

NOTICE OF MEETING

Meeting	Regulatory Committee
Date and Time	Wednesday, 12th February, 2020 at 10.00 am
Place	Ashburton Hall - HCC
Enquiries to	members.services@hants.gov.uk

John Coughlan CBE
Chief Executive
The Castle, Winchester SO23 8UJ

FILMING AND BROADCAST NOTIFICATION

This meeting may be recorded and broadcast live on the County Council's website. The meeting may also be recorded and broadcast by the press and members of the public – please see the Filming Protocol available on the County Council's website.

AGENDA

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence received.

2. DECLARATIONS OF INTEREST

All Members who believe they have a Disclosable Pecuniary Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Part 3 Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore all Members with a Non-Pecuniary interest in a matter being considered at the meeting should consider whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, consider whether it is appropriate to leave the meeting while the matter is discussed, save for exercising any right to speak in accordance with the Code.

3. MINUTES OF PREVIOUS MEETING (Pages 5 - 8)

To confirm the minutes of the previous meeting.

4. DEPUTATIONS

To receive any deputations notified under Standing Order 12.

5. CHAIRMAN'S ANNOUNCEMENTS

To receive any announcements the Chairman may wish to make.

6. CALTHORPE PARK SCHOOL HITCHES LANE FLEET (Pages 9 - 36)

To consider a report of the Director of Economy, Transport and Environment regarding a planning application for a 2 storey block to provide 16 classrooms and associated ancillary spaces and landscaped areas at Calthorpe Park School, Hitches Lane, Fleet (Application No. 19/02417/HCC) (Site Ref: HRE026).

7. BLUE HAZE LANDFILL SITE VERWOOD ROAD SOMERLEY (Pages 37 - 40)

To consider a report of the Director of Economy, Transport and Environment regarding the need for an extension of time until 30 April 2020 for the satisfactory completion of the Deed of Variation to the Section 106 agreement for permission 19/10066 at Blue Haze Landfill Site, Verwood Road, Somerley.

8. NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECTS IN HAMPSHIRE (Pages 41 - 48)

To consider a report of the Director of Economy, Transport and Environment regarding an update on the current Nationally Significant Infrastructure Projects that are planned within Hampshire.

9. MONITORING AND ENFORCEMENT UPDATE (Pages 49 - 58)

To consider a report of the Director of Economy, Transport and Environment regarding the Monitoring and Enforcement work undertaken by Strategic Planning during the period October 2019 – January 2020.

ABOUT THIS AGENDA:

On request, this agenda can be provided in alternative versions (such as large print, Braille or audio) and in alternative languages.

ABOUT THIS MEETING:

The press and public are welcome to attend the public sessions of the meeting. If you have any particular requirements, for example if you require wheelchair access, please contact members.services@hants.gov.uk for assistance.

County Councillors attending as appointed members of this Committee or by virtue of Standing Order 18.5; or with the concurrence of the Chairman in connection with their duties as members of the Council or as a local County Councillor qualify for travelling expenses.

Agenda Item 3

AT A MEETING of the Regulatory Committee of HAMPSHIRE COUNTY
COUNCIL held at the castle, Winchester on Wednesday, 11 December, 2019

Chairman:

* Councillor Peter Latham

- | | |
|---------------------------------|-------------------------------|
| * Councillor Lance Quantrill | * Councillor Gary Hughes |
| * Councillor Christopher Carter | Councillor Wayne Irish |
| * Councillor Mark Cooper | Councillor Alexis McEvoy |
| * Councillor Rod Cooper | * Councillor Stephen Philpott |
| Councillor Roland Dibbs | * Councillor Roger Price |
| Councillor Jane Frankum | Councillor Jan Warwick |
| Councillor Marge Harvey | * Councillor Neville Penman |
| Councillor Keith House | |

*Present

165. **APOLOGIES FOR ABSENCE**

Apologies were received from Councillors Dibbs, Frankum, Harvey, House, Irish, McEvoy and Warwick.

166. **DECLARATIONS OF INTEREST**

Members were mindful that where they believed they had a Disclosable Pecuniary Interest in any matter considered at the meeting they must declare that interest at the time of the relevant debate and, having regard to the circumstances described in Part 3, Paragraph 1.5 of the County Council's Members' Code of Conduct, leave the meeting while the matter was discussed, save for exercising any right to speak in accordance with Paragraph 1.6 of the Code. Furthermore Members were mindful that where they believed they had a Non-Pecuniary interest in a matter being considered at the meeting they considered whether such interest should be declared, and having regard to Part 5, Paragraph 2 of the Code, considered whether it was appropriate to leave the meeting whilst the matter was discussed, save for exercising any right to speak in accordance with the Code.

No interests were declared.

167. **MINUTES OF PREVIOUS MEETING**

The minutes of the last meeting were reviewed and agreed.

168. **DEPUTATIONS**

There were no deputations on this occasion.

169. CHAIRMAN'S ANNOUNCEMENTS

The Chairman referred to plans for a proposed incinerator in Andover, and a response to the consultation had been submitted by the County Council. The Chairman emphasised that this was an important subject for the Committee and there would be a site visit arranged for Members of the Committee early next year.

170. EXTENSION OF TIME FOR SECTION 106 AGREEMENT LAND AT ROESHOT CHRISTCHURCH

The Committee considered a report of the Head of Strategic Planning (Item 6 in the Minute Book), seeking an extension of time for the satisfactory completion of a Section 106 agreement.

The officer introduced the item and the background to the authorisation of the Section 106 agreement at Regulatory Committee in June 2019 was clarified for Members. It was confirmed although six months had proven to be insufficient time to complete the agreement, work was progressing well and moving forward and Members were asked to consider the extension until 30 June 2020.

It was heard that officers would consider the wording of recommendations for Section 106 Agreements in future, to try to avoid coming back to Committee.

During questions of the officer, the following points were clarified:

- That timescales for completion of Section 106 Agreements looked to encourage applicants to complete in a timely manner, but officers would examine ways to ensure the balance was right.
- Ecology issues had added to the complexity in finalising the agreement.
- That in this instance, there would be no material change in circumstances, to warrant reaching a different decision.
- That officers were confident that completion of the Section 106 Agreement would be achieved in the period of time requested of Members.

RESOLVED:

That an extension of time until 30 June 2020 was agreed for the satisfactory completion of the Section 106 Agreement to secure Ecological Protection and Restoration of the site, a revised Repair and Maintenance Scheme for Watery Lane (Byway Open to All Traffic (BOAT number 737) and a permissive path and that authority was delegated to the Director of Economy, Transport and Environment to grant permission in all other respects in accordance with the resolution made at the meeting held on 19 June 2019.

171. **APPEAL DECISIONS - RINGWOOD & FORDINGBRIDGE SKIP HIRE
COURTWOOD FARM COURT HILL SANDLEHEATH**

The Committee received a report of the Head of Strategic Planning (Item 7 in the Minute Book), which advised Members of a recent successful planning appeal decision by Ringwood and Fordingbridge Skip Hire. Members were also advised as to the appellant's unsuccessful appeal against the Council's Enforcement Notice.

Officers outlined the background to the planning application which was refused at the Regulatory Committee meeting on 24 January 2018. It was heard that subsequently the applicant had changed the original application and ceased external recycling at the premises, and the main basis for the appeal was in connection with HGV numbers using the site.

Members also heard the Inspector determined that the appeal against the Council's refusal to grant planning permission (APP/Q1770/W/18/3197963) be allowed and the appeal against the Council's Enforcement Notices (APP/Q1770/C/18/3197890) be dismissed. Further, the Inspector dismissed the appellant's application for costs against the Council.

Members were content with the update and no questions were raised.

RESOLVED:

That the Regulatory Committee noted the report.

Chairman,

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	12 February 2020
Title:	2 story block to provide 16 classrooms and associated ancillary spaces and landscaped areas at Calthorpe Park School, Hitches Lane, Fleet GU51 5JA (No. 19/02417/HCC) (Site Ref: HRE026)
Report From:	Head of Strategic Planning

Contact name: Judith Smallman

Tel: 01962 847870

Email: judith.smallman@hants.gov.uk

Recommendation

1. That planning permission shall be GRANTED subject to the conditions listed in integral appendix B.

Executive Summary

2. The planning application is for a 2-story block to provide 16 classrooms and associated ancillary spaces and landscaped areas at Calthorpe Park School, Hitches Lane, Fleet.
3. The school sits at the edge of a relatively rural setting, with substantial playing fields to the south. It is accessed from Hitches Lane along its western boundary, with the northern and eastern boundaries abutting housing.
4. Calthorpe Park School is a mixed 11-16 secondary community school with 1250 pupils enrolled, proposed to increase to 1425 pupils from its large catchment area. The extension is required to accommodate additional children forecasted to require spaces following new housing developments in the area.
5. This application is being considered by the Regulatory Committee as it is a major development.
6. When considering the application, the key issues to be considered are the principle of the development, design, scale and massing of the proposed school buildings, sustainability, highway impact, visual impact and landscape and ecology.
7. It is considered that the proposal is in accordance with the development plan as it provides new educational facilities to meet the needs of the local

communities within its catchment area, Policies GEN 1 (General policy for development) and URB 20 (Retention and provision of local services and community facilities) of the Hart District Local Plan (2006) (HDLP (2006)) as well as the relevant paragraphs of the National Planning Policy Framework (2019). The design, appearance and proposed materials are considered appropriate in accordance with Policies GEN 4 (Design) and GEN 10 (Renewable energy) and the incorporated landscaping CON 8 (Trees, Woodland & Hedgerows: Amenity Value) of the HDLP (2006) will enhance both the natural and built environment and maximise the potential to improve local biodiversity.

8. The proposal is not anticipated to have a significant impact on the safety or operation of the local road network and encourages walking and cycling, through a School Travel Plan Policy T14 (Transport and Development) of the HDLP (2006)). On site car parking provision is in accordance with the relevant standards in Policy T14 (Transport and Development) of the HDLP (2006)).
9. Appropriate sustainability features, to accord with requirements, will ensure that energy loss is minimised Policies GEN 10 (Renewable energy) and appropriate measures will be taken to ensure surface water run-off from the development will be managed in a sustainable way and will not increase the risk of flooding off site, GEN 11 (Areas affected by flooding and poor drainage) of the HDLP (2006)). Measures to reduce noise emissions are also included within the proposal Policy GEN 7 (Noise sensitive developments) of the (HDLP (2006)).
10. The proposed development is not an Environmental Impact Assessment development under the [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#). Screening under the EIA Regulations has been carried out on the proposed development as supplied. The development is classified as a Schedule 2 development as it falls within category 10, (Infrastructure projects) and exceeds the size threshold. However, whilst being identified under the Regulations, it is not deemed as an EIA development requiring an Environmental Statement.

The Site

11. The school is to the west of Fleet, approximately 1.5 kilometres (km) south of the M3, with a predominantly suburban area to the east and agricultural land to the west. It has a dispersed catchment area between Basingstoke in the west and Farnborough in the east including Minley, Fleet, Dogmersfield, Crondall and Crookham Village. The local area has also seen recent housing developments such as Edenbrook Village to the north and Netherhouse Copse to the south.
12. The existing school site covers an area of approximately 9.5 hectares (ha). The original buildings date from 1969 comprising a complex of modern one and two storey buildings and temporary modular structures. These are

surrounded by hardstanding and introduced shrub ornamental planting to the north of the site and managed grassland with artificial turf playing fields, broadleaved semi-natural woodland and scattered trees to the south of the site. There are tree-lined public footpaths adjacent to its' eastern boundary and substantial playing fields to the south. Access to the school is from Dukes Mead, close to a roundabout junction with Hitches Lane, Old Hitches Lane and Emerald Drive.

