

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	12 February 2020
<b>Title:</b>	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)
<b>Report From:</b>	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**

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