure which will allow badgers to access wider areas. The hedgerow across the centre of the site provides a potential link from Watery Lane to the northern edge of Redfield Rows woodland to the west and the detailed layout for the site will seek to retain this as a suitable movement corridor.

10. Environmental effect of converting countryside to SANG

The proposals for the SANG area lying alongside the River Hart are very low key and are intended to retain the existing character. The informal footpath through this area will be routed to avoid any sensitive areas and will allow for secluded areas where wildlife can still seek some sanctuary. Furthermore, the management proposals will seek to increase botanical diversity where possible.

11. Retention of screening along Watery Lane and Redfields Lane

The master plan provides for the retention of existing vegetation along the west of Watery Lane, which is an important component of the landscape strategy. Additional landscape planting will also be incorporated as appropriate.

The existing vegetation along Redfields Lane will, unavoidably, be affected by the new access arrangements. However, room has been retained specifically to provide a strong landscape scheme along this boundary. A mixed age range of planting will be used including more mature nursery stock to ensure that impacts are suitably mitigated.

12. Rural Exception Site

We are proposing up to 40% of the residential dwellings on site as affordable homes¹ in accordance with adopted local Plan policy, with an appropriate mixture of social rented and intermediate tenures to meet identified local needs. The final number and mix of affordable dwellings will be agreed with Hart District Council through the planning application process.

13. Flooding issues

The Flood Risk Assessment, produced by WSP and submitted in 2010 with the Queen Elizabeth Barracks application identified that the flooding of 2007 and other events was mainly related to lack of maintenance of ditches and blockage of the outlet of the Thames Water Brandon Road Attenuation Basin, as well as the lack of capacity of some existing culverts. The report also identified that the replacement of the barracks, which had a large paved area and no drainage attenuation, with a residential development with less impermeable area and a drainage designed to attenuate the 100 year storm would reduce the current runoff rates.

Other developments noted, including Albany Park, will be required to match or reduce existing greenfield runoff rates with a 30% allowance for climate change in addition to storage for the predicted 100 year event. All designs will have to be reviewed and agreed with the Environment Agency or local Authority. We note that there is an existing gauge-board at the Zephon Common Lane crossing of the River Hart, which indicates that deep flooding is currently regularly experienced. The new developments cannot prevent this existing flooding in the flood plain, but they should not make it any worse. Moreover, new systems are designed to

provide some betterment as we are required to discharge at existing flow rates despite the predicted 30% increase in rainfall due to climate change.

14. Transport Assessment to cover a wide area

The scope of the Transport Assessment has been agreed with Hampshire County Council. Assessments will cover the road network surrounding the site including the A287/Redfields lane junction, and will extend towards Fleet incorporating Brandon Road, Aldershot Road, Gaily Hill Road and Sandy lane. Analysis of trip patterns accounts for all journey purposes including education having regard to the location of schools. All modes of transport are considered in the Transport Assessment, with improvements to cycle facilities proposed as part of the access arrangements.

15. Enhancement to bus routes

Improvements to bus services and facilities have been discussed in principle with Hampshire County Council and there will be further dialogue as the proposals progress. Where appropriate, improvements will be provided to enable journeys by bus to be a genuine option for residents.

Other issues raised by residents in relation to the SANG

Visual and other effects of three separate overhead cables lines over the SANG near SU716592. Natural England has not raised any concerns regarding the presence of these power lines and it is not considered that this existing infrastructure will significantly detract from the proposals.

Unavailability of significant areas of the SANG during wet weather due to the flood plain.

Whilst some low lying areas could become less accessible in flood conditions, extensive areas of the SANG are on higher ground where recreational activity can continue. The low lying nature of some areas provides part of the varied character of the overall SANG area.

Loss of important biodiversity due to walkers and dogs on the SANG and light pollution from the development.

Lighting design will specifically be addressed to ensure that light pollution onto boundaries and surrounding SANG land is minimised/avoided. Recreational activities may alter the use of the SANG area by some wildlife, but biodiversity gains will also be encouraged through new planting and positive management activities. It is anticipated that a number of benefits will be achieved in terms of botanical diversity, as well as for certain fauna. The planning application will be supported by a Lighting Strategy.

I hope this response clearly outlines our position in relation to the points you have raised, but please do not hesitate to contact me should you require any further clarification. It would be helpful to meet with you to discuss the recreation/open space proposals in more detail as soon as you are able, so do please let us know when might be convenient. You can contact us either on 0800 988 9141 or by email at info@martingrantland.co.uk or through Simon Gill on 01242 577277.

Yours sincerely,

Haydn Payne
Martin Grant Homes Ltd

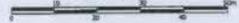
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 Revision _____ Date _____ Dm _____ Cld _____



Project
**WATERY LANE,
 CHURCH CROOKHAM**

Drawing Title
**ILLUSTRATIVE SITE LAYOUT
 SPORTS FACILITY OPTION**

Date 12.02.14 Scale 1:1000@A3 Drawn by NO Check by TL
 Project No 21577 Drawing No RG-M-39 Revision A



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FLOOD PICTURES

The area of flood plain within the construction area, sports area and SANG has not been properly addressed and is judged to render a significant part of this area as unsuitable for the proposed uses.

The site is particularly prone to surface water retention due to the underlying clay, which suggests that any pluvial water management must consider the potential for soakaways to be of reduced effectiveness in handling storm water from domestic properties.

The ‘Mare’s Field’ under water



ANNEX B TO CVPC/14/00504/MAJOR – FLOOD PICTURES

3 March 2014 – other areas of the construction site long after heavy rains had ceased.



ENVIRONMENTAL CONSIDERATIONS by Environmental Consultant to CVPC

The Watery Lane Application site is of exceptional biodiversity and nature conservation value as acknowledged in the Consultant's Report and includes within the site and adjoining a cluster of SSSI's, LNR, SINC's etc. sites of **District, County and National Significance**.

Since the development of the Edenbrook SANG downstream and the significant adverse effects from increased disturbance the Watery Lane area now constitutes the most biodiverse area with the wildlife rich HART VALLEY.

The Hart Valley is an important ecological corridor particularly important for migrating, wintering and breeding birds. All three SPA species have occurred within the Valley including woodlark (20 – 30 occasions), nightjar (one occasion) and Dartford warbler (two occasions) demonstrating its value as a stepping stone and buffer within an sustainable ecological network.

Within the last 5 years other notable records have included garganey, long-eared owl, wryneck, hoopoe, whimbrel, black redstart, cetti's warbler, water rail and waxwing.