The Proposal

13. The proposal is for a 2-storey block to provide 16 classrooms and associated ancillary spaces and landscaped areas. The new accommodation, which will accommodate the additional 300 pupils, will comprise the following: -

New build standalone block:

- 13 General teaching classrooms;
 - An Arts and ceramic room;
 - 2 Technology rooms;
 - Dining area;
 - Offices; and
 - Ancillary areas such as WCs and storage.
14. In addition, two Science labs and a library/study area are being refurbished.

External Landscaping Elements

- Re-configured car parking after the demolition of the leisure centre;
- Associated landscaping to new dining area;
- New tree planting;
- Grassed area with swale;
- 26 additional parking spaces and space for 1 bus;
- Space for 3 minibuses; and
- Provision for 30 covered and secure bicycles.

Design, scale and massing

15. The site for the new building was chosen on the site previously used as a sports centre (now demolished) as it works best with the existing school desire lines and maximises soft landscaping and views. This allows the new accommodation to be close enough to the rest of the school estate while moving the centre of gravity towards the soft landscaped areas to the south and improving existing major pedestrian routes.
16. The building is orientated for the classrooms to face north/south to control solar gain and reduce noise from Hitches Lane entering the naturally ventilated classrooms.

17. A previous extension to the school in 2015 has proven to be very popular with staff, pupils and the public, due, in part, to the generous courtyard that made a previously under used area of the school, a “heart” at the centre of the school. The proposal is designed to emulate a similar design language to that.
18. The extension has been scaled to reflect the existing (largely) two storey buildings of the rest of the school. The building is a brick skin with punched window openings creating an ordered elevation for the classrooms with variations to this pattern highlighting the entrances and dining/art studio.
19. The building will be constructed out of a high-quality blend of bricks reflecting the existing facing brickwork on site. A simple decorative brick patterning and solar shading will be utilised around the building, adding interest to the elevations. Aluminium windows with louvers for the natural ventilation and solar glass to the south and east facades. The roof will be constructed of high performance felt roofing.
20. Fencing around the school from Hitches Lane is unsecure, so the proposals seek to address this by introducing a low 1.2m concrete post fence with wire mesh along the back of the existing hedge to emphasise the school boundary. Footings for fence posts will be hand dug and set to avoid roots within root protection areas. Within the site, the proposals introduce a new internal secure line comprised of a new 1.8m weldmesh panel fence supplemented with tree and hedge planting. Gates are to be introduced to manage the flow of pedestrians and vehicles.
21. Lighting is to be introduced around the car park for staff and visitors. These will be external streetlamps fitted with direction LED lamps to prevent light spilling onto Hitches Lane and into the canopy of mature trees. Any new external lighting will conform to dark sky guidance and will be on a suitable timer to minimise the time lit to when the School is in use, by pupils or community.

Sustainability

22. The new building has been designed to reduce energy consumption at source adopting fabrics/materials that will achieve sustainability principles. It also incorporates renewable or low carbon energy technologies where appropriate. The building is to be insulated to reduce energy loss through the building envelope and exceed standards defined in the current Building Regulations. Natural daylight also assists in reducing the use of energy at source. Artificial light fittings are day-light linked with absence detection to ensure that minimal energy is used. Other passive measures include external brise-soleil and solar control coatings to the glass to avoid over - heating and glare.
23. Low energy mechanical vent mixing units, provide a constant supply of preheated fresh air to the teaching spaces, regulating internal temperatures.

24. The preheating of the air eliminates cold drafts commonly associated with more traditional natural ventilation strategies. They also provide secure night-time cooling of the spaces avoiding starting the day with a hot stuffy classroom.
25. Each room utilises the concrete slab of the floor above as a ceiling which will absorb heat energy and minimise the extreme highs and lows of temperature that classrooms can experience.
26. All statutory services connected to the new building will be fitted with SMART meters to help with the management of energy and monitor consumption within the school. The proposed water usage of the school has also been considered and water saving sanitary fittings have been specified throughout.
27. All materials used have been considered and have been specified to be sourced from sustainable sources. All timber will be FSC certified and where required chain of custody will be sought.
28. A Sustainable urban drainage solution (SUDS) is proposed to retain the increase of surface water on site and a renewable energy viability report is included in the application.
29. Photovoltaics PV: Hampshire County Council has a policy stating a maximum installed PV capacity per site and this is not exceeded unless Part L requirements indicated a requirement for PV. The sites installed capacity is already at peak load and there is sufficient capacity to provide for the extension.

Solar thermal: There is not an all year-round requirement for hot water. Therefore, the site is not viable for solar thermal panels.
A site waste management plan is to be developed to ensure that during construction the principles of minimising waste are maintained.

Highway access and circulation

Existing

30. The school operates a one-way system through the site that is used by staff, parents, visitors and buses. Parents are permitted to drive on to the school site at pick-up and drop-off and wait.
31. This system gets very busy and there is usually a queue of cars out of the school grounds, along Duke's Mead, around the roundabout and along Hitches Lane to the north. This results in the blocking of the roundabout during the afternoon pick up for between 10-15 minutes each day.
32. Pedestrian access points are adjacent to the vehicular entry and exit points on Hitches Lane and Dukes Mead with an additional shared use access to

the rear of the site leading to Tavistock Road. There is a cycle-only access to the northwest corner of the school site.

33. The number 10 bus service provides a publicly available link between Church Crookham and the school, using the drop-off loop through the school. There are two bus laybys situated within the loop although during drop off the bus can get stuck in the queue of parents' cars on the site so is often unable to get to the laybys at the allotted time.
34. Changes to the vehicular access and parking arrangements are proposed as part of this application, as detailed below.
35. There is currently cycle parking for 127 bicycles and a further 46 uncovered cycle parking bays.

Proposed

36. It is proposed to extend the on-site drop-off loop to the south to accommodate an additional 15 vehicles which it is stated will, alongside sustainable transport measures set out in the School Travel Plan, "alleviate much of the issue of congestion on the highway in the immediate vicinity of the school." A Transport Statement Addendum has been submitted which states that a permit system will be developed and implemented at the school to manage this.
37. A new egress will be located where the old leisure centre entrance is currently situated, and the current egress will be made a bus-only entrance.
38. Currently there is unrestricted access to the service road for vehicles to pass to the south of the main school. The situation is to be changed by introducing a pedestrian priority route between the buildings which can be managed by the school using double gates and one unified pedestrian surface.
39. Tracking for all typical vehicle types likely to access the site have been checked to ensure they can manoeuvre safely with no requirement to reverse onto the highway. It is predicted to be an additional 84 parent's vehicles associated with the expansion of the school.
40. Pedestrians and cyclists enter the school currently from several points around the site. A new pedestrian access point and raised table is to be introduced on the school site aligning with the pedestrian crossing point across Hitches Lane. This will provide a new desire line that makes use of this existing crossing rather than the current desire line where pedestrians cross Hitches Lane on or near the roundabout. A new cycle and pedestrian entrance will be provided to the southwest of the school site getting pupils approaching from the south onto the school campus and off Hitches Lane earlier.

41. A new covered cycle store is to be provided behind a proposed secure internal boundary line created by proposed fencing. This will provide provision for 30 no. cycles, increasing from 173 to 203 spaces.
42. Additional staff car parking has been located to the south west of the new building in an area which was previously used by the leisure centre for parking. The existing car park is to be reconfigured whilst maintaining access for deliveries and emergency vehicles to the new sports hall and for school grounds maintenance. Most of the existing school car parking remains largely unaltered.
43. The Transport Statement provides a comprehensive representation of the parking requirements of the school after the expansion where it identifies that an additional 26 no. car parking spaces should be provided in addition to the existing 130 providing a new total of 156 spaces.
44. The proposals have been designed to provide an additional space for a single bus to pick up/ drop off to the south of the car park. In addition, an area of hardstanding for minibuses has been introduced along the edge of access road leading to the new sports hall.
45. No additional bin store has been proposed as material suitable for re-cycling, and food and general waste will be taken to the school's existing bin store area located to the north of the school.
46. Access for deliveries into the school is to remain as existing (off Hitches Lane/Dukes Mead). These vehicles will then be directed to the proposed exit point to the south of the site. Access for grounds maintenance vehicles will be directed to the access route serving the sports hall.

Visual Impact and Landscaping

47. There are several mature trees with dense understorey vegetation to the west of the site, along Hitches Lane, and to the south between the school and their sports pitches. These are to be retained and protected throughout the course of construction. No new services will be constructed within Root Protection Zones.
48. The existing car park is to be reconfigured which will require small sections of road kerbs and hard surface (asphalt) to be removed. This will moderately increase the extent of soft verge under mature trees, which will provide improve the ground conditions for these trees.
49. A small number of ornamental trees exist along a grass bank to the south of the access route and existing school buildings, and within the existing planting beds of the former sports hall car park. These trees are to be removed as part of the development and replaced on a minimum ratio of 2:1 (replacement: loss). Trees will be selected to reflect the locally indigenous species; to support wildlife; provide shading to south facing windows; visual

mitigation of the car park; and to define a new social and habitat space associated with the new building.

50. In addition, new native hedge planting is to be introduced to enclose the space and create a habitat for wildlife.

Ecology

51. A Phase 1 Ecological Survey was undertaken in 2018 comprising a desk-based study and field survey to assess the potential for the site to support protected habitats and species. Habitats to be directly impacted by the proposed works are broadleaved semi-natural woodland with scrub understorey. The site is of moderate ecological value overall.
52. A summary mitigation strategy is also provided, detailing measures to minimise identified impacts and to provide appropriate compensation and enhancement to offset those impacts.
53. The proposed lighting to be installed within the new car parking areas adjacent to the broadleaved semi natural woodland should avoid spillage of greater than 1 lux onto many adjacent vegetation. The use of non-UV LED lighting is recommended to avoid the most deleterious impacts of lighting on biodiversity. Light spills could be avoided onto vegetation by fitting louvres and angling lighting away from vegetation.
54. Recommendations for ecological enhancements include the use of native plant species and the installation of bird nest boxes.
55. The proposed development has been assessed under [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2017](#); The development is classified as a Schedule 2 development 10(b) Urban development projects (i) The development includes more than 0.5 hectares. However, whilst being identified under the Regulations, it is not deemed an EIA development requiring an Environmental Statement.

Development Plan and Guidance

56. The following plans and associated policies are relevant to the proposal:

[National Planning Policy Framework \(2019\)](#) (NPPF 2019)

The following paragraphs are relevant to this proposal:

- Paragraph 11: Presumption in favour of sustainable development;
- Paragraph 80: Support of sustainable economic growth;
- Paragraph 94: Ensuring sufficient choice of school places is available to meet the needs of existing and new communities;

- Paragraph 148: Meeting the challenge of climate change, flooding and coastal change;
- Paragraph 170: Contributions and enhancement of natural and local environment; and
- Paragraph 102-103: Sustainable transport.

