

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	20 April 2016
Title:	Application for construction of 2-form entry single storey primary school with associated car parking and external works at East Anton MDA, Andover. (Application No. 16/00384/HCC3N) (Site Ref: TVE066)
Reference:	7463
Report From:	Head of Strategic Planning

Contact name: Rob Storey

Tel: 01962 847981

Email: rob.storey@hants.gov.uk

1. Executive Summary

- 1.1. The planning application is for a new 2 form-entry single storey primary school with associated car parking and external works following the granting of Outline Planning Permission for the East Anton Major Development Area (MDA) in Andover.
- 1.2. The principle of a school in the proposed location was considered as part of the Outline Planning Consent (TVN.09258) granted for the MDA site by Test Valley Borough Council. The development would be acceptable in terms of highway safety and capacity, will comprise high-quality design that positively integrates into the landscape, will be safe from and designed to mitigate against flood risk and would not subject to an ecological mitigation strategy, have an unacceptable impact on local ecology.
- 1.3. It is considered that the proposal is in accordance with the Test Valley Borough Revised Local Plan 2016 (TVRLP) and therefore that planning permission be granted for the above reasons, subject to the conditions listed in integral Appendix B.

2. Site and proposal

- 2.1. The application is for the construction of a new two form-entry single-storey primary school with associated car parking and external works at East Anton Major Development Area (MDA), Andover. The school forms part of the Council's Primary School Programme.

- 2.2 Outline planning permission was granted by Test Valley Borough Council (TVBC) in 2008 for, the “Erection of 2,500 dwellings, employment, schools, local centres, playing fields, parkland, public open space, structural landscaping and associated infrastructure” at East Anton MDA (outline permission ref. TVN.09258).
- 2.3. The MDA is a development on former green-field land that incorporates a mix of land uses including 2,500 residential units, employment, education, retail, community and health and recreation facilities. The site is within the settlement boundary of Andover as defined in the Test Valley Borough Council Revised Local Plan (TVRLP).
- 2.4. The MDA site is located to the east of Icknield Way and is bisected by Smannell Road which divides the site into a northern and southern section. Much of the northern part of the MDA site has been built-out with detailed plans for the southern section currently coming forward to TVBC. The school is located within the southern part of the MDA and is proposed to occupy an area of 2.8 hectares.
- 2.5. The site is located within a gently sloping empty field that is surrounded by similar land and ongoing residential development to the North at various stages of completion. It is near to the brow of a hill and has a 4 metre cross fall from East to West. It has no significant features such as hedgerows, trees, ditches or watercourses and there are no existing buildings on the site. The site is currently vacant and no other use was planned before the construction of the school.
- 2.6. The mainline railway line to Andover lies approximately 160 metres to the south of the site and approximately 800 metres to the South of Endeavour Primary School, which was constructed in 2011 to serve the Northern half of the MDA.
- 2.7. A 132kv high voltage power line and 2 no. pylons run between the northern site boundary and the Smannell Road. This power line is to be buried along the southern side of the Smannell Road by the housing developer prior to the residential development progressing in this area.
- 2.8. The master plan for the MDA proposes that the primary school site will be bounded by residential development to the east, south and west with the Southern Local Centre adjacent to the north once constructed. No reserved matters approval have been granted by TVBC for the Southern Local Centre at this time therefore the final layout of these sites is not yet known.
- 2.9. The delivery of the school is programmed to align with the anticipated occupation of the new housing within the MDA. The proposed primary school will have a 420 pupil capacity (aged 4-11 years). It is anticipated that the total number of pupils will build gradually once the school opens, with an initial intake of up to 120 pupils in September 2017 rising to 210 in September 2018

before finally reaching full capacity of 420 between years four to seven (September 2020 to September 2023).

2.10. The school will create 2,158m² of net floor space and at full capacity there will be 45 staff at the site comprising 20 teaching and 25 non-teaching staff.