Good numbers of little egret and snipe winter with important local breeding populations of yellowhammer and skylark.

Other NERC Principal species such as lapwing, cuckoo, linnet, spotted flycatcher, marsh tit, lesser spotted woodpecker breed in the valley alongside good numbers of bullfinch and song thrush. Large numbers of house sparrow, dunnock and starling breed in the villages and adjoining housing and depend on the farmland for feeding. This is an exceptional assemblage of species outside a managed nature reserve in an area approximately 5 square kilometres that is easily accessed by local people.

The riverside scrub mosaic at within the proposed Application site is the best place for spring bird song in the Hart Valley. Migrant warblers breed here in numbers including garden warbler, lesser whitethroat and many whitethroat and it is the most reliable site for cuckoo and breeding linnet.

The Application Site has a high nature conservation value for the following reasons:

Its connectivity in a riverside location to other areas of high nature conservation value in the valley,

The diverse influence on the flora and ecology of watercourses deriving from both the heathlands and chalk downs and meeting on the site. This gives rise to a very diverse flora with calcicoles such as cowslips, wych elm, sweet briar growing close to calcifugious plants such as heather, alder buckthorn and purple moor grass.

The sites intact, small scale & ancient landscape pattern,

The sites complex mosaic of priority mostly wet habitats of semi-natural grassland, farmland and freshwater environments adjoining semi-natural ancient woodland, (Our NATURAL CAPITAL Ref

The lack of intensive management practices, with no significant nutrient inputs.

The sites relative lack of disturbance from intensive use by people and dogs or predation by cats being at sufficient distance from housing particularly important for priority and principal birds and reptiles.

The Application site is a tranquil landscape and has a high recreational and amenity value to the local community for this reason:

The area has been studied for its ecology for many years and much knowledge and detail is available. It has an authentic semi-natural vegetation demonstrating natural processes in the river and in the gradation of woodland to

ANNEX C TO CVPC/14/00504/MAJOR – ENVIRONMENTAL CONSIDERATIONS

grassland with only one invasive plant limited in its extent. It's naturalistic character and easily evident richness in wildlife inspires people of all ages.

The site is the focus for many local nature walks because of its concentration of habitats and species and peace and quiet.

The site is a highly valued location for its tranquillity and natural beauty and is known locally as the 'Field of Dreams' because of its natural appearance, its rich bird song and its chorus of roesels bush cricket and grasshoppers in the summer.

The north-south footpath running through the site is the only footpath to run alongside the river in the Hart Valley. THIS IS THE ONLY PUBLIC ACCESS ALONG A REACH OF THE RIVER HART IN THE WHOLE VALLEY ENABLING A TRANQUIL EXPERIENCE OF THE RIVER and people enjoy this .The wooden footbridge has been the local pooh stick location for generations.

It is the best place for song birds in the valley concentrated in areas of dense scrub/grassland mosaic along the river. Many species are NERC Principal Species and Birds of Conservation Concern red and amber listed.

Guidelines for the creation of Suitable Accessible Natural Green Space (SANG) 12.06.08 state:

'The identification of SANG should seek to avoid sites of nature conservation value which are likely to be damaged by increased visitor numbers. Such damage may arise, for example, from increased disturbance, erosion, input of nutrients from dog faeces etc

Where sites are of high nature conservation value are considered as SANG, the impact on their nature conservation value should be assessed and considered alongside relevant policy in the development plan.

RELEVANT POLICIES

NPPF

11. Conserving and enhancing the natural environment

109. The planning system should contribute to and enhance the natural and local environment by:

Protecting and enhancing valued landscapes,

Recognising the wider benefits of ecosystem services,

Minimising impacts on biodiversity... contributing to the Government's commitment to halt the overall decline in biodiversity including by establishing coherent ecological networks that are more resilient to current and future pressures.

110. In preparing plans to meet development needs, the aim should be to minimise adverse effects on the local and natural environment. Plans should allocate land of least environmental or amenity value.

117. To minimise impacts on biodiversity planning policies should:

Promote the preservation... of priority habitats, ecological networks and the protection... of priority species populations

118. When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

ANNEX C TO CVPC/14/00504/MAJOR – ENVIRONMENTAL CONSIDERATIONS

- If significant harm resulting from a development cannot be avoided ... then planning permission should be refused.

- planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats including ancient woodlands

123. Planning ... decisions should aim to:

Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason,

LOCAL PLAN SAVED POLICIES

CON 7 Riverine Environments,

Development proposals which would have a significant adverse effect on nature conservation, landscape or recreational value of riverine environments (including the River Hart) wetlands and ponds will NOT be permitted.

This proposal has a clearly demonstrable significant adverse impact on the nature conservation, landscape and recreational value of a riverine environment.

The large rectangular housing compartment and associated formal sports provision and car parking (for both SANG & Sports) to the north of the proposed site, in particular, will do significant harm and have significant adverse effects on the riverine environment of the River Hart and its associated wetlands and ponds.

GEN 3 General Policy for Landscape character areas which includes HART VALLEY.

Development will be permitted if it does not adversely affect the particular character of the landscape.

This proposal will clearly adversely affect the particular character of the Hart Valley Landscape by converting a rural, picturesque, naturalistic, wildlife rich, tranquil, riverine landscape into an urban housing development with intensively used urban green space and formal sports provision

CONCLUSION

The Watery Application site is a biodiversity hotspot of high nature conservation value particularly for ground/near ground dwelling birds, meadow flora and ancient woodland. The site is highly prized for informal tranquil recreation with the only opportunity to directly enjoy the River Hart in the relatively unspoilt, natural, rural landscape of the Hart Valley.

The Hart Valley provides an essential Natural Capital Infrastructure resource, an ecological corridor and a 'natural' edge to western extension of Fleet, potentially sprawling into countryside.

The proposed development of housing and associated SANG will irrevocably damage this important location and will irrefutably have significant adverse effects on its nature conservation, landscape and recreational value. Policies NPPF 118, 123 & CON 7 particularly apply.

The high density urban housing and SANG urban green space will intrude into the HART VALLEY Landscape Character Area as identified in the Hart District Council Landscape Assessment and significantly change its largely undeveloped valley character from rural to urban with significant adverse impacts on the Riverine Environment.

Specifically in response to **the Guidelines for the creation of SANG:**

IMPACTS OF INCREASED DISTURBANCE.

