

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	13 March 2013
<b>Title:</b>	Construction of a temporary primary school to provide places for up to 210 pupils on plot of land off Lady Betty's Drive, Whiteley (Application No: 12/02686/HCS) (Site Ref: WRE058)
<b>Reference:</b>	4773
<b>Report From:</b>	Head of County Planning

**Contact name:** Kristina King

**Tel:** 01962 846496

**Email:** kristina.king@hants.gov.uk

## **1. Executive Summary**

- 1.1. Planning permission is sought for the construction of a temporary primary school to provide places for up to 210 pupils (one form of entry) on a plot of land off Lady Betty's Drive, Whiteley.
- 1.2. The issues which should be taken into consideration are the parking provision on site for staff, highways safety, design, scale and massing of the proposed school buildings, impact on biodiversity and landscape impact.
- 1.3. It is considered that whilst the proposal is not in accordance with land use saved policy S.12 a temporary permission would not prejudice the long term aspiration for housing on the site. The development would meet the immediate needs of the local community by providing a sufficient choice of school places (saved policy SF.6 and para 72 of the NPPF). The design, appearance and proposed materials are considered for a temporary period of time only (saved policy DP.3), the retention of the boundary planting and the proposed landscaping will ensure the development fits with the landscape character of the area and will not cause any loss in amenity (saved policies DP.4 and DP.5). The development will appropriately mitigate against any impact to the ecological value surrounding the site (saved policy CE.10). The proposal is acceptable in terms of highway safety and convenience (saved policy T.1 and T.3). The proposal will not interfere with the safety, function or character of the local road network (saved policy T.2). Whilst the on-site car parking provision is greater than saved policy T.4 it is in line with the emerging Hampshire County Council staff parking strategy.

- 1.4. The recommendation is that planning permission is granted for the construction of a temporary primary school to provide places for up to 210 pupils on plot of land off Lady Betty's Drive, Whiteley subject to the conditions listed in Integral Appendix B.

## **2. Site and proposal**

- 2.1. The site is located to the south east of the centre of Whiteley and to the south of Solent Business Park. Approximately 150 metres to the south of the site boundary is the M27 motorway.
- 2.2. The current site comprises gently sloping rough grassland and measures approximately 2.93 hectares in area. The site's northern boundary is formed of mature woodland planting comprising of Oak, Ash, Field Maple and Silver Birch trees and this extends into the north western corner of the proposed site. The site is also bound to the east and west by mature trees and areas of hedgerow planting. All of the trees on the site are protected under the Tree Preservation Order no.1612, issued in 1992. Beyond the site to the north, east and west is housing. The land to the south of the site will remain as existing grassland. The site lies within an area of some archaeological interest. The site is located within a 20 miles per hour (mph) zone with traffic calming and there is a network of footways and cycleways across the settlement (as detailed on *Whiteley CE Primary School – Transport Infrastructure plan*).
- 2.3. Planning permission is sought for a temporary school to cater for a maximum of 210 places (1 form of entry (FE)). Initially a four classroom school is to be provided for 120 pupils, increasing to seven classrooms if so required. Planning permission is sought for up to seven years.
- 2.4. The existing Whiteley Primary School is located in the west of the residential settlement of Whiteley. At present there is a need for pupils to attend primary schools outside of the Whiteley catchment area. The proposed development is to provide additional primary school places to serve the established settlement of Whiteley. It is the intention that the temporary primary school will, in time, be replaced by a permanent school within the major development area to the north of Whiteley if this gets planning approval.
- 2.5. The first phase of the development will comprise of four classrooms, hall and ancillary accommodation as detailed in plan P8853-05 revB. The buildings are to be modular, single storey with low pitched roofs. The offices, staff room, WCs, plant room and kitchen are to be located on the southern side of the building. Due to the acoustic condition of the site, the main teaching spaces are to the north of the building. These exit out onto the playground area to the north of the school building. The hall is to be located at the western end of the building and has been designed to allow for a full school assembly.