2.11. The applicant states that the school building and layout of the plot has been designed to:

- Address the relationship with Southern Local Centre and Public Square by providing a civic frontage to the Public Square to reinforce the geometry of this space and to act as a focus for the school and the local community;
- Segregate the pedestrian and vehicular traffic accessing the site to safeguard members of the public;
- Provide multiple managed pedestrian access points into the site to encourage parent drop off / pick up via footpath links between the school site and the surrounding development thereby decentralising associated traffic impacts;
- Consider boundary treatment to ensure it is appropriate for the planned adjacent land uses (e.g. housing, public open space etc);
- Tailor the landscape to provide a variety of external learning environments and provide ecologically rich areas of the site;
- Ensure that the materials used in the design are attractive, durable and sustainably resourced;
- Orientate classrooms and outdoor spaces to make best use of natural daylight; and
- Resolve the 4 metre level change across site whilst managing land drainage and maintaining fully accessible routes to all facilities.

2.12. The buildings will be constructed with good quality facing brick and sustainably sourced timber finished walls. The development will have pitched roofs with a standing seam zinc finish. The windows and doors will be constructed from polyester powder coated aluminium framing. External lighting will also be provided to ensure safe and emergency access during hours of darkness. The lighting has been designed and located to prevent light pollution and avoid nuisance with nearby residential properties. The fittings are to be controlled by photocells and time clocks.

2.13. The proposal also includes landscape infrastructure such as woodland, wildflower and meadow habitats along the western boundary, sustainable drainage solutions, ornamental and sensory planting as well as hedgerow and substantial tree planting.

2.14. The building has been designed to reduce energy consumption and maximise natural light. The design also includes the installation of 2 photovoltaic solar panels on the hall roof which will provide the energy for the school when in use and any excess energy generated will be able to be fed back into the national grid.

- 2.15. The layout allows the front wing of the building to operate flexibly both during the school day and out-of hours with some autonomy and separation from the main teaching areas.
- 2.16. North facing clerestory glazing is to be provided above each classroom to take advantage of natural daylight. Extended roof canopies to the south will offer shading from potential glare and overheating with the added benefit of providing sheltered outdoor learning space. Vents and glazing are to be provided at both the front and rear of the classrooms to allow a natural path for passive ventilation.
- 2.17. Facilities designed to be accessed by the community are located on the public side of the building fronting the Public Square at the Southern Local Centre. The multi-purpose Hall, Music and Drama Studio, Discovery Point and Offices make up the majority of the building frontage.
- 2.18. Vehicular access to the school will be via a new two-way single carriageway road that will connect to Smannell Road to the north via an existing roundabout junction and a new internal link road to the east (Southern Access Routes). The school itself will have a single vehicular access to and from the new link road via a priority junction. This will provide access to the staff car park and service area. School Keep Clear markings will be located on both sides of the carriageway along the frontage of the school.
- 2.19. An on-site staff car park is proposed that will provide 38 spaces including two disabled bays. This provision is in line with the HCC On-Site School Parking Guidelines (2013). Provision will also be made for the covered storage of cycles for pupils and staff. 22 cycle spaces and 42 scooter spaces will be provided for pupils and 10 covered cycle spaces will be provided for staff. There will also be six cycle spaces for visitors located adjacent to the main entrance.
- 2.20. Prior to the submission of the application, consultation took place between the applicant, the Highway Authority and the housing developer (Taylor Wimpey) to ensure that a coordinated approach was developed which took into account the road infrastructure beyond the boundary of the school site. Taylor Wimpey also has a separate Traffic Management Plan which addresses the risks associated with plant movements within the partly occupied housing estate which will be kept under review and updated (as required) in consultation with the contractor movements associated with the development of the school. It will also be updated in advance of the schools opening to ensure pupil safeguarding from harm.
- 2.21. It is proposed that the main access for pedestrians will be located adjacent to the proposed local centre. This will open out onto the public square. It is proposed that there will be 4 managed pedestrian accesses will be provided at key locations including the staff car park as well as the southern and northern boundaries to encourage parent and drop off / pick up via the footpath links between the school and the surrounding development. A

Framework Travel Plan was included in the application and this will be developed by the school to encourage parents and children to minimise traffic impacts once the school is in use.