The site supports numerous priority bird species sensitive to disturbance that feed and breed on the water's edge, on the ground or low in vegetation. The increase in walking and free ranging dogs in particular is likely to lead to local extinctions of species such as linnet (one of only 2pairs remaining in the valley) and have a significant adverse impact on species such as song thrush, green woodpecker, whitethroat, snipe, woodcock, little egret, cuckoo, bullfinch, barn owl, kingfisher that use the site for breeding and wintering.

NPPF 118 This proposal will create significant harm to important assemblages of birds which cannot be avoided. Increased public use with dog walking (the very purpose of SANG) will create unsustainable levels of increased disturbance reducing bird biodiversity. Planning permission should be refused.

Increase in recreational use (BMX tracks, camps, new tracks, dog disturbance, littering etc) and the immediate residential population is also likely to increase disturbance and ground trampling within the adjoining ancient woodland with very sensitive and valuable ground flora such as bluebell carpets and early purple orchids. Even with intrusive and regularly maintained fencing it would not be possible to exclude the significant adverse impacts to the ancient woodland. **Local Ancient Woodland at Netherhouse Copse and Jack Reids Copse have been badly affected by this intrusion and they are at least 150 metres from existing housing.** Some ancient woodland appears to be open access in this proposal.

NPPF

118. Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats including ancient woodland.

With the presence of housing within 20 metres of the River Hart and adjacent to the SANG predation by increased numbers of domestic cats will have a significant adverse effect and **significant harm on the biodiversity resulting from the development. Planning permission should be refused NPPF 118**

The additional activity of increased access and numbers of people with dog barking, professional dog walkers with packs of dogs, dog whistles, weekly maintenance activity of mowing and strimming will shatter the tranquillity of the location and its informal more passive recreation, contemplation of natural world. Regular 'Journeys of Discovery' from Crookham Village have used this site to enjoy its tranquillity, its naturalness and wildlife for many years.

NPPF

123. Planning decisions should aim to:

Identify and protect areas of tranquillity which have been relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

INPUTS OF NUTRIENTS FROM DOG FAECES.

The site for the SANG includes extensive areas of semi-natural species rich wet grassland. The Consultant's Report omitted several important indicative species such as the rare pepper saxifrage and marsh ragwort. **This area has the only extensive species rich wet meadows remaining in the Upper Hart Valley and they will be very sensitive to nutrient inputs from dog faeces** that will enrich nutrient levels and damage the floral diversity that depends on low nutrient soil conditions. Despite lack of cropping on the meadows for many years the regular flooding and low intensity grazing maintains a very diverse flora and the scrub grassland mosaic is important for breeding lesser whitethroat (rare in north Hampshire), bullfinch, song thrush, garden warbler, whitethroat (5 pairs highest density on Hart valley) and many other principal bird species. **NPPF 118 applies.**

EROSION

The River Hart running through the site has been deepened and has many steep exposed banks. Additional activity of people and dogs to these accessible banksides is likely to increase quantities of mobile silt within the River Hart impacting on fish and aquatic habitats. This is likely to result in significant adverse effects and **significant harm NPPF 118**. The Environment Agency should be consulted regarding the Water Framework Directive impacts on fish and the aquatic ecosystem.

THE CHARACTER OF THE PROPOSED SITE IS NOT IN ACCORDANCE with the Guidelines for the creation of SANG. It is unlikely to draw people away from the local SPA.

MUST HAVES:

The application site is relatively small, enclosed and a wet floodplain. This is a total contrast to the invigorating sense of space, opportunity to get away from it all and the year round free draining ground of the SPA heathland and many people will not be drawn to this site.

Many existing local walkers/ dog walkers in the area are likely to be discouraged from using this potentially 'intensively used' SANG site because of:

- a significant degradation of landscape character (tree planting in an already treed 'natural landscape', furniture of dog bins, signage, surfaced paths, amenity dog grassland, tidying up of scrub, loss of rural grazing, effects of more intensive use including eutrophication, litter, river bank erosion, encroachment into ancient woodlands etc)
- damage to the river valleys treasured tranquillity (dog barking, dog whistles, the wining of regular maintenance activity, many more people) and
- Loss of wildlife, enriched meadowland and reduction in birds in particular due to significant increase in disturbance.

Many people including dog walkers will be encouraged to get in their cars and get peace and quiet on the local heathland, an altogether more spacious, 'wilder', open, landscapes of the SPA instead.

The proposed development will damage the sites natural wild character and as proposed the housing will be visible from the SANG, particularly during the winter months reducing the SANG essential semi-natural quality. **NPPF 123**

Many Low Power lines traverse the site and a SANG site should be free of unpleasant intrusions.

This site is wet for much of the year and in winter 2014 it was underwater on 4 occasions as a natural floodplain. Flooding constitutes an unpleasant intrusion. It certainly makes the site unusable for people and dogs. With climate change these events will be more frequent throughout the year.

This proposal does not constitute sustainable development. It should be noted a large arable field close by and to the east to the proposed site exists with much lower nature conservation, landscape and recreational sensitivity. The development of a SANG at this location with competent landscape design could enhance nature conservation, landscape and recreation opportunities.

Richard Hellier CMLI

IMPACT ON COMMUNITY FACILITIES – CVPC Assessment

Crookham Village Parish Council commissioned a report from Paul Dickinson Associates (PDA), an independent planning consultancy, to examine in detail the impact on community facilities of the proposed residential development at Albany Park, Church Crookham. This report provides details of the additional leisure infrastructure that would be required to mitigate the detrimental impact the proposed new development would have on the existing community facilities provided by the Zebon Copse Centre (ZCC). This report can be found in [Annex E](#) to this report.

Sports Facilities

1. The Infrastructure Provision Statement, document 891106, states that:

“Following initial discussions with Crookham Village Parish Council, it is envisaged that either the Parish Council or a management company will undertake the ongoing management of the formal playing fields and open space including an Artificial Turf Pitch, a MUGA, children’s play areas and an associated car park.”

This statement presupposes that agreement will be given by Crookham Village Parish Council to share the existing facilities on offer at ZCC, namely changing rooms, storage for pitch equipment and maintenance equipment and car parking. Unfortunately, such agreement cannot be given as the existing changing facilities and car park are at capacity and there is no suitable space for the storage needed to support the new pitches within the present buildings at ZCC. In order to be a viable economic proposition, capable of being managed by a separate management company, the new pitches would need to be self-sufficient in terms of changing rooms, club house, office space and suitable storage capability together with sufficient parking for the five proposed pitches and MUGA. The absence of any of these facilities together with totally inadequate parking provision would mean that the additional formal sports area would not represent a viable community asset.