- 2.6. The second phase of the development will comprise of a three classroom extension and ancillary sanitary accommodation as detailed on plan P8853-06 revC. This will be constructed to the north of the western end of the building. Ramped access will be provided to both sections of the development.
- 2.7. The temporary buildings are to site approximately 450 millimetres above the ground on structural posts, founded on concrete pads, with a timber skirt around the base. The building will be single storey with a low pitch roof. The roof will have a number of penetrations housing wind-catcher passivents to enable attenuated naturally ventilated teaching spaces and hall. The internal and external spaces are to be flexible to provide a safe and stimulating learning environment for the pupils.
- 2.8. It is anticipated that there will be in the first phase up to five teaching staff and 12 non teaching staff and in the second phase up to nine teaching staff and 20 non teaching staff. The school teaching hours are to be 0900 to 1530 with teachers arriving at the site from 0800. It is likely that after school activities will be held by the school for pupils.
- 2.9. 22 car parking spaces and one additional accessible space are to be provided for staff, this is in line with the emerging staff parking guidance (one space per teaching staff (9) and two for every three non-teaching staff (20) including accessible space provision). For phase 1, 18 staff car parking spaces will be provided to include the one accessible space. On occupation of the second phase of the development the car parking will be expanded to provide the total 22 spaces and one accessible space.
- 2.10. On site 26 visitor/parent drop-off and collection car parking spaces are to be provided with one additional accessible space. There are further drop-off areas to be provided around the visitor parking which would allow parking for a further 12 cars. An overflow car parking area for parent drop-off and collection is indicated on plan P8853-06 revC providing approximately an additional 21 parking spaces if required. The pressure on the overflow car park is to be monitored by the school and constructed when the demand is demonstrated, this is likely to be for Phase 2.
- 2.11. Secure covered cycle parking store is to be provided for 38 pupils' bicycles/scooters with a further 14 cycle stands for staff and visitors. This will again be brought forward in a phased approach in line with the two phases of development.
- 2.12. A combined vehicular and pedestrian access is to be provided from the corner of Bleriot Crescent and Bader Way. Dropped crossings with tactile paving are to be constructed on the pavement for crossing Bleriot Crescent and Bader Way. The pedestrian footpath has been extended along the school side of Bader Way and Bleriot Crescent in response to comments from the Highway Authority.

- 2.13. An additional pedestrian entrance has been provided on the western boundary of the site onto Gibson Way following comments from the Highway Authority.
- 2.14. A grassed football pitch measuring 68.25 x 42 metres and an 80 metres athletic track is to be provided. In addition to this a multi-use game area (MUGA) for netball and mini soccer is to be installed. Soft play areas are to be provided around the site. Tree planting is proposed along the northern boundary of the staff car park and along the southern section of the western boundary. A range of paving types are to be proposed as detailed on plan 100.
- 2.15. Previous ecological surveys indicated the presence of foraging bats along the woodland edges. Consequently there is to be no vegetation removal. The lighting to be installed on site is to be covered with cowls and be directional to avoid unnecessary light spill away from the area where it is required. These locations are indicated on plan P8853-06 revC. The lighting will be turned off when the school is closed, no lights will be on overnight. The site is to be bound by a 1.8 metre high galvanised weld mesh fence on metal uprights with matching gates. Reptiles have been identified as being present on the site and consequently the fencing has been located a minimum of two metres from the woodland/grassland edge. In addition to this reptile-proof fencing in the form of polyethylene sheet is to be erected and sunk approximately 200 millimetres into the ground to prevent accidental reptile access into the development site during construction. The fencing will be erected prior to construction beginning on site, and it will be retained for the duration of the construction work.
- 2.16. An acoustic report supports the planning application which considered the noise impact from the M27 motorway. The modelling concludes that it is not possible to achieve any significant mitigation of external noise levels through screening. However, it should be possible to achieve BB93 (Building Bulletin 93 Acoustic Design for Schools) internal ambient noise limits through the use of attenuated natural ventilation on the north façade of the building.
- 2.17. To ensure the appropriate drainage of foul waste a spur connection is to be used where Bader Way meets Bleriot Crescent. The storm water drainage is to be accommodated on site through the installation of attenuation tanks on site which will allow for the discharge of a controlled flow to either the storm water spur connection at the meeting point of Bader Way and Bleriot Crescent or the south western boundary via the cul-de-sac Cobham Grove connecting to Bader Way.