Hart District Local Plan (2006) (HDLP (2006))

The following policies are relevant to the proposal:

GEN 1 (General policy for development);

GEN 4 (Design policy);

GEN 7 (Noise sensitive developments);

GEN 8 (Pollution);

GEN 10 (Renewable energy);

GEN 11 (Flooding and poor drainage);

CON4 (Replacement and Habitats

CON 8 (Trees, woodland & hedgerows);

CON 11 (Areas affected by flooding or poor drainage);

URB 20 (Retention and provision of local services and community facilities);

and

T14 (Transport and Development).

Climate Change

57. Hampshire County Council declared a climate change emergency on 17 June 2019. This proposed development has been subject to consideration of Paragraph 148 of the NPPF (2019) as the proposed development reduces energy consumption through sustainable approaches to building design and layout, using low-impact materials and high energy efficiency. It also incorporates renewable or low carbon energy technologies, where appropriate.

Consultations

58. **County Councillor Forster:** Was notified.
59. **Hart District Council:** Has no objection.
60. **Fleet Town Council:** Has no objection.
61. **Local Highway Authority:** Has no objection subject to a planning condition for a parking permit system to be developed with the goal of preventing stacking on the surrounding highway at pick up time. The details of the permit scheme are to be confirmed through a traffic management strategy, as outlined in the Transport Statement Addendum dated January 2020 and agreed by all parties.
62. **Lead Local Flood Authority (LLFA):** No objection subject to a condition for further details to be submitted for approval.

63. **Landscape Planning and Heritage (Landscape) (HCC):** No objection in principle subject to a condition requiring further detail on specific aspects.
64. **Landscape Planning and Heritage (Archaeology) (HCC):** Has no objection.
65. **County Ecologist (HCC):** Has no objection subject to the development proceeding in accordance with the measures detailed in Sections 5.2.1 to 5.2.5 of the Ecological Appraisal report by Hampshire County Council Ecology Team (November 2018) and a detailed scheme of biodiversity enhancements (accompanied by a drawing showing the location of the proposed enhancement features) to be incorporated into the development.

Representations

66. Hampshire County Council's [Statement of Community Involvement \(2017\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.
- In complying with the requirements of the SCI, HCC:
 - Placed a notice of the application at the application site;
 - Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#); and
 - Notified by letter all residential properties within 100 metres of the boundary of the site.
67. As of 31 January 2020, no representations had been received.

Commentary

Principle of the development

68. The principle of a school in this location is already accepted as is the school extension being built on a site previously occupied by Hart Leisure Centre. It is supported in principle by Policies GEN 1 (General policy for development) in the Hart District Local Plan (2006) (HDLP (2006)) and Paragraph 94 (Ensuring sufficient choice of school places is available to meet the needs of existing and new communities) in the National Planning Policy Framework (2019).

Design

69. The extension has been scaled to reflect the existing (largely) two storey building; maximises soft landscaping and views and relates well with the existing school buildings and estate. Materials to be used are to match the existing buildings and a simple decorative brick patterning and solar shading will add additional interest to the elevations, which will be aesthetically pleasing. It therefore meets Policy GEN 4 (Design) in the HDLP (2006).

Sustainability

70. The proposals for the new school extension have been designed with reference to sustainability principles and incorporates several features that enable the building to be efficient, in terms of energy reduction and thermal performance. The incorporation of SMART meters to help with the management of energy and monitor consumption within the school is supported. Whilst it is disappointing that further photovoltaics cannot be provided on the new school roof, it is accepted that the site is already at peak load and cannot exceed Part L of the Building Regulations. The overall development meets Policy GEN10 (Renewable energy) of the HDLP (2006).

Highways impact

71. Improvements to the entry/exit access to the school incorporated within the proposed scheme, address the existing major safety concerns experienced by the school. The parking permit system to be developed for the on-site loop is welcomed as this should prevent stacking on the surrounding highway at pick up time.

72. New desire lines are also included particularly for the new cycle and pedestrian entrance to the southwest of the school, which will assist in getting pupils onto the school campus and off Hitches Lane earlier.

73. The Highway Authority has interrogated the traffic data submitted as part of the application to indicate the level of impact. It is noted that the morning peak hour for both the school and the wider network overlap whilst the afternoon peak hour for the school is before the wider network peak hour.

74. It is noted that some of the additional trips generated by the application have already been assessed as a result of nearby development on Hitches Lane. This includes assessment of school related trips from the development within the overall impact assessment. Mitigation has already been secured for these works in the form of the junction and crossing improvements, as well as wider financial contributions towards highway improvements.

75. Additional car parking being provided meets current standards; the additional space for a single bus to pick up and drop off to the south of the car park and the introduction of an area of hardstanding from minibuses all result in improvements to safety and meets Policy T14 (Transport and Development) of the HDLP (2006).

Visual impact and landscape

76. Mature tree belts are being retained and re-configuration of the existing car park will also result in improvements with the removal in places of tarmac which will improve the planting conditions for existing vegetation. Replacement locally indigenous trees on a 2:1 basis will also result in aesthetic improvements as well as practical solutions for shading and supporting wildlife, in accordance with Policy CON 8 (Trees, woodlands and hedgerows) of the HDLP (2006).

Ecology

77. The submitted Ecological Appraisal, November 2018 contains recommendations to protect badgers, nesting birds, amphibians and dormice. A detailed Biodiversity Enhancement Strategy in line with Paragraph 170(d) of the National Planning Policy Framework which requires “minimising impacts on the providing net gains for biodiversity” also provides opportunities that can be incorporated into the site and design of the new building. No objection has been raised by the County Ecologist subject to a planning condition for a detailed scheme of biodiversity enhancements to be incorporated into the development and the proposal is therefore in accordance with Policy CON 4 (Replacement and habitats) of the HDLP (2006).

Conclusion

78. It is considered that the proposal would be in accordance with relevant policies of the Hart District Local Plan (2006) (HDLP (2006)).

Recommendation

79. That planning permission shall be GRANTED subject to the conditions listed in Appendix A.

Appendices:

Appendix A – Conditions
Appendix B - Committee Plan
Appendix C - Location Plan
Appendix D – Site Compound Plan
Appendix E – North & East Elevations Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=20722>

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	No
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

19/02417/HCC
HRE026

Hampshire County Council

Calthorpe Park School, Hitches Lane, Fleet
GU51 5JA
(2 story block to provide 16 classrooms
and associated ancillary spaces and
landscaped areas

EQUALITIES IMPACT ASSESSMENTS:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

Officers considered the information provided by the applicant, together with the response from consultees and other parties, and determined that the proposal would have no material impact on individuals or identifiable groups with protected characteristics. Accordingly, no changes to the proposal were required to make it acceptable in this regard.

Conditions

Reason for Approval

It is considered that the proposal would be in accordance with the relevant policies of the Hart District Local Plan (2006) including the policies which support the principle of the school extension as part of the wider residential development of the area.

Planning Conditions

Time Limits

1. The development hereby permitted shall be begun before the expiration of three years from the date on which this planning permission was granted.

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

Hours of Working

2. No work relating to the construction of the development hereby permitted, (including works of preparation prior to operations, the delivery of construction materials, skips or machinery, nor the removal of waste materials) shall take place before 0800 or after 1800 Monday to Friday inclusive, before 0800 or after 1400 on Saturday and not at all on Sunday or recognised Public Holidays.

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

Materials

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

Reason: In the interests of visual amenity and to secure a high-quality development and in accordance with Policy GEN 4 (Design) of the Hart District Local Plan (2006). This is a pre-commencement condition as such details need to be considered during construction of the development and thus go to the heart of the planning permission.

Highways

4. No development hereby permitted shall commence until a Construction Traffic Management Plan (to include details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles) and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.

Reason: In the interests of highway safety and in accordance with Policy T14 (Transport and Development) of the Hart District Local Plan (2006). This is a pre-commencement condition as such details need to be considered during construction of the development and thus go to the heart of the planning permission.

5. Prior to occupation, a Traffic Management Strategy for the site (to include a permit system and any other measures deemed necessary to prevent vehicles queueing on the local highway network at school pick up time) should be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety and in accordance with Policy T14 (Transport and Development) of the Hart District Local Plan (2006).

6. A full School Travel Plan demonstrating the interventions, incentives and targets which will be implemented to promote a reduction in single occupancy car trips by pupils to the site should be submitted to and approved in writing by the Local Planning Authority within 12 months of the school being occupied.

Reason: To minimise trip generations associated with the development by the private car and encourage the use of alternative means of travel in compliance with the aims and objectives of the National Planning Policy Framework (2018) and in accordance with Policy T14 (Transport and Development) of the Hart District Local Plan (2006).

Flood and Water Management

7. No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment and Drainage Strategy, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:

- a. Clarity on how the swale will function and further information on the ditch network in terms of location and flow direction.
- b. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.

c. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

Reason: In the interest of Flood and Water Management and in accordance with Policy GEN 11 (Flooding and poor drainage) of the Hart District Local Plan (2006). This is a pre-commencement condition as flood and water management details are an integral part of the scheme design and thus go to the heart of the planning permission.

Landscaping

8. No works shall commence until full details of all the hard and soft landscaped areas, including the proposed car park, have been submitted to and approved by the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved plans.

Reason: In the interest of landscape character (visual amenity, protection of neighbours) and in accordance with Policy CON 8 (Trees, woodlands and hedgerows) of the Hart District Local Plan (2006). This is a pre-commencement condition as the landscape details are an integral part of the scheme design and thus go to the heart of the planning permission.

9. The approved landscape under condition 8 above, shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner. Any plants or trees which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To improve the appearance of the site in the interests of visual amenity and in accordance with Policy CON 8 (Trees, woodlands and hedgerows) of the Hart District Local Plan (2006).

10. The identified trees/hedges to be retained, shall be protected during building operations by the erection of protective fencing or other measures in strict compliance with the requirements. The existing trees shall not be lopped, topped, felled or destroyed without the prior approval in writing of the Local Planning Authority.

Reason: To retain and protect the existing trees which form an important part of the amenity of the locality and in accordance with Policy CON 8 (Trees, woodlands and hedgerows) of the Hart District Local Plan (2006). This is a pre-commencement requirement because of the need to secure satisfactory protection to trees in advance of development commencing.

Ecology

11. Development shall proceed in accordance with the measures detailed in Sections 5.2.1 to 5.2.5 of the Ecological Appraisal report by Hampshire County Council Ecology Team (November 2018).

Reason: To protect wildlife in line with the Wildlife and Countryside Act 1981 (as amended) and in accordance with Policy CON 4 (Replacement and habitats) of the Hart District Local Plan (2006).

12. A detailed scheme of biodiversity enhancements (accompanied by a drawing showing the location of the proposed enhancement features) to be incorporated into the development shall be submitted for written approval to the Local Planning Authority. Development shall subsequently proceed in accordance with any such approved details.

Reason: To enhance biodiversity in accordance with NPPF and the Natural Environment and Rural Communities Act 2006 and in accordance with Policy CON 4 (Replacement and habitats) of the Hart District Local Plan (2006).