2. The Infrastructure Provision Statement refers to the formal open space, including 1x MUGA, 4x mini pitches and 1x adult ATP pitch of 1.68 hectares. This is stated to exceed the requirement of 1.53ha imposed by the Hart District Council’s interim planning policy for draft developer contributions towards leisure and open space facilities (November 2012) which stipulates that grass pitches should be 1.9ha per 1,000 head of population. It is extremely doubtful that this grass pitch provision can be achieved within the land envelope designated as leisure space. Evidence must be provided that the area of grass pitches as defined in the planning statement is achievable.
3. The indicative layout shows a total of 5 additional football pitches and one multiple use games area (MUGA). All the proposed pitches must conform to the FA pitch standards introduced in 2012, including the required 6 yard run off areas to comply with health and safety standards. Based on the indicative layout, at least two out of the five pitches do not appear to conform to these standards and could not be classed as formal open space.
4. Similarly, the indicative layout for the MUGA shows it being far smaller than would be useful for a range of sports, in particular tennis as highlighted in the comments dated 11 April 2014 provided by Sport England. This report also comments on the loss of existing leisure facilities, namely Riding for the Disabled which presently uses the Albany Farm and for which no alternative provision is made. This, coupled with the loss of indoor dog agility classes currently provided, represents a significant loss of leisure amenity to the local community.

ANNEX D TO CVPC/14/00504/MAJOR – IMPACT ON COMMUNITY FACILITIES

5. The two mini-pitches at the northern end of the SANG are remote from the other pitches on the indicative layout. There is no access route to these pitches for maintenance vehicles and limited footpath access for players. The proximity of the site of these pitches to the canal conservation area and adjacent area of SANG is such that they will create noise nuisance to this peaceful recreational area and to adjacent residential properties.
6. The land designated for all the pitches is sloping, infested by moles and boggy in many places. The area of land designated as formal leisure space lies within the flood plan of the River Hart and is subject to flooding, particularly during the playing season. This flooding is frequently sufficiently severe to render this land totally unsuitable for formal sports activities.
7. The new sports pitches do not have any supporting infrastructure such as changing rooms and storage facilities. The infrastructure provision statement states that due to the proximity of ZCC, no new community buildings are planned. The absence of additional sports changing rooms suggests that the new sports facilities will share the existing changing facilities at ZCC. However, the existing changing facilities are at capacity and are unsuitable for use by the increased number of pitches without significant loss of amenity for the users of the existing pitches in the adjacent residential area, in contravention of the provisions of GEN1(iii). A new pavilion should be provided within the development site of roughly double the size of the existing facilities at ZCC to serve both existing and new pitches. The new pavilion must also provide sufficient space to store the nets, goal posts and other equipment necessary to service the new pitches.
8. The indicative layout includes a MUGA and an artificial turf pitch (ATP), both of which will require specialist management, security and maintenance. The playing surfaces of both will require regular weekly maintenance to ensure that they provide a high quality playing surface for the maximum period of time and to prevent the surface from becoming hazardous to players. Typically, they will require brushing, levelling and irrigation for which specialist equipment in the form of a compact utility vehicle complete with attachments will be required. The indicative layout contains no storage provision for this equipment and, in the absence of suitable space within the buildings at ZCC, additional storage provision for the storage of equipment for the maintenance of the MUGA and ATP must be provided.
9. In order to maximise the community benefit and be financially viable, it is essential that the MUGA is floodlit. However, the proximity of the proposed site for the MUGA to existing housing on the adjacent Zebon Copse development is likely to cause both light and noise nuisance to these properties, thus resulting in a loss of amenity to adjoining residential areas. All lighting must be to an agreed design and a condition should be included to that effect. Similarly, details of the screening and noise attenuation measures should be dealt with by condition.
10. The indicative layout provided shows 20 SANG parking spaces and 30 sport parking spaces. National parking guidance states that car park spaces should be a minimum of 2.4m by 4.8m for a non-disabled space and considerably larger for a disabled space. In addition to the parking spaces, there needs to be a further allowance for access and turning. The indicative layout suggests that the area allocated may be insufficient for the number of spaces specified.
11. The area of pitch provision is roughly equal to that currently provided at the Zebon Copse Centre and experience has shown that during football matches the 58 spaces at the centre are inadequate and the overspill of some 20 cars has to park in the remainder of the Zebon Copse estate. This indicates that at least 70 additional parking spaces are required to service

the new sports facilities. At present, the greatest need for parking at ZCC is at weekends and for evening practice sessions. The presence of an ATP and MUGA will greatly extend this requirement such that an increased number of car park spaces will be essential both during the working week and weekends. The creation of the additional sports provision without the necessary additional parking is likely result in overspill parking into ZCC car park, greatly reducing the ability of existing users of ZCC to enjoy the facilities. As such, this would represent a major loss of recreational amenity for the local community. Further details are contained in the report from Paul Dickinson and Associates (PDA) in [Annex E](#).

12. The indicative layout shows that proposed site of the MUGA to be adjacent to ZCC and remote from the dedicated sports parking site. This is likely to further exacerbate the use of the existing parking at ZCC by sports users and would threaten the long term viability of the existing community facility in contravention of GEN1(ii) and (iii). The move of the MUGA to a site adjacent to the sports parking would also ameliorate the potential noise and light disturbance described in point 8 above.

Community Facilities

13. In paragraph 11.8 of the Design Access Statement, document 891046, it states that in the pre-application meeting with Hart District Council, Martin Grant was informed that:

“the Zebon Copse Centre was operating close to capacity and there is a need for increased facilities, including additional car parking. “

14. Paragraph (b) of the Infrastructure Provision Statement, states:

“The site is located immediately adjacent to the Zebon Copse community centre which adjoins the site in the north east corner. Due to the proximity, it is not considered appropriate to propose another community centre on site...”

15. While CVPC agrees that it would not be appropriate to build another community centre on the site, this statement does not take account of the increase in total number of houses that ZCC was built to service. The first hall with kitchen, meeting room and toilets was built to provide a facility for the first phase of development of Zebon Copse and was extended to include a second hall when a further 139 houses were built on the Velmead Stud Farm. This added roughly a third to the existing hall space and CVPC feels that a proportionate increase in floor space and adjacent parking of approximately 30% for 315 houses would be appropriate, given that the existing community buildings are almost at capacity.
16. CVPC have proposed that the existing building Zebon Copse Centre should be altered to convert the current sports pavilion to create the necessary additional hall space. CVPC also propose that 20 additional car park spaces be provided to support the expanded community area.
17. A new pavilion should be provided within the development site to serve both existing and new pitches of roughly double the size of the existing facilities at ZCC, together with additional storage provision for the goalposts, nets and specialist MUGA maintenance equipment.
18. Detailed information on the calculations is provided in the report from PDA in [Annex E](#). This report also covers the necessary sports pavilion structures that would be required.