- 2.22. A large natural grass sports field will be provided in the south-east area of the plot with the ability to cater for multiple sports. A large multi-use play court will also be provided on the Southern boundary for more intensive outdoor play and organised Physical Education (PE), with a standalone outdoor PE store integrated into the cycle/scooter storage.
- 2.23. The site will be enclosed using a variety of timber panel fencing with metal estate railings to the public facing edge and internal areas. Metal estate railings will be a maximum height of 1.2 metres with the timber panel fencing 1.8 metres to the main school boundaries and staff car park. 5 metre high lamp posts will be installed in the staff car park.
- 2.24. Hard and soft external landscaping works are shown on accompanying plans no. P10294 L 72A & no. P10294 L 73A respectively.
- 2.25. Future growth has been considered and the site has been laid out to allow the potential for expansion to 3 form entry (630 place) with areas oversized to cater for future growth including: incoming utility supplies, electrical services and heating system, sports field, external play areas, drainage infrastructure, school library and staff accommodation.
- 2.26. In line with Government policy, the new school will be run as an Academy / Free School but the process of advertising and selecting a sponsor has not yet been completed.

3. Planning History

3.1. The planning history of the site is as follows:

Application reference	Type	Title	Year Granted
TVN.09258	Outline	Erection of 2,500 dwellings, employment, schools, local centres, playing fields, parkland, public open space, structural landscaping and associated infrastructure	2008

4. Development plan

4.1. The Test Valley Borough Revised Local Plan 2016 (TVRLP) is the relevant Development Plan for the area. The following policies are relevant to this proposal:

- T1 – Managing Movement;

- T2 – Parking Standard;
- E1 – High Quality Development in the Borough;
- E2 - Protect, Conserve and Enhance the Landscape Character of the Borough;
- E5 – Biodiversity; and
- E7 – Water Management.

5. Consultations

- 5.1. **Test Valley Borough Council (TVBC):** TVBC objects on the grounds that the access road to the site may not be constructed in time for the occupation of the school and that there will be insufficient car parking to provide pick-up/drop-off facilities for the proposed school from the time when it becomes operational until construction of the adjacent Southern Local Centre. These issues will cause hazards to highway safety and prevent the free flow of traffic which would be contrary to Policy T1 and T2 of the RLP (2016).
- 5.2. **Test Valley Borough Council Environmental Health Officer (EHO):** No objection.
- 5.3. **Smannell Parish Council:** No comments received.
- 5.4. **Highway Authority (HA):** No objection subject to conditions concerning a Construction Traffic Management Plan and School Travel Plan.
- 5.5. **Lead Local Flood Authority (LLFA):** No objection subject to a condition concerning Sustainable drainage system maintenance.
- 5.6. **County Ecologist:** No objection subject to a mitigation strategy for wider arable plant impacts.
- 5.7. **County Landscape Architect:** No objection.
- 5.8. **County Archaeologist:** No objection and can confirm that the archaeological field work for this development plot has been completed.
- 5.9. **Hampshire Street lighting:** No objection.
- 5.10. **Sport England:** No objection and has recommended four conditions relating to playing field quality and specification, alternative uses and community use.
- 5.11. **County Councillor Rolt** was consulted.

6. Representations

- 6.1. No representations were received in relation to this application.

7. Commentary

Principle of the Development

7.1. The principle of a school in this location was accepted as part of the Outline Planning Consent (TVN.09258) granted for the MDA site by Test Valley Borough Council in 2008. Therefore the issue is whether there any other policies in the Development Plan which indicate that planning permission should not be granted.

Highway Safety & Capacity

7.2. The Section 106 legal agreement for the East Anton MDA requires the developer to have constructed the Southern Access Routes within 12 months of the date of commencement of construction of the Southern Primary School.

7.3. The Transport Statement (TS) accompanying the planning application estimates that there will be 38 pupil-related vehicles travelling to and from the school in both the morning and afternoon pick ups in Year 1, rising to 71 by Year 7. This equates to 72 two-way trips in Year 1 and 142 by Year 7 in both the AM and PM peaks. The Highways Authority (HA) has reviewed this information and is satisfied that the anticipated level of traffic can be accommodated on the local roads without compromising network capacity.

7.4. The HA is also satisfied that on-site parking and cycle storage provision meets the requirements of Hampshire's On-site School Parking Guidelines (April 2013) for pupil cycle and scooter parking.