Plans

13. The development hereby permitted shall be carried out in accordance with the following approved plans: **P11866-ECH-00-00-DR-C-7600 P02, P11866-ECH-00-00-DR-C-7601 P02, P11866-HCC-NB-00-DR-A-1000 P2, P11866-HCC-00-DR-A-1005 P2, P11866-HCC-NB-00-DR-A-1500 P2, P11866-HCC-NB-00-DR-A-1601 P1, P11866-HCC-NB-00-DR-A-1850 P3, P11866-HCC-NB-00-DR-A-1851 P3, P11866-HCC-NB-01-DR-A-2021 P5, P11866-HCC-NB-RL-DR-A-2022 P5, P11866-HCC-NB-XX-DR-A-3020 P3, P11866-HCC-NB-XX-DR-A-3021 P3, P11866-HCC-NB-XX-DR-A-3040 P4, P11866-HCC-NB-ZZ-DR-A-3045 P3, P11866-HCC-00-DR-L-7003 P2, P11866-HCC-00-DR-L-7002 P1, P11866-HCC-00-DR-L-7004 P1, P11866-HCC-00-DR-L-7009 P1, P11866-HCC-NB-00-DR-A-2020 P6**

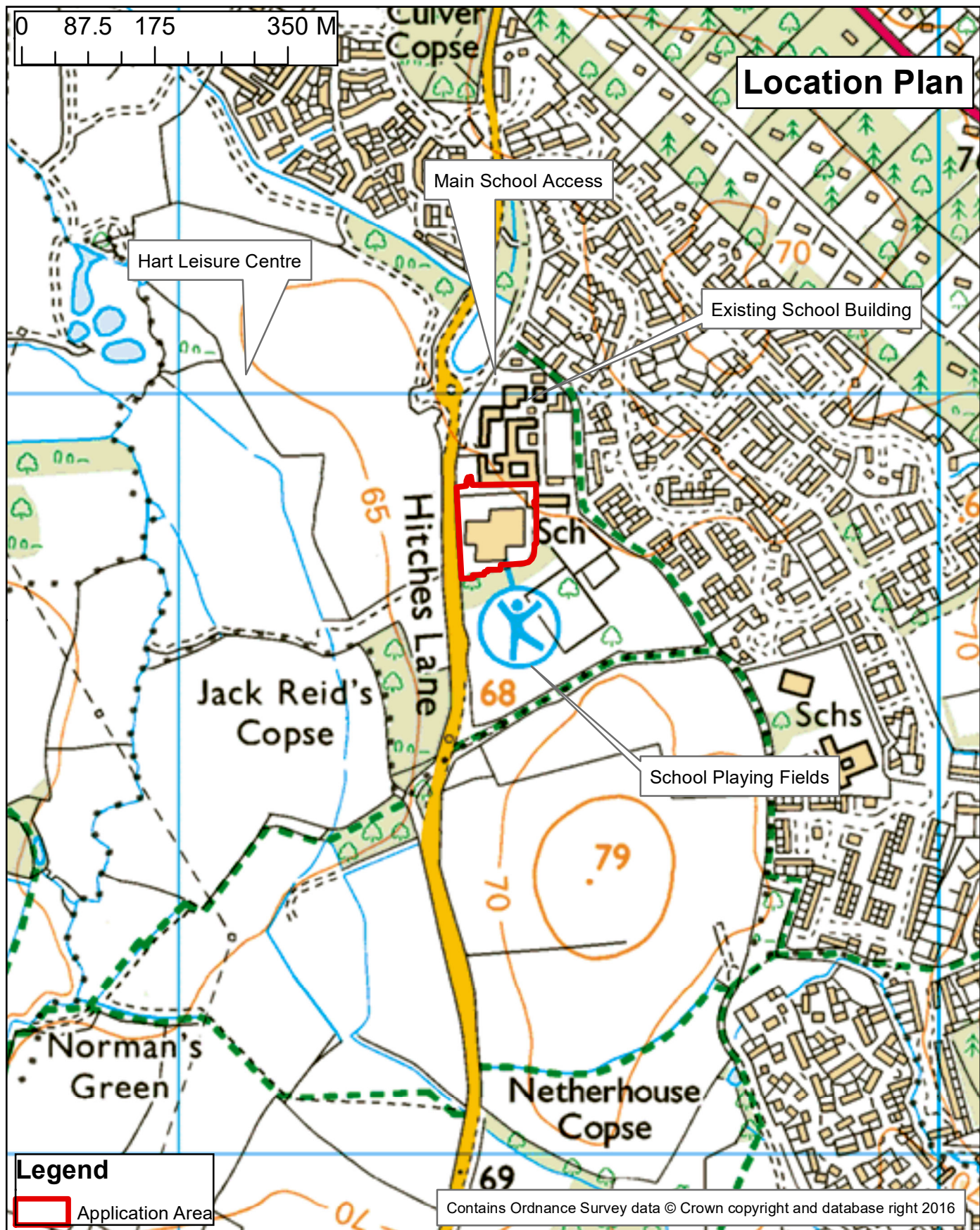
Reason: For the avoidance of doubt and in the interests of proper planning.

Note to Applicants

1. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts.
2. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner in accordance with the requirement in the National Planning Policy Framework (2019), as

set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

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Two storey block to provide 16 classrooms and associated ancillary spaces and landscaped areas at Calthorpe Park School, Hitches Lane, Fleet GU51 5JA

APPLICATION NUMBER: 19/02417/HCC

SITE REFERENCE: HRE026

REGULATORY COMMITTEE

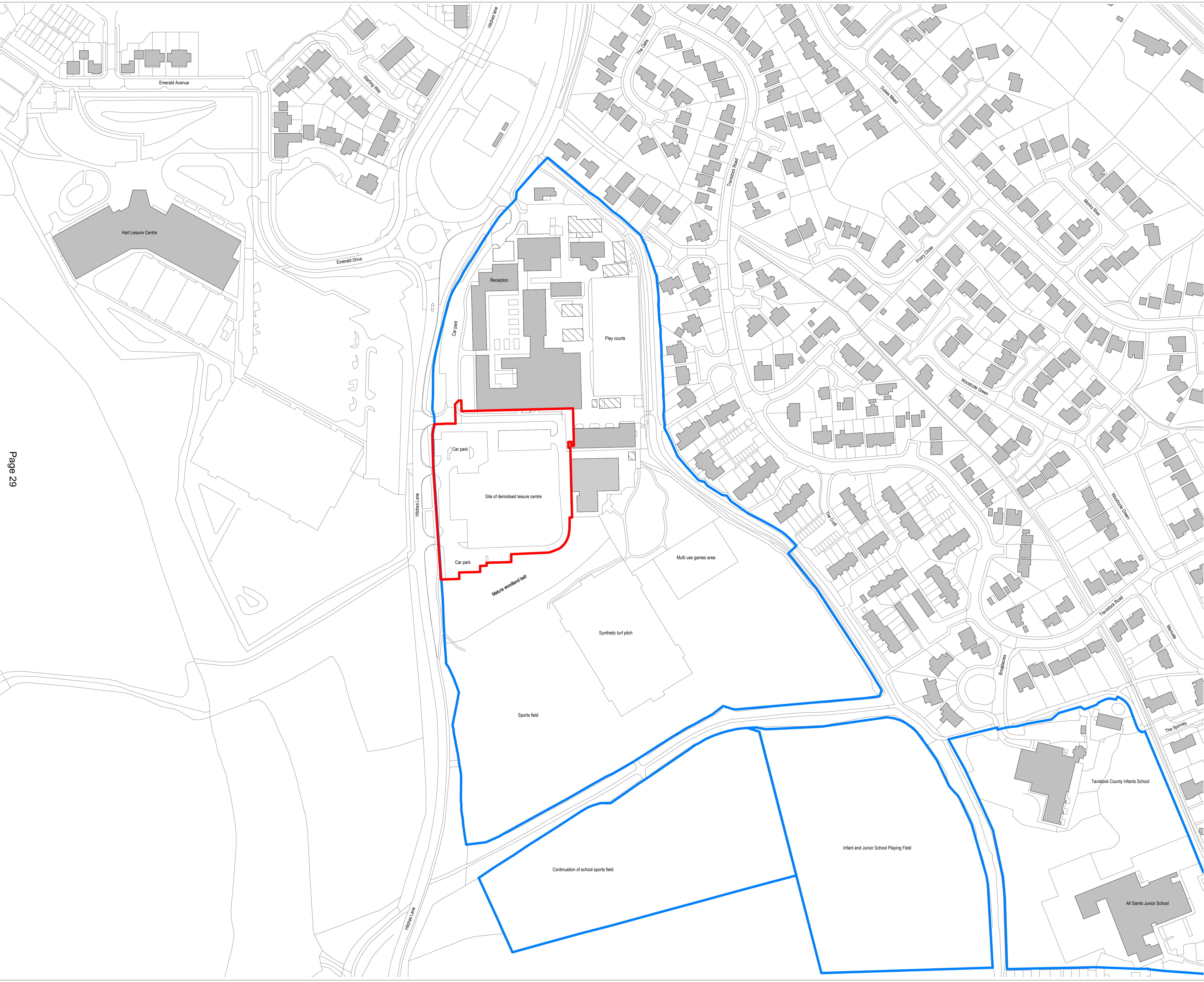
DATE 12 February 2020

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Hampshire
County Council

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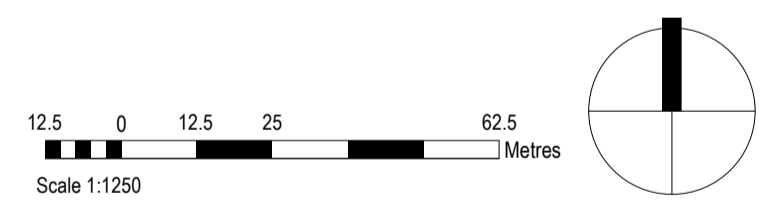
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Hampshire County Council

Notes:

- LAND OWNED BY HAMPSHIRE COUNTY COUNCIL
- SITE BOUNDARY OF APPLICATION
- ▨ TEMPORARY BUILDING



Rev	Description	Date	By	Chkd
P1	Issued For Planning	20.09.19	GR	CG
P2	Issued For Planning - Revision 01	29.01.20	GR	CG

HCC Property Services,
Three Minsters House,
76 High Street, Winchester SO23 8UL
tel: (01962) 847801