Paul Dickinson & Associates
Highway House
Lower Froyle
Hants
GU34 4NB

IMPACT ON COMMUNITY FACILITIES

Introduction

1. This is an application for outline planning permission for residential development of up to 315 residential units, land for a GP surgery, 370 sq m of retail floorspace, open space, playing pitches including a multi-use games area and SANG together with local road improvements submitted by Martin Grant Homes ('MGH').
2. It is important that the impact of the development on local infrastructure, and particularly local community and formal sport infrastructure, is identified and fully provided for at the outline application stage and not left until the reserved matters stage.

Policy Justification for Infrastructure Provision and/or Contributions

3. The planning application (see Planning Statement prepared by Barton Willmore dated February 2014 and Infrastructure Provision Statement prepared by Barton Willmore dated 12 March 2014) acknowledges that the proposed development will impact on local infrastructure and there is a need for planning contributions towards such infrastructure made necessary by the development.
4. This approach accords with the Community Infrastructure Levy Regulations 2010 as amended. It is also consistent with Saved Policy URB23 of the Hart District Local Plan (Replacement) 1996-2006 (December 2002) and the Community Infrastructure Policy (Section 106 Agreements) Supplementary Planning Document (December 2010) and Interim Planning Policy for Draft Developer Contributions towards Leisure and Open Space Facilities (November 2012).
5. The Infrastructure Provision Statement indicates the development will make a range of contributions to infrastructure and services either through on-site provision or via the provision of financial contributions to off-site works or public services.

Proposed Community Provision

6. The application proposes:
 - Multi use games area (MUGA)
 - Adult artificial turf pitch (ATP)
 - 4 no mini pitches
 - Additional 30 spaces for playing pitches and 20 spaces for SANG car park
7. The Infrastructure Provision Statement indicates it is envisaged that either CVPC or a management company will be responsible for the ongoing management of these facilities. In the event that CVPC agrees to take responsibility, a S106 financial

ANNEX E TO CVPC/14/00504/MAJOR – IMPACT ON COMMUNITY FACILITIES

contribution will be provided to cover the required maintenance sum for a period to be agreed.

8. The proposed provision does not accord with the requirements of the Council's Interim Planning Policy for Draft Developer Contributions towards Leisure and Open Space Facilities or the requirements of Local Plan Policy URB23.
9. Specifically it fails to make provision for local community and formal sports facilities commensurate to the impact of the additional population resulting from the development.

Summary of CVPC Community and Sports/Leisure Requirements

- (1) On-site provision or financial contributions to cover the capital cost of additional community facilities to mitigate the impact of the residents of the new development. It is suggested this can only be accommodated by converting the sports changing facilities in the existing Centre to provide additional community facilities.
- (2) A S106 financial contribution to cover the required maintenance sum for a period to be agreed.
- (3) On-site provision or financial contributions to cover the capital cost of a new sports changing building sufficient to (1) mitigate the impact of the new development in terms of changing facilities to serve the new formal sports pitches and (2) to replace the existing changing facility in the Community Centre (which space will be converted to additional community provision as described above).
- (4) In the event CVPC agrees to take responsibility for future management of the changing facility, a S106 financial contribution to cover the required maintenance sum for a period to be agreed.
- (5) Parking for 70 cars associated with the new sports changing building and repositioning of SANG car park to ensure it will not be used as overspill parking by sports users.

Community Centre

10. Requirement - On-site provision or financial contributions to cover the capital cost of additional community facilities to mitigate the impact of the residents of the new development:
 - (1) The MGH application fails to address the impact of additional population resulting from the new development on community facilities.

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- (2) The Planning Statement (para 6.122) and the Infrastructure Provision Statement simply state that due to the proximity of the development it is not considered appropriate to propose another community centre on the site. However, these reports fail to assess the suitability of the current provision to meet the acknowledged impact of the additional population:
- The current Centre provides:
 - Community facility – Main hall, secondary hall, lounge area, storage, toilets kitchen and external enclosed play area
 - Changing facility – 4 changing rooms and toilet/shower facilities linked to the adjoining 4 no. playing fields
 - 55 parking spaces and 3 disabled spaces
 - The building is open between 0900 and 2200 hours Monday to Friday, 0900 and 1800 hours Saturdays and Sundays
 - The capacity of the existing Community Centre is directly linked to the houses previously developed on Velmead Farm. The Centre was not designed with any spare capacity – put simply, MGH provided a size of centre sufficient to meet the local community provision needs of the new residents of the Velmead Farm development and no more (Indeed it would be unreasonable to require a developer to do anything more than mitigate the impact of their development).
 - The existing sports changing facilities were designed to cater for 2 no. playing pitches. Subsequently one of these pitches has been split to provide a football pitch (55 m x 36 m) and 2 no. mini pitches (46 m x 27 m each) giving a total of 4 existing pitches. This has resulted in increased pressure on the original changing facilities (and parking) but no increased capacity.
 - Acute shortage of parking spaces at the Centre and that at weekends the combined effect of Centre users and playing pitch users was that all the existing parking spaces at the Centre were occupied and overspill parking occurred in Danvers Drive (which is only 4.1 metres wide and not suitable for on street parking). The provision of additional community floorspace and playing pitches/changing facility without sufficient and suitably located parking will exacerbate this problem.
- (3) The MGH letter to CVPC dated 17 February 2014 states as MGH does not consider a new changing room building is required, the conversion of the existing changing rooms would not be appropriate. Again this totally fails to address the point. Even if the existing changing room provision was sufficient to meet the needs of users of the additional MUGA, ATP and 4 no. mini pitches (which it is not) there is still a requirement to mitigate the impact of additional population resulting from the development on local community facility provision.
- (4) CVPC acknowledges that because of the proximity to the existing Community Centre, it would be sensible for additional local community provision to be

provided on the site of the existing Centre rather than as a separate new facility.