7.5. The objection raised by TVBC is noted. The TS estimates that peak demand for car parking associated with the morning drop off and afternoon pick-up will be as follows:

	Morning drop off (spaces)	Afternoon pick-up (spaces)
Year 1	20	32
Year 7	37	59

7.6. Based on the above, the HA considers that sufficient opportunities exist for school drop-off / pick-up parking both prior to and following the construction of the Local Centre. The Local Centre will also provide additional parking that can be utilised by the general public, including school drop-off and pick-up parking once built. Conditions relating to the submission and approval of a School Travel Plan and a Construction Traffic Management Plan have been proposed. The School Travel Plan will be required to demonstrate the interventions, incentives and targets which will be implemented to promote a reduction in single occupancy car trips by pupils to the site. The Construction Traffic Management Plan will be required 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. A further condition is also proposed relating to the commencement of the occupation of the buildings once the 'Staff Car Park' has been constructed.

- 7.7. The main pedestrian access to the school will be located on the northern boundary opposite the proposed Local Centre with additional pedestrian accesses on the western and southern boundaries. The three accesses are located on the expected pedestrian desire lines from the proposed surrounding residential dwellings and will also enable students to be dropped off and picked up from a variety of locations within surrounding estate roads assisting in decentralising traffic impacts at peak times.
- 7.8. The HA recognise that the development will result in a number of additional vehicles accessing and parking on the roads surrounding the school for school drop off / pick up. However it is considered that the local highway network can accommodate both the anticipated level of vehicle movements and number of cars parking on the local highway network without compromising network capacity or safety. The proposal is therefore considered to comply with policies T1 and T2 of the TRLP (2016).

Design & Landscape

- 7.9. The design of the school is contemporary and reflects its function. The design of the development has been set out in detail in section 2 of this report. The application was accompanied by a Design and Access Statement. The design positively addresses the adjacent public square allowing public access to community facilities within the building.
- 7.10. There are no detailed approvals for the surrounding developments permitted by outline permission TVN.09258 and as such the school currently has no immediate context with which to integrate. A condition is proposed for the submission and approval of samples and/or details of the materials and finishes to be used for the external walls and roofs of the proposed buildings and the implementation in accordance with the approved details.
- 7.11. As the development surrounding the school does not yet have a fixed layout, those developments will need to be designed to respond to the potential noise sources generated by the school. It is not considered that the proposed layout of the school site would unduly constrain the future layout or design of these surrounding developments.
- 7.12. It is considered that the proposal is of a high-quality design that respects and complements the character of the emerging development area and positively integrates into the landscape. Subject to conditions requiring the submission of detailed finishes prior to commencement of the development and landscape and planting works, the proposal is considered to comply with policies E1 and E2 of the TVRLP (2016).

Ecology

- 7.13. The ecological impact of developing the MDA area was assessed as part of the 2008 outline planning permission determined by TVBC. However subsequent to 2008, arable specialist plants of conservation interest have been recorded within the vicinity of the proposed school site. The planning application is accompanied by an Ecological Assessment which assesses the proposal, without mitigation, as likely to result in negative impacts to scarce arable plants, skylark and grey partridge.
- 7.14. As habitats on the wider site post-development would not be suitable for these species, mitigation could only be delivered at an off-site location. To that end the planning application is also accompanied by an Arable Specialist Plants Mitigation Strategy which includes the requirement for a survey for arable plants to be undertaken prior to the commencement of development. A condition is proposed relating to a botanical survey work (as outlined in the Mitigation Strategy) being carried out and submitted and the development shall being Mitigation Strategy according to the results of the survey work.
- 7.15. A condition is also proposed for the submission and approval of an Ecological Enhancement Scheme detailing features of ecological interest to be created and managed/maintained within the developed site prior to completion of the development. The scheme shall describe how and when these features will be created and managed/maintained and shall be implemented as approved.
- 7.16. The County Councils' Ecologist is satisfied that this approach would address the concerns identified. Therefore, subject to inclusion of conditions on the submission and approval of an Ecological Enhancement Scheme and an Arable Specialist Plants Mitigation Strategy the proposal is considered to be in accordance with Policy E5 of the TVRLP (2016).