**New Building
Calthorpe Park Secondary School**

Location Plan

SCALE
As indicated @ A1

DRAWN RG
CHKD CG


DRAWING No.
P11866-HCC-NB-00-DR-A-1000

SUITABILITY
code description
PLANNING



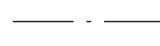

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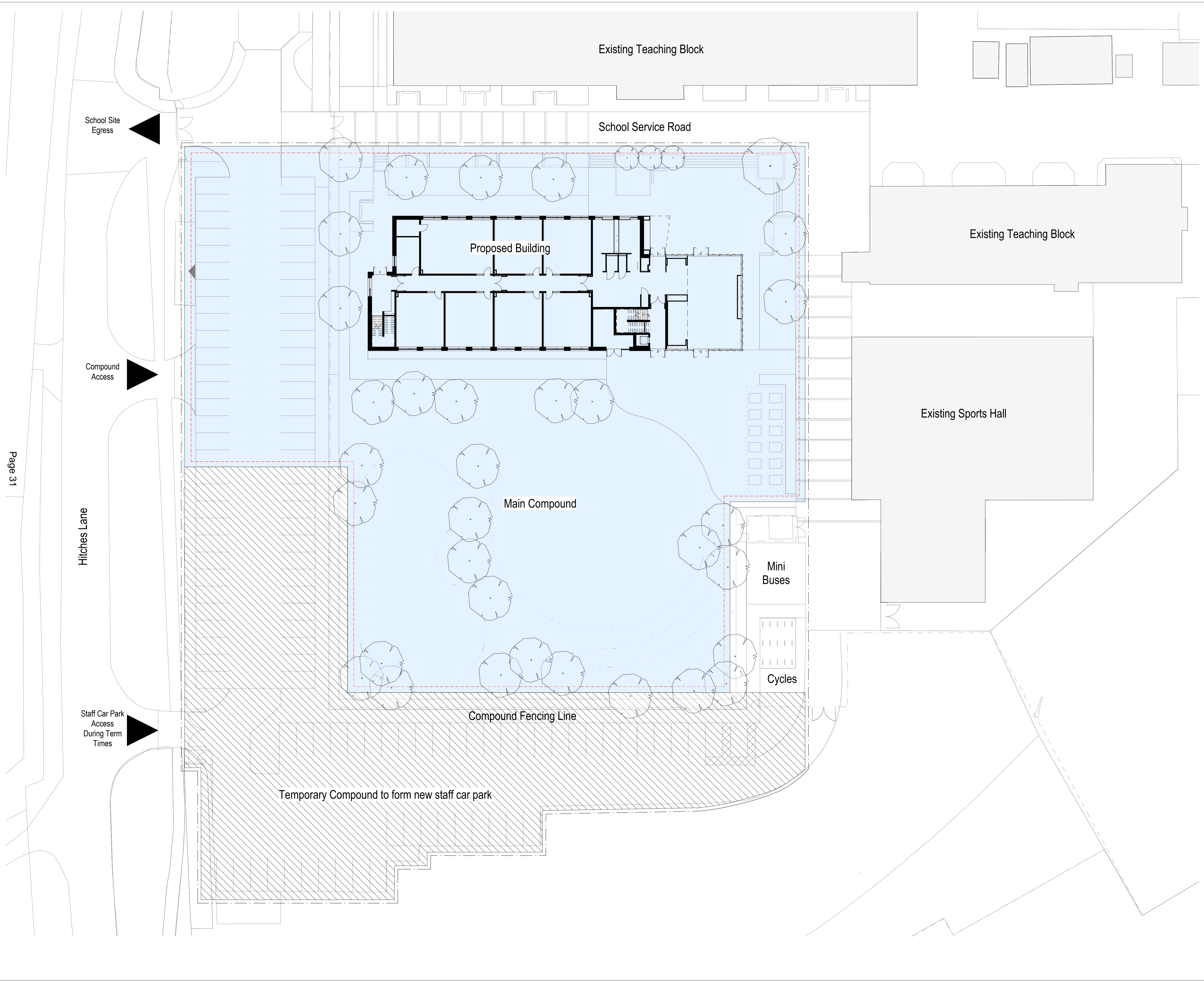
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Notes:

-  Main Site Compound
-  Temporary compound to form new staff car park
-  Site Area
-  Compound Fence Line



Rev	Description	Date	By	Chkd
P1	Issued For Planning	20.09.19	GR	CG
P2	Issued For Planning - Revision 01	29.01.20	GR	CG

HCC Property Services,
 Three Minsters House,
 76 High Street, Winchester SO23 8UL
 tel: (01962) 847801



New Building
 Calthorpe Park Secondary School

Site Compound Plan

SCALE
 As indicated @ A1

DRAWN GR **CHKD** CG


DRAWING No.
 project code - originator - volume - level - type - role - number revision version
 P11866-HCC-NB-00-DR-A-1601 P2

SUITABILITY
 code description
 PLANNING

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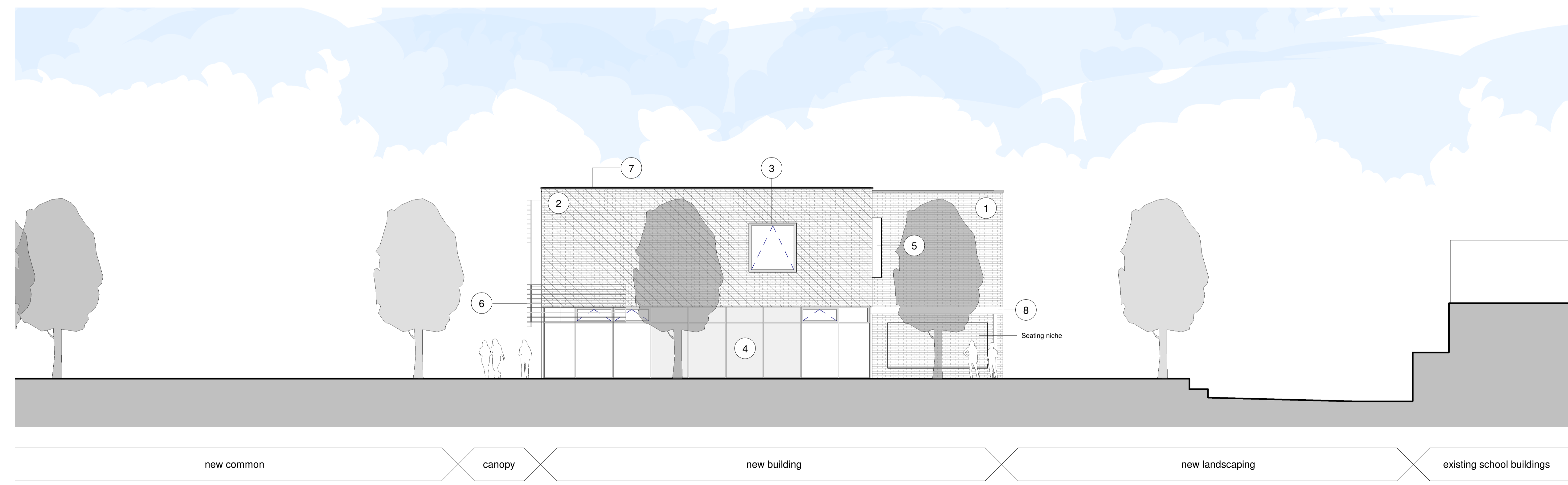
Notes:

FINAL FENESTRATION TO BE CONFIRMED

- Building Materials Legend**
- 1 Brickwork
 - 2 Textured Brickwork
 - 3 Aluminium Windows
 - 4 Opaque Glazing
 - 5 Metal Window Surround
 - 6 Timber Solar Shading
 - 7 Aluminium Capping
 - 8 Metal Canopy



Page 33
3020 - GA North Elevation
1:100




2
3020 - GA East Elevation
1:100



Rev	Description	Date	By	Chkd
P1	Issued For Planning	20.09.19	GR	CG
P3	Issued For Planning - Revision 01	29.01.20	GR	CG

HCC Property Services,
Three Minsters House,
76 High Street, Winchester SO23 8UL
tel: (01962) 847801



New Building
Calthorpe Park Secondary School

Planning - North and East Elevations

SCALE
As indicated @ A1

DRAWN GR
CHKD CG

DRAWING No.
P11866-HCC-NB-XX-DR-A-3020 P3

SUITABILITY
code description
PLANNING

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HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	12 February 2020
Title:	<p>1) Variation of conditions 1, 3 and 4 of planning permission 07/90183 to extend the time to complete the importation of waste to the landfill until 2029, revise the landfill phasing and phasing of restoration, and the completion of landfill restoration by 2031 (Application No. 19/10066)</p> <p>2) Variation of condition 2 of planning permission 11/97613 to extend the time for the use of the Waste Transfer Station until 2030 (Application No. 19/10064)</p> <p>3) Variation of condition 2 of planning permission 08/92516 to extend the time for the use of the landfill gas utilisation plant until March 2040 (Application No. 19/10063)</p> <p>at Blue Haze Landfill Site, Verwood Road, Somerley, BH24 3QE (Site Ref: NF105)</p>
Report From:	Head of Strategic Planning

Contact name: Philip Millard

Tel: 01962 846496

Email: philip.millard@hants.gov.uk

Recommendation

- That an extension of time until 30 April 2020 is agreed for the satisfactory completion of the Deed of Variation to the Section 106 agreement for permission 19/10066 to transfer the Section 106 [S106] legal obligations relating to planning permission 07/90183, to secure:
 - lorry routing agreement restricting the use of Harbridge Drove and the B3081 northwards, except for local deliveries;
 - Management Agreement for Nature Conservation and the provision of footpaths/access for public recreation (including amendments to enhance the scheme of environmental compensation); and
 - off-site heathland works within Plumley Wood.
- This also requires extensions of time until the same date for the determination of applications 19/10064 and 19/10063, as these are both dependant on the prior granting of 19/10066.
- Upon completion of the Deed of Variation authority be delegated to the Director of Economy, Transport and Environment to grant permission in all

other respects in accordance with the resolution for planning applications 19/10066, 19/10064 and 19/10063 made at the meeting held on 17 April 2019.

Background

4. This report relates to planning applications 19/10066, 19/10064 and 19/10063 at Blue Haze Landfill Site, Verwood Road, Somerley, BH24 3QE.
5. Planning application 19/10066 seeks to vary Conditions 1 (Phasing), 3 (Completion date) and 4 (Working programme) of planning permission 07/90183 at Blue Haze Landfill Site, Verwood Road, Somerley to extend the time to complete the importation of waste to the landfill by 10 years until 2029, revise the landfill phasing and phasing of restoration, and the completion of landfill restoration by 2031.
6. The applicant also submitted further planning applications, 19/10064 and 19/10063; seeking to regularise ancillary developments on the Blue Haze Landfill Site by extending their temporary planning permissions in line with that sought for the overall landfill site. As the determination of the two remaining ancillary applications are dependent on the determination of the overarching planning application 19/10066, all three were considered at the Regulatory Committee meeting held on 17 April 2019 for determination
7. At the meeting it was resolved that planning permission be granted for the three applications, subject to the completion of a Deed of Variation to link the obligations in the original Section 106 agreement applying to planning permission 07/90183 to 19/10066.
8. The Regulatory Committee gave officers delegated authority to grant planning permission, subject to conditions, on completion of the Section 106 agreement or, if necessary, to refuse planning permission if the agreement was not completed by 30 September 2019.
9. At the 16 October 2019 Regulatory Committee meeting, it is agreed that a further four-month period from 30 September, until 31 January 2020, was given for the satisfactory completion of the Section 106 agreement.
10. Since this time, and despite County Council officers and the applicant working together proactively, the Deed of Variation has still not yet been completed.
11. There are seven parties, including the County Council, who all need to agree to and complete this agreement. At the beginning of September, the document was agreed in principle between the Council and the Applicant who has been liaising with all other parties with proprietary interests in the site to obtain their agreement.

12. The other interested authority, Dorset County Council (who have an interest in the original section 106 agreement as a highway authority) had been notified of the deed of variation and invited to comment on drafts of the agreement since the 10th of May 2019.
13. On the 12th of December 2019 Dorset County Council made contact to inform that they would require amendments to the agreed document. These have been in negotiation since, and whilst progress has been made some of Dorset's required amendments are still outstanding and need to be agreed by all parties to the agreement. This will require the agreement to be further amended and circulated to all parties for their agreement.
14. Therefore, it is requested that a further three-month period from 31 January, until 30 April 2020, is provided for the satisfactory completion of the Section 106 agreement.