### 3. Site History

- 3.1. Outline planning permission was granted in August 2012 by Winchester City Council (11/0228/OUT) for a 75 residential development with open space.
- 3.2. Following removal of the temporary school it is the intention that the site will be developed for housing.

### 4. Development plan

- 4.1. National Planning Policy Framework (Published 27 March 2012), Paragraph 72.
- 4.2. The appropriate development plan document for consideration is the Winchester District Local Plan Review (adopted 2006). The relevant policies for consideration are saved policies DP3 (General Design Criteria), DP4 (Landscape and the Built Environment), DP5 (Design of Amenity Open Space), CE.10 (Sites of Nature Conservation Interest), T1 (Development location), T.2 (Development access), T.3 (Development layout), T.4 (Parking Standards, SF6 (New Facilities and Services), and S12 (Proposals at Whiteley Green).
- 4.3. The Winchester District Local Plan Part 1 – Joint Core Strategy has been found sound and is proceeding towards adoption in 2013.

### 5. Consultations

- 5.1. **Councillor Stallard** is fully in support of the opening of a new temporary primary school in Whiteley. For too many years young children who live in Whiteley have been required to travel long distances to access education as the existing local school is full to capacity. During the public consultation process there was evident support for the new school from the majority of residents and it is readily welcomed by parents and guardians of young people. The children of Whiteley have a right to be educated within their immediate residential area/village of Whiteley and their education should be the paramount factor.
- 5.2. **Councillor Woodward** is in support of the application. He states that it is unfair that hundred of primary aged children have needed to be taken past Whiteley Primary School to a variety of other schools because of a lack of sufficient provision within Whiteley. Following a number of dashed hopes in recent years both when a site and funding were identified by the required land was not made available and when after a valiant attempt local residents could not get sufficient support for an academy I was approached last year by a number of concerned parents asking me if I could help them find a route to providing a new school as soon as possible. Following a well-attended public meeting I was again able to make the residents' case to the education authority who worked with the Portsmouth Diocese to

provide a school in temporary accommodation in record time. Following a grant of planning consent this will be able to open within months and then move to a permanent site at an early point in the North of Whiteley development. No longer will Whiteley children need to be taken out of Whiteley to start their primary education unless that is what their parents choose. I pay tribute to those parents who approached me last year and have supported the process throughout. Also to the many residents who responded to the consultation to support the establishment of the new school.