Flood & Water Management

- 7.17. The Flood Risk Assessment accompanying the planning application identifies the site as lying in an area with a low risk of flooding from watercourses and with a low to negligible risk of flooding from surface water or groundwater.
- 7.18. A Flood Risk Assessment & Drainage Strategy was submitted as part of the planning application. A condition is proposed to ensure that the development is implemented in accordance with the details of this Strategy.
- 7.19. A Sustainable Drainage System (SuDS) is proposed to retain all surface and storm water on site. Water from roofs and hardstandings will be directed to a series of soak-away infiltration features such as swales, porous surfaces and a detention basin. Subsoils have been tested as positive for infiltration in a number of trial pits across the site confirming that soak-aways would function effectively on the site. The external surfaces to the planned buildings will be laid to slope away from building perimeters and landscaping designed to maintain a flood route across the site.

7.20. The Lead Local Flood Authority has reviewed the information and has no objection to the proposal subject to a condition requiring the submission and approval of a plan detailing the management and maintenance of SuDS features for the duration of the development. As such the proposal is considered to be in accordance with Policy E7 of TVRLP (2016).

Playing Field

7.21. Sport England is a non-statutory consultee in relation to this planning application but has been consulted in accordance with recommendations contained within the National Planning Practice Guidance. The Body recommends four planning conditions relating to planned playing field provision on the site, concerning quality of the playing field to be provided, restricting the use of the playing field land to outdoor sport only and community access/use.

7.22. In respect of these the applicant has been approached and has confirmed that:

- Ground conditions have been assessed and a full interpretive soil investigation was undertaken in October 2015 to determine the suitability of the surface for playing field;
- The primary use of the playing field will be reserved for PE and soft outdoor play. However, it is reasonable to assume that the school will make wider use of the playing field when it is not in use for PE by having outdoor lessons or school events for instance;
- The southern 'Play Court' is not proposed to be a Multi Use Games Area (MUGA). Its primary purpose is as a hard surface playground with a porous tarmac surface and netball and football markings. The area is in accordance with the hard play provision required as part of Building Bulletin 103. There is no brief or remit to upgrade this facility to a MUGA with or without lighting and fencing.
- The applicant will not be responsible for the running the school facility once developed and as such cannot comment on the approach that may be taken to opening up site facilities for community use. This would be a matter for the Academy or Free School sponsor to address within their own policies. A sponsor has not yet been identified.

7.23. In light of the above comments it is considered that the conditions proposed by Sport England would not be necessary in this instance and therefore these have not been attached to the recommendation.

8. Summary

8.1. It is considered that the proposal is in accordance with the policies of the TVRLP 2016. The principle of a school in the proposed location was considered as part of the Outline Planning Consent (TVN.09258) granted for

the MDA site. The development would be acceptable in terms of highway safety and capacity, will comprise high-quality design that positively integrates into the landscape, will be safe from and designed to mitigate against flood risk and would not subject to an ecological mitigation strategy, have an unacceptable impact on local ecology.

9. Recommendation

- 9.1. That planning permission in respect of 'Construction of a 2-form entry single storey primary school with associated car parking and external works' at East Anton MDA, Andover (Application No. 16/00384/HCC3N) (Site Ref: TVE066) be granted for the above reasons, subject to the conditions listed in integral Appendix B.

Appendices:

Integral Appendix A – Corporate or Legal Information

Integral Appendix B – Conditions

Integral Appendix C – Annexes to Reasons for Conditions

Appendix D - Location Plan

Appendix E – Layout Plan

Other documents relating to this application:

<http://www3.hants.gov.uk/mineralsandwaste/application-details.htm?id=17079>

RefRpt/7463/RS

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

Hampshire safer and more secure for all:	No
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	No
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	No
Corporate Improvement plan link number (if appropriate):	
OR	
This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:	
The proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste planning authority.	

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.)

DocumentLocation

16/00384/HCC3N – Planning application for: ‘Construction of 2 forms entry single storey primary school with associated car parking and external works’

Hampshire County Council
Elizabeth II Court
Sussex Street
Winchester
SO23 8UD

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.

Materials

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

Reason: In the interests of visual amenity and to secure a high quality development in accordance with policies E1 and E2 of the Test Valley Borough Council Revised Local Plan (2016).

Highways

3. 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 to ensure the development is in accordance with policies T1 and T2 of the Test Valley Borough Council Revised Local Plan (2016).