- (5) Because of the limitations of the site there is no practical way of physically extending the existing Centre. CVPC considers this can only be accommodated by converting the sports changing facilities in the existing Centre to provide additional community facilities (subject to the changing facilities being replaced).
- (6) The existing community centre was provided and built by the same developer (MGH) as part of the Velmead Farm residential development in the early 1990s. MGH recognised that because of the level of new housing and its edge of settlement location it was a reasonable LPA requirement to provide a community centre to meet the needs of new residents. This is an important precedent. The relevant circumstances remain unchanged.
- (7) The existing Centre provided about 365 sq m of community floorspace to serve about 700 units on the original estate. This precedent indicates an appropriate provision of about 0.5 sq m of new community floorspace per unit. Applied to the current application (315 units) this equates to about 155 sq m of new community floorspace to meet the needs of future residents. The sports related floorspace in the existing Centre is about 140 sq m so conversion of this area to additional community floorspace would broadly meet the identified need for residents of the new development and would be consistent with the historic precedent.
- (8) The Infrastructure Provision Statement indicates that to mitigate the effects of the increase in population resulting from the development and in line with the Council's SPD it is envisaged that financial contributions will be secured by S106 towards District Leisure facilities. However, it fails to refer to Parish Leisure facilities. Given the above points it is considered a Parish Leisure contribution is necessary and justified to fund the appropriate conversion works.

Sports Changing Building

11. Requirement - On-site provision or financial contributions to cover the capital cost of a new sports changing building sufficient to (1) mitigate the impact of the new development in terms of changing facilities to serve the new formal sports pitches and (2) to replace the existing changing facility in the Community Centre (as described above):
 - (1) The MGH application fails to address the impact of additional population resulting from the new development on sports facilities, specifically local formal sports provision.
 - (2) It does not provide any associated changing facilities and this failure negates the effectiveness and usability of the proposed additional pitches

ANNEX E TO CVPC/14/00504/MAJOR – IMPACT ON COMMUNITY FACILITIES

and would also exacerbate problems associated with overcrowding of the existing changing facilities.

- (3) The MGH letter to CVPC dated 17 February 2014 ([Annex A](#)) states MGH does not propose to provide a changing room building as this is not considered necessary to serve the new development given there are existing changing room facilities at the community centre. This indicates a total lack of understanding of the nature of the current changing provision and fails to mitigate the impact of the development.
- (4) Sport England minimum standards for changing rooms are:
 - 1 sq m per person
 - Minimum per team – 16 sq m
 - 1 shower per 3 - 4 changing spaces
 - Men – WC and 2 urinals per team
 - Women – 2 WC per team
- (5) The existing Centre provides 4 no. changing rooms each about 10.5 sq m. These are below Sport England minimum standard for a 16 sq m changing room per team. Thus the existing provision (capacity less than 4 full teams) is well below that needed to serve the 4 no. existing pitches. It cannot accommodate further numbers resulting from the proposed MUGA, ATP and 4 no. mini pitches.
- (6) The existing shower and toilet facilities associated with the changing rooms are about 44 sq m. The toilets provide for men (5 urinals and 2 WCs) and women (2 WCs) which are below the standard required to serve likely number of users of 4 pitches. The showers are also below the recommended space standard. Thus there is no spare capacity to serve the proposed additional pitches.
- (7) It is considered a new changing facility building should be provided to Sport England standards in relation to the likely demand arising from the proposed MUGA, ATP and 4 no. mini pitches and to replace the existing facility to be converted within the Community Centre.
- (8) CVPC is willing to discuss with the developer the potential for locating this new changing room building partly on Parish Council owned land at the southwest end of the Community Centre site which could be an optimum location in terms of convenience to the existing and proposed pitches and separate car park for the pitch users.
- (9) The Infrastructure Provision Statement indicates that to mitigate the effects of the increase in population resulting from the development and in line with the Council's SPD it is envisaged that financial contributions will be secured by S106 towards District Leisure facilities. However, it fails to refer to Parish Leisure facilities. Given the above points it is considered a Parish Leisure contribution is necessary and justified to fund a suitable changing room facility taking into account the need to replace the existing facility lost following conversion to provide additional community facility floorspace.

Parking

12. Requirement - Parking for at least 70 cars associated with the new sports changing building. The current proposals are considered unacceptable for the following reasons:
- (1) The proposals are likely to result in a serious and negative impact on non-sporting activities at the Community Centre due to serious overcrowding of the car park.
 - (2) Given the distance to the existing changing rooms from the proposed new car park it is inevitable that many playing pitch users will seek to use the Community Centre car park instead to the detriment of users of the halls and other non-sporting activities. (A separate new changing facility suitably located would address this problem).
 - (3) This overcrowding will spread into weekdays as the proposed MUGA would allow activity through the week including evenings and therefore extend the peak hours of parking pressure and potential clashes with Community Centre non sporting usage.
 - (4) The MGH letter to CVPC dated 17 February 2014 states that additional parking will take the form of 20 spaces for the SANG car park (to accord with Natural England standard of 1 space per hectare), which can also provide for football, plus a car park of 30 spaces for the new playing pitches (based on HCC standard of 12 spaces per ha of pitches). Thus MGH acknowledges there is likely to be overspill of playing field users to the SANG car park. Given the peaks for both car parks are likely to be at weekends there is a likelihood that SANG parking spaces will be taken up by playing field users to the detriment of the effectiveness of the SANG to the extent the LPA as decision maker cannot be certain the development will not have an adverse effect on the integrity of the Thames Basin Heaths Special Protection Area (SPA).
 - (5) To avoid overspill parking, the car park for the new playing pitches should be increased to 70 spaces and the SANG car park should be repositioned further south and west and not accessible by vehicles via Danvers Drive.
 - (6) A car park of 70 spaces is considered reasonable and necessary to meet likely needs arising from the additional MUGA, ATP and 4 no. mini pitches and to replace the parking spaces within the existing Centre car park currently used in association with the existing changing facilities to be relocated.
 - (7) It is considered that provision at above the HCC standard of 12 spaces per 1 ha of pitches is appropriate given the intensive nature of the proposed provision, e.g. MUGA, all terrain and mini pitches compared to standard pitches.

Conclusion

13. The requirements described above are considered to be reasonable and necessary to make the application acceptable and meets the tests of NPPF para 203 and 204 and the Community Infrastructure Levy Regulations 2010 as amended.
14. Without a S106 obligation making full provision for local community and sports facilities as described above and appropriate ancillary parking provision it is considered the application would not properly mitigate the impact on this infrastructure of additional population arising from the development and should be refused.