- 5.3. **Winchester City Council** officer comments state that traffic and parking matters will need to be addressed by your highways engineers and wildlife matters by your ecology department. However, as there is a shortage of education facilities in Whiteley and currently nowhere else for a school to be allocated in Whiteley then Winchester City Council would be unlikely to raise an objection to this application.
- 5.4. **Fareham Borough Council** raise no objection to the proposal. A condition has been recommended that states that it is recommended that the installation of a sprinkler system is seriously considered.
- 5.5. **Environmental Health Winchester** have slight concerns surrounding the noise impact on the educational facility. No objection has been raised but it is recommend that conditions are attached to the planning permission with regard to updating the acoustic assessment based on site specific monitoring data rather than relying on computer generated noise modelling, detailed construction plans being submitted to demonstrate how the required acoustic measures will be implemented on site taking into consideration any limitations associated with the use of temporary prefabricated structures and validation noise monitoring to demonstrate the required noise levels have been met prior to first use of the buildings.
- 5.6. **Highway Authority** – The proposed location of the school will result in an increase in traffic on the local roads, in particular Bader Way and Bleriot Crescent which are residential distributor roads. Whilst this is identified, there is not however considered to be any safety or operational reason to suggest that this would create an unacceptable or severe impact on the local highway network. Following an assessment of the accident data in the area over a five year period the information is satisfactory to conclude that there are no identifiable accident patterns or trends that would be likely to be impacted by the proposal. The use of the proposed access, when compared to its consented use for residential development, has been considered and the Highway Authority is satisfied that the access will operate safely and within capacity. Subject to conditions being attached no objection is raised from a highways and transportation perspective. The conditions requested are to ensure that details are submitted in relation to the cycle and scooter parking provision, the submission of a Construction Traffic Management Plan, the construction of the pedestrian access being provided to Gibson Way and an update to the submitted School Travel Plan.

- 5.7. **Environment Agency** have been consulted, no comments have been received.
- 5.8. **Natural England** raise no objection to the application as the proposal does not appear to affect any statutorily protected sites or landscapes, or have significant impacts on the conservation of soils nor is the proposal EIA development.
- 5.9. **Sport England** supports the proposal in principle. It is recommended that conditions are attached to ensure that the playing field and MUGA are not used other than for outdoor sport and play, and that the playing fields and pitches are constructed and laid out in accordance with the approved plans and with the standards and methodologies set out in the guidance note "Natural Turf for Sport". In addition to this there is the requirement that these areas are available for use before occupation.
- 5.10. **Whiteley Parish Council** strongly supports the provision of a new school in Whiteley but has reservations about the site proposed. There are concerns that the parking is inadequate as it is considered unlikely that parents will walk their children to the school, the increase in traffic will exacerbate the existing problems which are experienced in the morning peak commute time and there are highway safety concerns about the junction of the school entrance and Bader Way which is considered to already be a conflict point.
- 5.11. **Whiteley East Residents Association** have concerns with regard to the health and safety issues surrounding the proposed primary school. In summary the issues are:
- (a) the lack of pavement on the school side of the site, there will be a need to cross the road onto Leafy Lane/Bader Way/Bleriot Crescent;
  - (b) access to the site is on a tight bend which could lead to serious health and safety issues for the pupils;
  - (c) concerns regarding congestion at peak morning commute time; and
  - (d) wider road network concerns with the potential for the opening up of Yew Tree Drive for a trial period and the use of Leafy Lane as a 'rat run'.

## 6. Representations

- 6.1. Nine letters of objection have been received. The planning issues raised are:
- (a) highways safety to include concerns that due to the location of the site a high number of parents will need to drive to the site which will lead to potential congestion on the local highway network. Concerns over the suitability of the local road network as the roads are narrow

with difficult junctions. Concerns that there are not enough car parking spaces to meet the demand for parent drop off and collection. High number of objections in the local area;

- (b) concerns that the School Travel Plan is aspirational with it being hard to guarantee that the aims and objectives will be met;
- (c) concern that the school will remain on a permanent basis and the building type is not appropriate for this use;
- (d) proximity of the school to the M27 motorway;
- (e) loss of a green area within Whiteley;
- (f) impact on the established boundary trees; and
- (g) location of construction traffic parking.

6.2. 18 letters of support have been received. The reasons for support are:

- (a) there is a real need for the development in this local area for the local community and most importantly the local children;
- (b) provide local residents with the ability to walk children to school instead of driving;
- (c) appropriate location as it is close to where the local demand is;
- (d) good location as it will enable pupils to be educated in a 'green environment';
- (e) sustainable located as there would be a reduced dependency on cars with the local school; and
- (f) appropriate drop off facilities on the site to accommodate demand and mitigate any off site concerns.