4. Occupation of the buildings shall not commence until the 'Staff Car Park' shown on Site Layout Plan no. P10294 L 71 has been constructed.

Reason: In the interests of highway safety and to ensure the development is in accordance with policies T1 and T2 of the Test Valley Borough Council Revised Local Plan (2016).

5. 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 support sustainable transport policy and to ensure the development is in accordance with policies T1 and T2 of the Test Valley Borough Council Revised Local Plan (2016).

Landscaping

6. The landscape and planting works shown on plan no. P10294-L-7300 Rev A 'Detailed Planting External Works Plan' shall be completed by the end of the first planting season following the completion of development. Any plants which die, are removed, or become diseased or damaged within a period of five years after planting, shall be replaced as soon as possible with others of similar size and species.

Reason: To ensure that the appearance of the development is satisfactory, adequate provision is made for the maintenance of the landscape and that the development is in accordance with Policy E2 of the Test Valley Borough Council Revised Local Plan (2016).

Water Environment

7. The development shall be implemented in accordance with the details of the Flood Risk Assessment & Drainage Strategy submitted with the application.

Reason: To ensure the risk of flooding to the development is minimised and that the buildings and occupants are safe from flooding for the lifetime of the development in accordance with Policy E7 of the Test Valley Borough Council Revised Local Plan (2016).

8. Prior to completion of the development a Sustainable Drainage Systems (SuDS) Management & Maintenance Plan shall be submitted to the Local Planning Authority for approval in writing. The Plan shall set out how the SuDS features will be managed and maintained for the lifetime of the development to ensure their operational effectiveness. The details shall be implemented as approved for the duration of the development.

Reason: To ensure the SuDS function as designed for the duration of the development and to ensure that the development is in accordance with Policy E7 of the Test Valley Borough Council Revised Local Plan (2016).

Nature Conservation

9. Prior to the commencement of development, botanical survey work as outlined in the Arable Specialist Plants Mitigation Strategy (HCCET, March 2016) shall be carried out and the results submitted to the Local Planning Authority. The development shall then be implemented in accordance with the Arable Specialist Plants Mitigation Strategy (HCCET, March 2016) according to the results of the survey work. Any updates or revisions to the Mitigation Strategy (based on results of surveys and proposed mitigation option) shall be submitted to the LPA for approval in writing.

Reason: To enable any necessary mitigation for notable species to be secured in accordance with Policy E5 of the Test Valley Borough Council Revised Local Plan (2016).

10. Prior to completion of the development, an Ecological Enhancement Scheme detailing features of ecological interest to be created and managed/maintained within the developed site shall be submitted to the Local Planning Authority for approval in writing. The scheme shall describe how and when these features will be created and managed/maintained and shall be implemented as approved.

Reason: To provide for ecological enhancement on site in accordance with Policy E5 of the Test Valley Borough Council Revised Local Plan (2016).

Plans & Particulars

11. The development hereby permitted shall be carried out in accordance with the following approved plans: P10294 A 01, P10294-A21, P10294-A30, P10294-A31, P10294-A32, P10294 L 71, P10294 L 74, Figure 3, LS22617, P10294-L-7300 Rev A, P10294-PS-DR-L-7420 Rev A, P10294-PS-DR-L-7430

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

Note to Applicants

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. Site clearance and preparation activities designed to reduce habitat suitability should be undertaken outside of the breeding bird season (i.e. clearance September to March inclusive), and maintained as unsuitable habitat until commencement of the development. If this is not possible a suitably qualified person should confirm the absence of active nests from the area prior to works commencing, and where active nests are present they will need to be retained with a suitable buffer until such time that they become inactive.
3. 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.

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

TEST VALLEY BOROUGH REVISED LOCAL PLAN 2016 (RLP)

Policy E1: High Quality Development in the Borough

Development will be permitted if it is of a high quality in terms of design and local distinctiveness. To achieve this development:

- a) should integrate, respect and complement the character of the area in which the development is located in terms of layout, appearance, scale, materials and building styles;
- b) should not detract from the dominance of, or interrupt important views of, key landmark buildings or features;
- c) should be laid out to provide connectivity between spaces and a positive relationship between public and private spaces; and
- d) makes efficient use of the land whilst respecting the character of the surrounding area and neighbouring uses.