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CVPC COMMENTS ON TRANSPORT ASSESSMENT

Roads and Traffic

The impact on adjacent local roads has not been properly addressed. While it might be correct to say that the site itself will result in a less than 5% increase on local roads, this is based on an assumption that the development of 315 dwellings will only generate some 197 trips in the morning peak, and 217 in the evening peak. We are not convinced by these numbers. The development will be remote and we assess that the majority of children will have to be driven to school. Further, there is no local work which will mean almost everyone has to drive. Nor does the calculation include traffic to and from the large proposed surgery with first patients arriving before 0800. Given that Hart has such a high percentage of multi-car families we would like to see much more detailed information on how such a low figure has been arrived at.

The impact of the roundabout at the end of Redfields Lane has not been fully assessed. This will make Redfield's Lane – and we note that it does in fact remain a country lane – a far more attractive route into Fleet and for vehicles travelling towards Farnborough. This will skew local traffic flow towards the rest of the Parish. Vehicles currently avoid this junction, especially at peak periods, because it gets very congested and involves a challenging turn onto the A287.

No assessment has been made around a general increase in traffic along Redfield's Lane, nor of its impact on other "pinch points" such as Brandon Road and the Malthouse Bridge into Fleet. We would wish to see a separate assessment of this risk, and whether other road improvements may be needed to mitigate it. In particular Malthouse Bridge is already heavily congested near a blind junction; additional traffic will cause severe congestion and impact directly on the lives of people already living in the parish.

Full use should be made of the redundant section of Redfields Lane should the development go ahead to provide a pedestrian/cycle/bridleway section from the A287 towards St Nicholas School.

At para 3.4.3 of the TA, we note that "routes within Zebon are "meandering but provide generous carriageway widths, albeit with vertical and horizontal calming measures". Unlike other local routes, the TA makes no comment on the capacity of this road, but we assess that, given all the calming measures, it is already at capacity during peak hours. This is supported by local residents who already find their journey times considerably extended during peak times and by those trying to exit driveways onto Brandon Road who complain already that traffic prevents safe and timely egress at peak times. This is the natural artery to Fleet and we wish to see a full capacity assessment and possible mitigation plan. This should include the impact of extra traffic generated by distortion of exiting flows due to the new proposed roundabout.

The Transport Assessment (TA) makes a lot of assumptions about walking, and Government Guidelines on walking to school. In practice, Albany Park will be so isolated from local schools that virtually all pupils will be taken by car. We can find no reference to this likelihood, but it could raise traffic by considerably more than 5% during the school runs – and especially as the proposed entrance is adjacent to St

Nicholas school. A major factor is that, given the shortage of local school places, pupils are likely to travel to relatively remote schools.

The TA seems to avoid the fact that the local catchment junior school is in Dogmersfield, which will also funnel traffic through already congested bottlenecks. We should seek clarification on this. A separate assessment of the School Run impact is essential.

Overall, the Council believes that the current TA is based on out of date information and ignores the already-worsening impact of other large developments in the area such as QEB. It assumes a low number of journeys and ignores the issues of Brandon Road and Malthouse Bridge. This further growth of traffic in what are in fact still local lanes will be very detrimental to the wellbeing of current residents..

As a final point, if the development does go ahead, the A287 Roundabout must be made a mandatory requirement before work starts on the development itself.

Transport.

The suggested cycle routes lack continuity, which severely limits their attractiveness to schoolchildren who will have to negotiate sections of roads that are very busy at school times. And the effect of mixing increased cycle traffic on sections of busy road with no cycle refuges has not been addressed. However, in practice, given its effectively isolated and remote location, most Albany Park residents will drive, as they do from Zebon Copse Estate. We consider the assumptions made about walking and cycling are excessively optimistic as alternatives to the car.

The TA discusses current bus routes, without commenting on their low utilisation and uncertain commercial viability. It is unlikely that many residents would want to walk to Brandon Road to catch a bus, so it is probable that a local service would need to be diverted into Albany Park. The potential for such a diversion to distort existing routes in a way that reduces accessibility for existing residents has not been addressed.

The TA looks at rail access, without stating that the parking situation may not support many more cars, even with the current extension. New residents may migrate towards Winchfield to find parking space, in which case there will be even more pressure on Brandon Road/Malthouse Bridge/Crookham Village.

Overall, we consider that the assumptions about Public Transport and walking and cycling are wildly optimistic for such an isolated development. We see no chance of significant improvement to local transport; indeed we have just been advised that services may well be withdrawn. And so we must assume that most journeys will be made by car to the detriment of the current population. Nor can we see any major public works that could improve the current situation.

We object to these proposals because of the isolation of the development which will generate excessive traffic on already saturated roads, and on the grounds that the assumptions around walking, cycling and public transport are wildly optimistic. We see no scope to widen or improve the local choke points that will become overloaded

Access

The main access to the site would be via a roundabout on Redfields Lane. It is planned to extend the current 30mph limit to this access. The urbanising effect of this roundabout must be minimised and sightlines must be adequate, especially towards the A287.

There must be no intent to open up access via Danvers Drive to more than emergency vehicles. The roads are not suitable and this would produce a dangerous flow of traffic for local children and other pedestrians.

Redfield's Lane is narrow and winding; even if the roundabout goes in first, using the country lane as access for construction traffic over a prolonged period of many years would cause severe disruption to local residents and have a significant adverse effect on road safety. But there is no obvious alternative route. Site access for construction traffic is a major issue that has not been addressed.

Conclusions

- CVPC does not accept the TA assessment of the effect of additional traffic, and particularly on its impact on what are effectively under developed country lanes.
- We do not accept the assessments made about school traffic. Local schools are already at capacity and there will be a considerable amount of school “commuting” to more distant schools. In practice, Albany Park will be so isolated from local schools that virtually all pupils will be taken by car. A separate assessment of the School Run impact would be essential.
- A roundabout at the end of Redfield's Lane would skew local traffic flows. No assessment has been made around a general increase in traffic along Redfields Lane, nor of its impact on other “pinch points” such as Brandon Road and Malthouse Bridge into Fleet. A separate assessment of this risk is required and whether other road improvements are able to mitigate it.
- In practice, Albany Park will be so isolated from local schools that virtually all pupils will be taken by car. A detailed assessment of the School Run impact is required.
- The TA is strong on bus routes, but we now hear that local services may not be viable. What would be the impact of losing bus services on the TA?
- The assumptions about walking and cycling appear wildly optimistic for such a remote site.
- Overall, the local roads were never designed for such heavy use and are already at peak-hour capacity. The TA does not address the cumulative impact of other large developments in the area which will further exacerbate the issue as more houses are completed. The impact on quality of life on current residents will be to put the current road system above safe limits, and we object to this proposal due to the impact of yet more additional traffic.