## **7. Commentary**

7.1. The proposal for the new primary school is not in accordance with saved land use policy (S.12) as the site is identified as being suitable for residential development. Notwithstanding this, due to the school application being for a temporary period of time it is considered that the long term aspirations for the site will not be prejudiced by planning permission for the school being granted on the site. In addition to this the proposal is seeking to meet an identified local demand for school places which is supported by saved policy SF.6 and the NPPF, para 72 which attaches great importance to ensuring that there is a sufficient choice of school places available to meet the needs of an existing community.

- 7.2. The design of the school buildings are considered appropriate due to the development being for a temporary period of time, they would not be suitable for permanent retention. The retention of the established boundary planting will retain the character of the area and appropriately screen the development from the public realm furthermore the additional planting will enhance the character of the area. The proposal makes efficient use of the land and will provide a good quality teaching environment for the pupils. Through the mitigation measures proposed the development will not have an unacceptable adverse impact on the adjacent properties, nor will it result in harm to the ecologically sensitive areas surrounding the site. It is recommended that to ensure the materials, colours and finishes to be used as well as the hard and soft landscaping details proposed are appropriate to the development and surrounding area a condition should be attached requesting that final details are submitted for approval. The proposal is in accordance with saved policies DP.3, DP.4, DP.5 and CE.10.
- 7.3. The proposed location of the school will result in an increase in traffic on the local roads, in particular Bader Way and Bleriot Crescent which are residential distributor roads. Whilst this is identified, there is not however considered to be any safety or operational reason to suggest that this would create an unacceptable or severe impact on the local highway network.
- 7.4. The number of staff car parking spaces is in excess of those supported by saved policy T.4. However, it is acknowledged that the standards are being revisited and the proposed car parking numbers for staff are in line with the emerging parking strategy. It has been demonstrated that there will be adequate on-site parking for parents. The on site provision of staff car parking and parent drop off and collection spaces means that the likelihood of on-road parking around the site is minimised. The use of the proposed access, when compared to its consented use for residential development, has been considered and the Highway Authority is satisfied that the access will operate safely and within capacity.
- 7.5. The revised proposed pedestrian crossing points at the site access are supported by the Highway Authority. There are suitable and safe walking and cycling routes connecting the school to its proposed catchment area, including crossing points of major roads. The number of cycle and scooter spaces is supported and final details of the cycle parking areas should be conditioned for submission to ensure the facilities are covered.
- 7.6. The additional pedestrian access from Gibson Close will help shorten walking distances for a number of users, therefore encouraging more sustainable travel. If planning permission is granted it is recommended that a management plan will need to be provided in order to prevent Gibson Close becoming used as a drop-off point for parents taking children to school in their cars.
- 7.7. Following an assessment of the accident data in the area over a five year period the information is satisfactory to conclude that there are no

identifiable accident patterns or trends that would be likely to be impacted by the proposal. The Highway Authority raise no objection and the proposal is considered to be in accordance with saved policies (T.1, T.2, T.3 and T.4).

- 7.8. It has been identified that there is archaeological potential on the site, advice from the archaeologist is such that a condition should be attached if planning permission is granted to secure the implementation a programme of archaeological work in accordance with a written specification.
- 7.9. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Local Planning Authority have worked with the agent in a positive and proactive manner. Pre-application discussions were undertaken with the applicant where guidance was provided on planning policy and the key planning issues with clear advice being given on the survey work and level of information required alongside the planning application. All statutory consultation responses were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.
- 7.10. In conclusion, it is considered that whilst the proposal is not in accordance with land use saved policy S.12, the temporary permission would not prejudice the long term aspiration for housing on the site. The development would meet the immediate needs of the local community by providing a sufficient choice of school places (saved policy SF.6 and para 72 of the NPPF). The design, appearance and proposed materials are considered for a temporary period of time only (saved policy DP.3), the retention of the boundary planting and the proposed landscaping will ensure the development fits with the landscape character of the area and will not cause any loss in amenity (saved policies DP.4 and DP.5). The development will appropriately mitigate against any impact to the ecological value surrounding the site (saved policy CE.10). The proposal is acceptable in terms of highway safety and convenience (saved policy T.1 and T.3). The proposal will not interfere with the safety, function or character of the local road network (saved policy T.2). Whilst the on-site car parking provision is greater than saved policy T.4 it is in line with the emerging Hampshire County Council staff parking strategy.