Development will not be permitted if it is of poor design and fails to improve the character, function and quality of the area.

Policy E2: Protect, Conserve and Enhance the Landscape Character of the Borough

To ensure the protection, conservation and enhancement of the landscape of the Borough development will be permitted provided that:

- a) it does not have a detrimental impact on the appearance of the immediate area and the landscape character of the area within which it is located;
- b) it is designed and located to ensure that the health and future retention of important landscape features is not likely to be prejudiced;
- c) the existing and proposed landscaping and landscape features enable it to positively integrate into the landscape character of the area;
- d) arrangements for the long term management and maintenance of any existing and proposed landscaping have been made; and
- e) it conserves the landscape and scenic beauty of the New Forest National Park or the North Wessex Downs Area of Outstanding Natural Beauty where applicable; and
- f) does not result in the loss of important local features such as trees, walls, hedges or water courses.

Policy E5: Biodiversity

Development in the Borough that will conserve, and where possible restore and / or enhance, biodiversity will be permitted.

Development that is likely to result in a significant effect, either alone or in combination, on an international or European nature conservation designation, or a site proposed for such designation, will need to satisfy the requirements of the Habitat Regulations⁹⁸.

Development likely to result in the loss, deterioration or harm to habitats or species of importance to biodiversity or geological conservation interests, either directly or indirectly, will not be permitted unless:

- a) the need for, and benefits of, the development in the proposed location outweighs the adverse effect on the relevant biodiversity interest;
- b) it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the biodiversity interests; and
- c) measures can be provided (and secured through planning conditions or legal agreements), that would avoid, mitigate against or, as a last resort, compensate for the adverse effects likely to result from development.

The habitats and species of importance to biodiversity and sites of geological interest considered in relation to points a) to c) comprise:

- Sites of Special Scientific Interest (SSSIs);
- legally protected species;
- Sites of Importance for Nature Conservation (SINCs) and Local Nature Reserves (LNRs);
- priority habitats and species listed in the national and local Biodiversity Action Plans⁹⁹;
- habitats and species of principal importance for the conservation of biodiversity in England¹⁰⁰;
- trees, woodlands, ancient woodland (including semi-natural and replanted woodland), aged and veteran trees, and hedgerows; and
- features of the landscape that function as 'stepping stones' or form part of a wider network of sites by virtue of their coherent ecological structure or function or are of importance for the migration, dispersal and genetic exchange of wild species.

The level of protection and mitigation should be proportionate to the status of the habitat or species and its importance individually and as part of a wider network.

Policy E7: Water Management

Development will be permitted provided that:

- a) it does not result in the deterioration of and, where possible, assists in improving water quality and be planned to support the attainment of the requirements of the Water Framework Directive;
- b) it complies with national policy and guidance in relation to flood risk;

- c) it does not result in a risk to the quality of groundwater within a principal aquifer, including Groundwater Source Protection Zones and there is no risk to public water supplies;
- d) all new homes (including replacement dwellings) achieve a water consumption standard of no more than 110 litres per person per day; and
- e) all new non-residential development of 500sqm or more achieve the BREEAM107 'excellent' credit required for water consumption (reference Wat 1). Criteria d) – e) need to be satisfied unless it can be demonstrated that it is not financially viable.

Policy T1: Managing Movement

Development will be permitted provided that:

- a) its location is connected with existing and proposed pedestrian, cycle and public transport links to key destinations¹³⁰ and networks; and
- b) measures are in place to minimise its impact on the highway and rights of way network and pedestrian, cycle or public transport users; and
- c) the internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users; and
- d) it does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network or rights of way network; and
- e) Provision is made to support and promote the use of sustainable transport, including the submission of a site travel plan where appropriate.

Policy T2: Parking Standards

Development (including change of use and conversions) will be required to provide parking in accordance with the standards set out in Annex G. Parking provisions should be well designed and appropriately located so as to be convenient to users.

Residential parking provisions below the standards will be considered:

- a) where there is likely to be low demand for parking;
- b) where there are significant heritage or urban design issues;
- c) where any parking off site is appropriately controlled.

It will be necessary for applications to be accompanied by evidence justifying variations from the standards.