Recommendation

15. That an extension of time until 30 April 2020 is agreed for the satisfactory completion of the Deed of Variation to the Section 106 agreement from planning permission 07/90183 to transfer it to 19/10066 and that authority is delegated to the Director of Economy, Transport and Environment to grant permission in all other respects in accordance with the resolution for planning applications 19/10066, 19/10064 and 19/10063 made at the meeting held on 17 April 2019.

Link to application 19/10066, 19/10064 and 19/10063 Committee Report 17 April 2019

<http://democracy.hants.gov.uk/ieListDocuments.aspx?CIId=191&MIId=3537&Ver=4>

Link to the application

<https://planning.hants.gov.uk/SearchResults.aspx?Criteria=nf105>

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HAMPSHIRE COUNTY COUNCIL

Information Report

Committee:	Regulatory Committee
Date:	12 February 2020
Title:	Nationally Significant Infrastructure Projects in Hampshire
Report From:	Head of Strategic Planning

Contact name: Laura McCulloch

Tel: 01962 846581

Email: laura.mcculloch@hants.gov.uk

Purpose of this Report

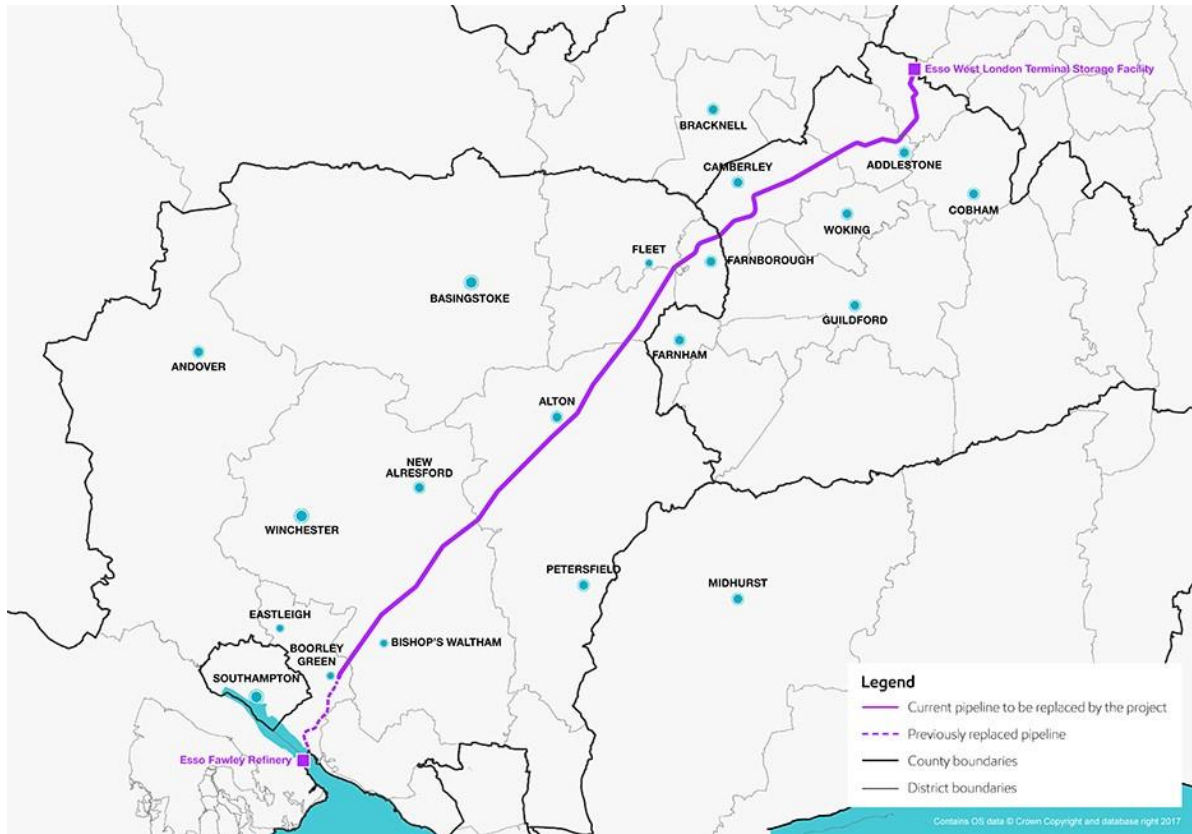
1. The purpose of this report is to provide an update to the committee on the current Nationally Significant Infrastructure Projects that are planned within Hampshire.

Nationally Significant Infrastructure Projects in Hampshire

2. There are four projects currently registered as NSIPs that are located within Hampshire:
 - Southampton to London aviation fuel Pipeline;
 - AQUIND Interconnector linking the National Grid with France;
 - M3 Junction 9 improvement scheme; and
 - Wheelabrator Harewood Waste-to-Energy Facility.

Southampton to London Pipeline

3. Esso is looking to replace 90km (56 miles) of its existing 105km (65 miles) aviation fuel pipeline that runs from Fawley Refinery in the New Forest to the West London Terminal storage facility in Hounslow.
4. 10km of the pipeline between Hamble and Boorley Green, in Eastleigh Borough, has been replaced and so this proposal involves the pipeline between Boorley Green and Hounslow. A new facility will be required close to Boorley Green to enable inspection of the replacement pipeline and previously replaced pipeline between Hamble and Boorley Green.



5. The application was submitted to the Planning Inspectorate on 14 May 2019 and was accepted on 11 June 2019. The Examination began on 9 October 2019 and will close on 9 April 2020.

6. The County Council has attended a number of the hearings to make representations primarily relating to traffic management of the works, and the impact of the works upon public rights of way and surface water drainage. The main concerns identified to date have been relating to the wording of the Development Consent Order and ensuring that it makes provisions for the applicant to comply with necessary procedures and processes in relation to undertaking works on the highway and in relation to ordinary water courses. Surrey County Council has also made representations on these issues and between the two authorities good progress has been made in agreeing a way forward with the applicant.

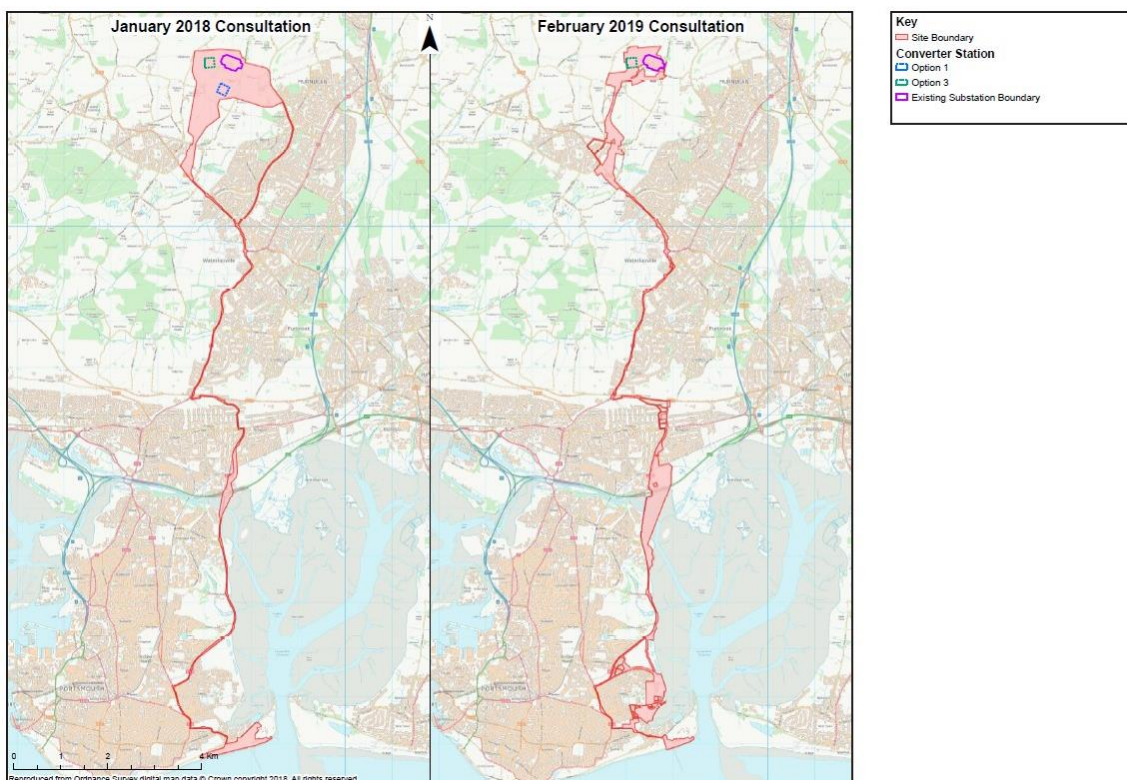
7. A Statement of Common Ground is currently being negotiated with the applicant to set out areas where agreement has been reached. The deadline for submission of the completed statement is 5 March 2020. If there is a need for any of the County Council's requirements to be secured by way of a planning obligation, these must be agreed and signed by 2 April 2020.

8. Once the examination has closed the Planning Inspectorate has three months within which to prepare a report and a recommendation for the Secretary of

State to consider. The Secretary of State then has a further three months to make a decision as to whether to approve or refuse the application. A decision should therefore be made by 9 October 2020.

AQUIND Interconnector

9. AQUIND Ltd is proposing to construct and operate an electricity interconnector between France and the UK, with a new High Voltage Direct Current cable landing at Eastney Portsmouth and a new converter station in Lovedean, north of Waterlooville.