## **8. Recommendation**

- 8.1. That planning permission is granted for the construction of a temporary primary school to provide places for up to 210 pupils on plot of land off Lady Betty's Drive, Whiteley subject to the conditions listed in Integral Appendix B.

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

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**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

Construction of a temporary primary school to provide places for up to 210 pupils on plot of land off Lady Betty's Drive, Whiteley (Application No: 12/02686/HCS) (Site Ref: WRE058)

Elizabeth II Court West, The Castle, Winchester, SO23 8UD

## CONDITIONS

### Timescale

1. The development hereby permitted shall be for a limited period only, expiring on 31 August 2020 or when the education use ceases, whichever is the sooner. At the expiration of this period the buildings, car parking and hard court play areas shall be removed and the land reinstated to its former condition as soon as possible.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 and to secure the visual amenity of the locality, as the building is not considered suitable for permanent retention.

### Plans and Particulars

2. The development hereby permitted shall be carried out and completed strictly in accordance with the approved plans, specifications and written particulars within the decision notice.

Reason: To ensure that the development is carried out in accordance with the approved details.

### Hours of working

3. No working relating to the construction of the development hereby approved including works of demolition or preparation prior to operations, shall take place other than between the hours of 0800 and 1800 Monday to Friday and 0800 to 1300 hours Saturday. There shall be no working at all on Sundays or public holidays.

Reason: To reduce the impact of the construction of the site to occupiers of nearby housing.

### Highways

4. No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details on provision to be made on site for contractor's parking, construction traffic access, 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 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.

5. Prior to the commencement of development detailed plans of the provision to be made for on-site cycle and scooter parking shall be submitted to and approved in writing by the Local Planning Authority. The approved

documents shall be provided before occupation of the development and thereafter retained in good condition and for their intended use.

Reason: To encourage sustainable travel to meet the aims of saved policy T.1 of the Winchester District Local Plan Review (2006).

6. Details of the pedestrian access onto Gibson Way shall be submitted to the Local Planning Authority for approval prior to the occupation of the development. The pedestrian access shall then be constructed in accordance with the approved details by 31 October 2013.

Reason: In the interests of highway safety to meet the aims of saved policy T.1 of the Winchester District Local Plan Review (2006) and in the interest of nature conservation.

7. Within three months of occupation a car park management plan shall be submitted to the Local Planning Authority for approval. The management plan shall comprise of:

- (a) details on how the parent pick up and drop off car park will be managed; and
- (b) details on how the use of the parent pick up and drop off car park and on street parking will be monitored and to inform the construction of the overflow car park.

The management plan shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety.

8. The development hereby approved shall not be occupied until the submitted School Travel Plan has been updated to include arrangements for the management of Gibson Way pedestrian access point. The approved Travel Plan shall be implemented thereafter.

Reason: In the interests of highway safety to meet the aims of saved policy T.1 of the Winchester District Local Plan Review (2006).

### **Materials and Finishes**

9. Prior to the commencement of development samples or details of the materials to be used in the construction of all the buildings external surfaces shall be submitted and approved by the Local Planning Authority. Development shall be carried out and remain in accordance with the approved details.

Reason: To ensure the development has a satisfactory appearance in the interest of visual amenities in accordance with the Winchester District Local Plan Review (2006) saved policy DP.3.

## Landscaping

10. Prior to the commencement of development a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the details approved. 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.