NOISE ASSESSMENT

Survey January Mon/Tues 20/21 Jan 14.

Para 4.1 Frequency of noise levels from developer's data::

Frequency	LA,eq	LA,max				
30	10	0			max Laeq	73.3
35	26	4			min Laeq	27
40	4	7			max LAmix	87.2
45	0	15			min LAmix	33.4
50	0	9				
55	14	3				
60	22	2				
65	39	0				
70	111	0				
75	59	4				
80	0	73				
85	0	165				
90	0	3				

Correlating the developer's recorded noise levels with aircraft movements obtained from TAG at Farnborough airfield shows that 44 of the louder noise events (all over 79.1 LA_{max}) can be attributed to aircraft departing from Farnborough runway 24. Details are on the next page.

Derivation of noise contour levels in paras 4.5 and 4.6 of the noise report are therefore flawed since horizontal attenuation of aircraft noise is very much less than that of traffic along Redfields Lane. Required noise insulation levels for all buildings on this proposed development should therefore be re-assessed.

Furthermore, no information is given on the impact of noise generated by users of the extra sports pitches on existing and proposed housing.

ANNEX G TO CVPC/14/00504/MAJOR – NOISE

Noise events attributable to aircraft: 44 events. Mean LA_{eq} 69.8. Mean LA_{max} 81.3.

Date	Time	LA,eq	LA,max	Aircraft movements from TAG			RW
(2014/01/20	15:15:00.00)	69.5	81.8	20/01/2014	15:14	OUTBOUND	24
(2014/01/20	15:20:00.00)	69.5	80.5	20/01/2014	15:19	OUTBOUND	24
(2014/01/20	15:25:00.00)	69.8	80.2	20/01/2014	15:23	OUTBOUND	24
(2014/01/20	15:40:00.00)	70.6	80	20/01/2014	15:42	OUTBOUND	24
(2014/01/20	15:45:00.00)	70.5	80.9	20/01/2014	15:44	OUTBOUND	24
(2014/01/20	16:30:00.00)	69.2	79.1	20/01/2014	16:28	OUTBOUND	24
(2014/01/20	16:40:00.00)	70.7	81.2	20/01/2014	16:39	OUTBOUND	24
(2014/01/20	16:50:00.00)	70.4	83.6	20/01/2014	16:48	OUTBOUND	24
(2014/01/20	17:05:00.00)	71.2	80.1	20/01/2014	17:03	OUTBOUND	24
(2014/01/20	17:35:00.00)	70.2	79.7	20/01/2014	17:32	OUTBOUND	24
(2014/01/20	18:15:00.00)	68.8	80.7	20/01/2014	18:16	OUTBOUND	24
(2014/01/20	18:20:00.00)	70.7	80.8	20/01/2014	18:20	OUTBOUND	24
(2014/01/20	18:25:00.00)	69.5	81.2	20/01/2014	18:26	OUTBOUND	24
(2014/01/20	19:35:00.00)	68.8	79.6	20/01/2014	19:33	OUTBOUND	24
(2014/01/20	20:20:00.00)	67.5	87.2	20/01/2014	20:20	OUTBOUND	24
(2014/01/21	07:15:00.00)	71	82.2	21/01/2014	07:13	OUTBOUND	24
(2014/01/21	08:05:00.00)	72.4	81.5	21/01/2014	08:05	OUTBOUND	24
(2014/01/21	08:10:00.00)	71.6	81.2	21/01/2014	08:11	OUTBOUND	24
(2014/01/21	08:15:00.00)	73	82.1	21/01/2014	08:15	OUTBOUND	24
(2014/01/21	09:05:00.00)	70.8	83.3	21/01/2014	09:07	OUTBOUND	24
(2014/01/21	09:25:00.00)	71.2	81.9	21/01/2014	09:23	OUTBOUND	24
(2014/01/21	09:35:00.00)	71	81.8	21/01/2014	09:31	OUTBOUND	24
(2014/01/21	09:45:00.00)	69.6	80.6	21/01/2014	09:47	OUTBOUND	24
(2014/01/21	09:50:00.00)	69.9	81.8	21/01/2014	09:50	OUTBOUND	24
(2014/01/21	10:15:00.00)	68.6	83.6	21/01/2014	10:14	OUTBOUND	24
(2014/01/21	10:55:00.00)	70.3	83.3	21/01/2014	10:55	OUTBOUND	24
(2014/01/21	11:05:00.00)	68.6	81.1	21/01/2014	11:03	OUTBOUND	24
(2014/01/21	11:10:00.00)	70.4	82.5	21/01/2014	11:08	OUTBOUND	24
(2014/01/21	11:45:00.00)	69.8	81.8	21/01/2014	11:46	OUTBOUND	24
(2014/01/21	12:10:00.00)	69.3	79.9	21/01/2014	12:11	OUTBOUND	24
(2014/01/21	12:15:00.00)	70.1	81.6	21/01/2014	12:17	OUTBOUND	24
(2014/01/21	12:30:00.00)	69.6	80.7	21/01/2014	12:30	OUTBOUND	24
(2014/01/21	12:45:00.00)	69.3	80.3	21/01/2014	12:45	OUTBOUND	24
(2014/01/21	12:55:00.00)	68.7	78.8	21/01/2014	12:54	OUTBOUND	24
(2014/01/21	13:05:00.00)	68.9	81.4	21/01/2014	13:05	OUTBOUND	24
(2014/01/21	13:10:00.00)	69.5	80.6	21/01/2014	13:11	OUTBOUND	24
(2014/01/21	13:20:00.00)	68.1	79.8	21/01/2014	13:19	OUTBOUND	24
(2014/01/21	13:25:00.00)	68.2	80.7	21/01/2014	13:24	OUTBOUND	24
(2014/01/21	13:30:00.00)	69.8	81.4	21/01/2014	13:31	OUTBOUND	24
(2014/01/21	13:40:00.00)	68.8	82	21/01/2014	13:39	OUTBOUND	24
(2014/01/21	13:45:00.00)	69.1	82.1	21/01/2014	13:42	OUTBOUND	24
(2014/01/21	13:50:00.00)	68.7	82.3	21/01/2014	13:46	OUTBOUND	24
(2014/01/21	14:15:00.00)	67.8	82	21/01/2014	14:16	OUTBOUND	24
(2014/01/21	14:35:00.00)	69	79.5	21/01/2014	14:33	OUTBOUND	24