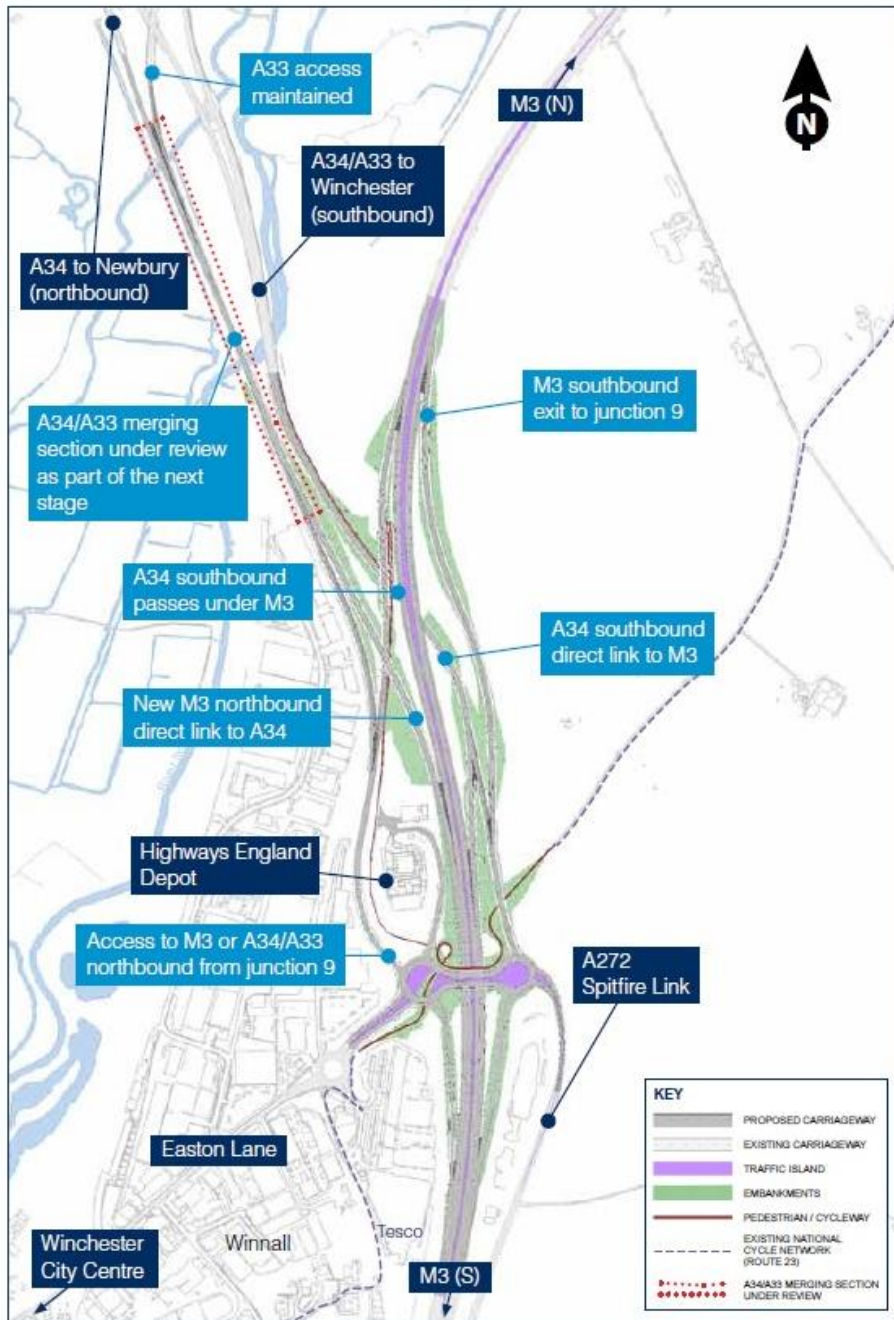
10. The application was submitted to the Planning Inspectorate on 14 November 2019 and was accepted on 12 December 2019. The deadline for submitting relevant representations is 19 February 2020 and so officers of the County Council are currently assessing the application in order to be able to identify the key issues for the Examining Authority by that date.
11. Meetings have been held with the applicant and their consultants to discuss the initial issues identified; these are primarily relating to the impact of the works on the operation of the highway network and public transport, public rights of way and surface water drainage. The local planning authorities and South Downs National Park have raised concern about the scale of the

converter station at Lovedean and the impact that this will have on the landscape character of the area.

12. The County Council has been meeting regularly with the other local planning authorities involved with this application (East Hampshire District Council, Havant Borough Council, Portsmouth City Council, South Downs National Park and Winchester City Council) to discuss common issues. It is hoped that joint topic-based Statements of Common Ground can be prepared so that the local authorities can minimise duplication of work and make best use of resources during this process.
13. It is expected that the Examination will commence by May 2020, with a decision expected in May 2021.

M3 Junction 9

14. Highways England is proposing to substantially improve the junction of the M3 with the A34 (Junction 9 at Winnall, Winchester) in order to increase capacity, enhance journey time reliability and enable the development proposed within Local Plans.
15. The scheme would see the existing roundabout replaced with a dumbbell roundabout, conversion of the M3 south of Junction 9 to a dual three lane motorway, and realignment of slip roads. This will provide a grade-separated free-flow route for traffic travelling from the M3 to the A34 northbound, and vice versa for vehicles traveling from the A34 to the M3 southbound.
16. The applicant carried out a statutory public pre-application consultation from 2 July 2019 to 27 August 2019. The consultation was on the Preliminary Environmental Information Report which set out the information that the applicant had compiled to date on the environmental impacts of the proposed development. The report was not a full Environmental Statement, it highlighted areas where more work or specific studies would be required but did include details of the junction design, facilities for walking and cycling, landscaping and ecology.
17. The [County Council's response](#) provided detailed comments to the applicant on the content of the Preliminary Environmental Information Report, and is available to view via the planning pages on Hantsweb.



18. Overall, the County Council was supportive of the improvement scheme which will seek to address the existing issues of congestion, noise and air quality impacts associated with Junction 9. However, it was noted that there are some detailed points which will need addressing as the Development Consent Order application is progressed.

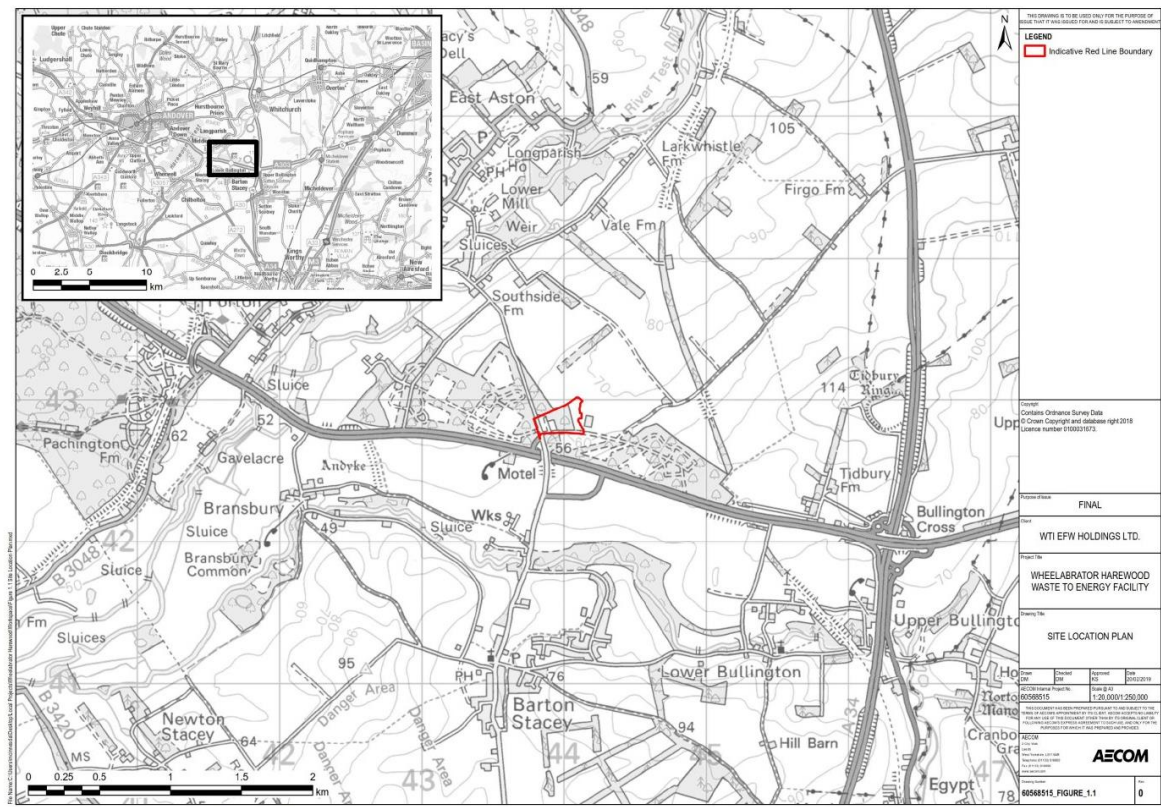
19. The County Council has requested a meeting with Highways England to discuss the junction design and some of the issues raised in the consultation. Highways England has indicated that it is working through the comments

raised during the consultation and amending the scheme accordingly so will be in a position to meet once this work has been completed.

20. It was expected that an application would be submitted to the Planning Inspectorate before the end of March, however this is now looking unlikely.

Wheelabrator Harewood Waste to Energy Facility

21. Wheelabrator Harewood is proposing a new Waste to Energy Facility adjacent to the A303 Enviropark north of Barton Stacey in Test Valley Borough. The facility will generate up to 65 Megawatts gross electrical output through the treatment of waste and waste derived fuels from various sources. The maximum capacity of the facility is 500,000 tonnes of waste per annum.



22. The applicant carried out a statutory public pre-application consultation from 1 November to 12 December 2019. The consultation was on the Preliminary Environmental Information Report which set out the information that the applicant had compiled to date on the environmental impacts of the proposed development. The report was not a full Environmental Statement, it highlighted areas where more work or specific studies would be required but did include some details about design of the building, traffic, ecology, landscape, archaeology and rights of way.

23. The [County Council's response](#) provided detailed comments to the applicant on the content of the Preliminary Environmental Information Report, and is available to view via the planning pages of Hantsweb.
24. The response summarised that the County Council considers the proposal to be contrary to Policies 5 (Protection of the countryside) and 29 (Locations and sites for waste management) of the Hampshire Minerals and Waste Plan (2013), and it also considers that the landscape and visual impacts of the scheme cannot be appropriately mitigated and therefore the location of the facility in the open countryside is not appropriate.
25. The applicant is currently working through the comments received during the consultation and is expected to submit an application in March 2020.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents	
<p>The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)</p>	
<u>Document</u>	<u>Location</u>
None	

HAMPSHIRE COUNTY COUNCIL

Information Report

Decision Maker:	Regulatory Committee
Date:	12 February 2020
Title:	Monitoring and Enforcement Update
Report From:	Director of Economy, Transport and Environment

Contact name: David Smith

Tel: 01962 845891

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Purpose of this Report

1. The purpose of this report is to provide information to the Regulatory Committee on the Monitoring and Enforcement work undertaken by Strategic Planning during the period October 2019 – January 2020.

Recommendation

2. That the contents of this report are noted.

Executive Summary

3. Officers have been actively ensuring compliance with minerals and waste permissions granted by Hampshire County Council, investigating any complaints received as well as working with other Authorities and Agencies.
4. The report details the number of complaints on authorised and unauthorised sites, and the outcome of negotiations, including, when necessary, enforcement action undertaken.
5. The report also details the routine monitoring of chargeable and non-chargeable sites and development control work dealing with Planning Condition (Article 27) applications and Non-Material Amendments.

Complaints

6. The majority of the complaints received during the period October 2019 – January 2020 refer to unauthorised development (9 sites) and breaches of operational planning conditions on existing mineral and waste sites (8 sites). Site investigations and negotiation have followed and 5 planning applications have been or are to be submitted to address issues raised by complaints. The remainder have been resolved or were enquiries made about general site operations, fly-tipping, odour and waste related development that were dealt with in-house or referred to either the Environment Agency (EA) or Local Planning Authorities as non-County matters.

Enforcement Actions

7. In the period to the end of January 2020, there were no Notices served, with all matters either addressed through the planning system or remedied through negotiation.
8. The following provides an update on enforcement activities previously reported to the committee.