The scheme should include:

- (a) full details of soft and hard landscape works including planting plans; written specifications; schedules of plants; noting species; plant size and proposed numbers/densities;
- (b) a landscape management plan, including management responsibilities and maintenance schedules for all landscaped areas.

Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with the Winchester District Local Plan Review (2006) saved policies DP.4 and DP.5.

## Ecology

11. Prior to the commencement of development, a detailed reptile mitigation strategy, based on the measures and principles set out in the email addendum (Liam Presley, 20 February 2013) shall be submitted to and approved in writing by the Local Planning Authority, and thereafter the approved strategy shall be implemented as approved.

Reason: To ensure impacts to reptiles are mitigated in accordance with saved policy CE.10 of the Winchester District Local Plan Review (2006).

12. Prior to the commencement of development, a scheme of lighting (during construction and the operational life of the development), in line with the outline measures set out in section 2.4 of Planning Application: Design Statement and designed to minimise impacts on wildlife, particularly the boundary vegetation, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented as approved.

Reason: In order to minimise impacts of lighting on the ecological interest of the site in accordance with saved policy CE.10 of the Winchester District Local Plan Review (2006).

## Archaeology

13. No development shall commence on site until the applicant has secured the implementation of a programme of archaeological work in accordance

with a written specification that has been submitted to and approved by the Local Planning Authority.

Reason: In the interests of archaeology.

### **Noise**

14. Prior to development commencing an updated acoustic assessment based on site specific monitoring data should be submitted to the Local Planning Authority for approval.

Reason: In the interest of ensuring the noise levels are appropriate for the proposed teaching environment.

15. Prior to development commencing detailed construction plans demonstrating how the required acoustic measures will be implemented on site taking into consideration any limitations associated with the use of temporary prefabricated structures shall be submitted to the Local Planning Authority for approval. Thereafter the approved details shall be implemented as approved.

Reason: In the interest of ensuring the noise levels are appropriate for the proposed teaching environment.

16. Prior to first occupation validation noise monitoring shall be undertaken to demonstrate that the required noise levels have been met. These results shall be submitted to the Local Planning Authority for approval.

Reason: In the interest of ensuring the noise levels are appropriate for the proposed teaching environment.

### **Arboriculture**

17. All works on site shall be carried out in accordance with the Arboricultural Method Statement dated August 2011.

Reason: To ensure the protection of the existing tree belt thereby retaining the natural features in accordance with saved policy DP.4 of the Winchester District Local Plan Review (2006).

18. The trees to be retained shall be protected in strict compliance with BS5837:2012 – Trees in Relation to design, demolition and construction during building operations.

Reason: To ensure the protection of the existing tree belt thereby retaining the natural features in accordance with saved policy DP.4 of the Winchester District Local Plan Review (2006).

### **Advice Note**

1. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the

Local Planning Authority have worked with the agent in a positive and proactive manner. Pre-application discussions were undertaken with the applicant where guidance was provided on planning policy and the key planning issues with clear advice being given on the survey work and level of information required alongside the planning application. All statutory consultation responses were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.

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

**NATIONAL PLANNING POLICY FRAMEWORK (NPPF) PARA 72**

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

**WINCHESTER DISTRICT LOCAL PLAN REVIEW (2006)**

**Saved Policy DP.3 – General design criteria**

Development which accords with other relevant policies of this Plan will be permitted, provided it:

- (i) makes efficient and effective use of land or buildings;
- (ii) in terms of design, scale and layout, responds positively to the character, appearance and variety of the local environment;
- (iii) keeps parking provision to a minimum;
- (iv) provides for ease of movement and local 'permeability';
- (v) maximises access to public transport;
- (vi) facilitates the development of adjacent sites;
- (vii) does not have an unacceptable adverse impact on adjoining land, uses of property;
- (viii) includes within the development sufficient amenity and recreational spaces, appropriate to its size, design and function;
- (ix) makes appropriate provision for the storage of refuse and recyclables.