Table 1: Update on enforcement activities

Site	Update
Courtwood Farm, Fordingbridge	<p>Following the withdrawal of planning application (16/11544) and continued complaints, a Breach of Condition Notice was drafted. However, a further planning application was submitted (17/10612) to address issues on site. This was refused by Committee on 24 January 2018 and enforcement action was authorised. An Enforcement Notice was served on 31 January 2018 requiring the site to operate under conditions 4 (HGV numbers), 7 (operating within the building) and 9 (no outside sorting of waste) of the original permission. The applicant appealed against the Enforcement Notice (and the refusal of the planning application) on the grounds that it should be granted permission, that our requirements are unreasonable and that we have not allowed sufficient time for them to comply with the Notice.</p> <p>The Appeal Hearing was held on 10 September 2019 attended by Officers from Strategic Planning and Highways teams. A separate report on the Inspector's Decision was provided to the last Regulatory Committee meeting, but, in short, the Appeal was part upheld and the HGV numbers increased to 234 per week. The Appellant's application for costs was dismissed as the Inspector concluded that the County Council acted reasonably and went out of its way to be fair to the appellant.</p>
Carousel Dairy (Basingstoke AD Plant), Manor Farm, Farleigh Wallop, Basingstoke	<p>Following complaints and further investigation it was determined that there were breaches of the conditions setting out the hours that lorries could access the site. A Breach of Condition Notice (BCN) was served to cease the activity and prevent future breaches. A Planning application was subsequently submitted (16/00322/CMA) to address the issue and clarify the permitted times and vehicle numbers. This was approved by the committee in July 2016 with an increase in vehicle movements permitted for an initial trial period of one year. A further application to make the vehicle increases permanent was considered at the September 2017 meeting of the Committee when it was resolved to grant permission for another 1 year</p>

	<p>period to allow for further monitoring (17/01876/CMA). Proactive site management and regular Liaison Panel meetings improved the situation and monitoring of the traffic movements continued using the vehicle number plate recognition system. An application to make the vehicle increases permanent, with other negotiated changes to conditions, was approved at the February 2019 Committee meeting (18/03001/CMA).</p> <p>The ANPR cameras have been retained and access to the database for monitoring HGV movements secured so that any issues in the future can be investigated. There have been no subsequent complaints about HGVs to and from the site. There has been an issue of odour nuisance to the nearest properties, which has been reported to the Environment Agency, with increasing frequency since Summer 2019. A new biofilter has been installed, but, as yet, there has been no discernible improvement in the situation and the Environment Agency are now initiating formal action, which the County will assist, providing Statements and evidence.</p>
<p>Land to the rear of Peacocks Nursery, Ewshot</p>	<p>Following refusal of a second planning application (16/03156/HCC) enforcement action was authorised by Regulatory Committee on 22 March 2017. An Enforcement Notice was served on 22 April 2017 to come into effect 24 May 2017. This EN was appealed (on the grounds that it should be granted planning permission) and the Appeal was heard on 12 December 2017.</p> <p>The Decision was received on 16 January 2018 and the Appeal was upheld (Decision Notice included under 'Appeals' tab of application above). Consequently, the operation had planning permission for a temporary period of 20 months with 4 months to complete restoration.</p> <p>That permission expired on 19 September 2019 with the site to be restored by 16 January 2020. Inspections in the middle of December and January showed that site operations had ceased and restoration had been completed in compliance with the Permission.</p>
<p>Homestead Farm, Penton Copse, Andover</p>	<p>Following appeals against three Enforcement Notices the enlarged waste handling replacement building and site offices and the extension to the site area now have planning permission. As a result of subsequent site inspections an application was submitted for changes to the layout of the site, relocation of the office building and an extension to the waste handling building. The change to the layout and relocation of the office building were approved, however a further application was required to address the extension of the waste</p>

	handling building and associated operational matters. This further application was submitted and approved (18/03172/CMAN) following provision of further information about the drainage system.
Manor Farm Recycling Facility, Pennington, Lymington, Hants, SO41 8QZ	A Breach of Condition Notice was served on 18 October 2018 requiring a reduction in the height of stockpiles on site to the permitted 3 metres. This matter has now been fully resolved, with a great improvement to the amount of material stored on site and the general tidiness of the operational area.

9. Further information on the full suite of enforcement powers available to the County Council as Minerals and Waste Planning Authority (including powers to service PCNs, BCNs and ENs) are included in the County's Enforcement and Site Monitoring Plan. This can be found on the Strategic Planning website at: <http://documents.hants.gov.uk/planning-strategic/HampshireCountyCouncilPlanningEnforcementandSiteMonitoringPlanJuly2016.pdf>.
10. The following table provides information on the joint enforcement activities which have been undertaken with the Environment Agency, the Police and District Planning Authorities.

Table 2: Update on joint enforcement activities with the Environment Agency, the Police and District Planning Authorities

Site	Joint working with	Update
Whitehouse Field, Goodworth Clatford	Test Valley Borough Council, Environment Agency, HCC Highways	In late 1990s, planning permission was granted by Test Valley Borough Council (TVBC) for construction of an extension to the existing golf course. This involved the importation and tipping of inert materials as an engineering operation. This work continued for approximately 10 years until the then operator left the site in 2010 and TVBC considered the development completed. Several years later the operator of Homestead Farm bought the land. He claimed that surveys of the site had shown that the development had not been fully completed and stated his intention to restart work. His argument was that the levels survey agreed under the permission is so vague and contradictory that there is potentially up to 6 metres of fill required (approx. 450 000 tonnes of material). The authorities did not accept that this is authorised and have liaised closely to

		<p>ensure that if and when work does start the appropriate enforcement action can be taken. Following legal advice from Counsel, TVBC decided to enforce against any work as a breach of the original permission, with the EA looking to prosecute for tipping without a Permit. HCC Highways were also involved as part of the site access is highway land historically used by locals as a small car park, and the landowner had been fencing and blocking it off. HCC Highways have therefore taken legal action to secure clearance of the fences and blockades and maintain access.</p> <p>Test Valley Borough Council served Enforcement Notices against preparatory works on site and the variation of the restoration plans showing increased levels, which was the subject of an Appeal Inquiry on 26 – 28 November. A Decision was issued on 13 January 2020. The Decision dismissed the Appeal against the change in levels, although it did allow the Appeal against the preparatory works, and costs were awarded to TVBC.</p>
Selborne Brickworks	Natural England and Police's Wildlife Crime Team	<p>Reports of digging holes and burying waste adjacent to settlement ponds on the Brickworks site. Investigation found no evidence of tipping or of removal of clay off site so this was not a County Planning matter. However, this area is a known habitat of Great Crested Newts (a protected species). The landowner was prosecuted in the past for similar destruction so knows he cannot undertake such works without approval of Natural England (NE). The Police and NE started a prosecution, in which the Enforcement Officer was involved as a witness, and the landowner pleaded guilty and was fined £1200 with a further £205 costs.</p> <p>In March 2019 further reports were received of material being imported to the land. A site inspection discovered that the landowner had commenced the infilling of the former settlement ponds associated with the Brickworks. In planning terms this would be acceptable, however, the</p>

		<p>ponds are now registered as GCN habitat, so Wildlife Protection legislation supersedes Planning legislation. Consequently, the matter has again been reported to the Police and Natural England for further investigation. Subsequent complaints about work on part of the land within South Downs National Park, have been added to the case being bought by the Police as the work is within the wider area covered by potential GCN habitat.</p>
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Appeal Decision

11. The previous Update included a section on the Appeal against refusal of planning permission for importation of road planings and the night-time importation and exportation of waste at Unit 7, Waterbrook Industrial Estate ([Ref 51471/006](#) , dated 29 January 2018).
12. The Inspector dismissed the Appeal on 29 August 2019, but left open the possibility of re-submitting the application if a S106 undertaking was entered into to secure a Lorry Routing Agreement.
13. An application has now been received with the offer of the necessary undertaking and this is currently under consideration (ref [51471/007](#)). The full Inspector's Decision can be found at [Inspector's Decision](#) .

Site Monitoring

14. Chargeable sites – under the [Town and Country Planning \(Fees for Applications and deemed applications\) \(Amendment\) \(England\) Regulations 2006](#) the County Council is able to charge fees for the monitoring of quarries and landfill sites in the County. Fees are charged for a set number of monitoring visits, the number of visits being dependent on the stage of operations at each site; whether operational, in aftercare or inactive. The number of visits is agreed with each operator and is in line with an assessment of each site made by the County Council. Active sites are charged at £397 per visit for between four and eight visits per year. Sites in aftercare are charged at £397 for one visit per year. Inactive sites are charged £132 for one annual visit.
15. There are now 25 active sites, 12 in aftercare and 5 dormant sites liable for chargeable visits. The County Council previously undertook monitoring of 2 active sites for South Downs National Park Authority, but it has now taken back responsibility for these sites.
16. During this period all chargeable visits were undertaken, bringing in approximately £7,900 in fees.

17. Non-chargeable sites – these include waste processing sites, wastewater and treatment works and metal recyclers. These vary from the large Energy Recovery Facilities (ERF) and Materials Recovery Facilities (MRF) to the smaller scale recycling and transfer facilities and updating existing wastewater treatment works. The larger developments attract much attention in their locality and require regular monitoring to ensure that the local amenity is not impacted, whereas the smaller, built developments require monitoring during construction and implementation, but once up and running need less regular attention and these sites only get further visits should complaints be received. Matrix working arrangements have been made with Waste & Resource Management that their officers undertaking visits to waste sites operating under the County's waste contract also look at planning issues to provide greater coverage.
18. As a result of the routine monitoring of sites 4 current planning applications have been submitted.

Liaison Panels

19. During this period Liaison Panel meetings were held for the following sites: -
 - (a) Basingstoke AD Plant, Carousel Dairy, Farleigh Wallop.
 - (b) Humbly Grove Oilfield.
 - (c) Frith End Sandpit, Kingsley.
 - (d) Mortimer Quarry, Mortimer West End.
 - (e) Chineham ERF, Chineham

Development Management

Planning Condition (Article 27) applications:

20. Where conditions of new permissions require details to be submitted and approved for the proper implementation and control of the development, Article 27 applications are required. Under the [Town and Country Planning \(Fees for Applications and Deemed Applications, Requests and Site Visits\) \(England\) Regulations 2012](#), a fee per submission is required for the discharge of any details submitted. This is now £116 per submission.
21. During the period, Article 27 applications were received and approved or are being determined for 8 planning permissions, totalling £928.
22. As detailed previously, following adoption of the Protocol for Dealing with Breaches in Planning Control relating to Development Undertaken by the County Council under Regulation 3 of the [Town and Country Planning General Regulations 1992](#), enforcement updates now also include information on Article 27 applications for County Council developments and any breaches of planning control.

Non-Material Amendments (NMAs):

23. Non-Material Amendments (NMAs) are minor changes to the operation of authorised sites that can be agreed by an application for non-material amendment if the change has no substantial impact on the local amenity.

Such an application requires a fee but does not involve general consultation and determination by Committee.

24. Over the period two NMA applications were determined: -
- (a) Little Bushywarren Compost Site, Bushywarren Lane, Ellisfield RG25 2NS - The addition of 3 x CCTV cameras mounted onto a new 6 metre wind down towers on a 1m square concrete base.
 - (b) Stubbington Bypass, Titchfield Road/Gosport Road, Stubbington, Nr Fareham - proposed modification to the acoustic barrier design as specified in condition 5 of the permission. Design to be changed from bunds topped with fencing to a higher bund only.

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

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

Document

Location

None

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