**Saved Policy DP.4 – Landscape and the built environment**

In order to maintain or enhance the District's townscape and landscape development will not be permitted where it would detract from, or result in the loss of:

- (i) important public views and skyline features, both in the immediate vicinity and long-range, where site analysis identifies these as being of recognised importance;
- (ii) slopes;
- (iii) trees and hedgerows;
- (iv) open areas important to the townscape or the setting of buildings, including Listed Buildings;

- (v) the landscape framework, including those 'key characteristics', landscape and built form strategies listed at Appendix 2;
- (vi) water features, river corridors and other waterside areas;
- (vii) areas of ecological importance.

Proposals in areas with special landscape designations, such as the East Hampshire Area of Outstanding Natural Beauty should, in particular, avoid harm to, and be in sympathy with, both the immediate and wider landscape setting.

### **Saved Policy DP.5 – Design of amenity open space**

In order to ensure an attractive environment, development which accords with other relevant policies of this Plan will be permitted, provided it includes adequate on-site amenity open space which should:

- (i) be of a high standard of design, appropriate to the use and character of the development and its location and reflecting relevant supplementary planning or design guidance;
- (ii) contribute to maintaining or enhancing the visual and environmental character of the area;
- (iii) incorporate appropriate hard landscaping and planting;
- (iv) locate and design car parking areas sensitively;
- (v) include arrangements for the future management and maintenance of all areas

### **Saved Policy T.1 – Development location**

Development which accords with other relevant policies of this Plan will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking. New development likely to attract a large number of journeys should be located to minimise travel demand and provide choice of transport mode. For developments that have significant transport implications, a Travel Plan will be required to support planning applications.

### **Saved Policy T.2 – Development access**

Development that accords with other relevant policies of this Plan, requiring new or improved access, will be permitted provided it does not:

- (i) interfere with the safety, function and character of the road network;
- (ii) have adverse environmental implications and meets the Highway Authority's standards for adoption as public highway.

Direct access onto the Strategic Road Network will only be permitted if the Highway Authority is satisfied that no alternative access is available or appropriate and that the proposals would not adversely affect the function, operation and character of the Strategic Road Network.

**Saved Policy T.3 – Development layout**

In new development, the site layout should be designed to encourage low vehicles speeds and incorporate requirements for safe and convenient cycle and pedestrian routes, cycle parking and links and access to existing or proposed cycle or pedestrian routes. In larger developments, the layout and access will need to be suitable for the efficient operation of bus services. Suitably located and designed bus stops with shelters will be required.

**Saved Policy T.4 – Parking standards**

Development that accords with other relevant policies of this Plan will be permitted where it provides parking for cars, motor cycles and pedal cycles and turning facilities as appropriate, in accordance with the relevant standards.

**Saved Policy SF.6 – New Facilities And Services**

The development of new, extended or improved facilities and services within the settlements will be permitted.

**Saved Policy S.12 – Housing**

Approximately 2.9 hectares of land (including the neighbourhood green) at Whiteley Green, Whiteley, is suitable for residential development. Such development will be permitted, provided that it:

- (i) includes provision for landscaping and tree planting belts of at least 20 metres adjoining the M27 to protect the amenities of occupiers of the proposed housing from noise and to screen the development for external views;
- (ii) provides a wide variety of densities and house types, including affordable housing;
- (iii) provides an extensive landscape framework by maintaining or enhancing existing woodland and major hedgerows, and by carrying out additional planting;
- (iv) minimises traffic and potential conflicts between pedestrians and vehicles in residential areas. Provision should be made for a safe and attractive footpath and cycleway network, and for the development to have convenient access to public transport;
- (v) provides a neighbourhood green within the new housing area.

Developers will be expected to contribute to the costs of services required for the development of Whiteley as a whole, including transport infrastructure, parkland, sports grounds, neighbourhood greens, community and social facilities, local nature reserves, and drainage.