

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

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	23 April 2014
<b>Title:</b>	1 FE Extension, Internal Alterations and External Works at Merton County Infant and Junior Schools, Romsey Close, Basingstoke, Hampshire RG24 9HB (Application No: 14/00465/CC3) (Site Ref: BAE063)
<b>Reference:</b>	5786
<b>Report From:</b>	Head of County Planning

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## 1. Executive Summary

1.1. This proposal is for a 1 form entry (FE) extension to the school requiring extension to buildings, internal alterations with external works, landscaping and parking at Merton County Infant and Junior Schools, Romsey Close, Basingstoke.

1.2. When considering the application the main issues are:

- Local community provision (Policy C7 and para 72 of the NPPF)
- Visual impact and landscape character (Policies E1 & E6)
- Highways impact, amenity and car parking (Policies A1 & A2)

1.3 It is considered that the proposal would be in accordance with the development plan (summary attached), as it would meet the needs of the local community by providing the necessary additional school places (Policy C7 and para 72 of the NPPF). The design, appearance and proposed materials are considered appropriate and it will not cause any unacceptable adverse impact on the amenity of neighbouring properties (Policy E1). The proposed landscaping appropriately mitigates against the loss of a small number of trees and ensures the development fits with the landscape character of the area (Policy E6), whilst maintaining and enhancing biodiversity (Policy E7). The proposal is acceptable in terms of highway safety (Policy A2) with appropriate levels on site parking (Policy A1).

## 2. Site and proposal

- 2.1. The proposed development would comprise of a number of small and large extensions to Merton Infant and Junior schools, which share a large campus. Merton Infant and Junior Schools are located in the centre of the residential area of Popley, Basingstoke. The original schools were built of 'SCOLA' construction in 1967 – 1969 and are in a landscaped setting. There is a mixture of young and mature trees. These individual large specimens and broadleaf wooded groups offer screening to the site from all aspects of the boundary.
- 2.2. To the north of the school campus is Popley Way, a large artery road which provides vehicular and pedestrian access to the school site via Romsey Close. Within 10 metres to the east of the site are houses and gardens, in cul-de-sac formations. Immediately to the south is a landscaped area, with trees and grass that acts as a buffer between the school and the housing. The boundaries of the gardens are approximately 20-40 metres from the school at this side. Tintern Close is a wide road which abuts the school boundary to the west but does not have any through access. To the northern side of the cul-de-sac is an allotment and to the south are a playground and sports area (provided by Basingstoke and Deane Borough Council). This the closest point from the new Merton Rise housing development.
- 2.3. The school site currently has three points of access, which are retained in the proposal:
- Vehicular and pedestrian access from Romsey Close (to the North);
  - Pedestrian access via Glastonbury Close (to the East) and
  - Pedestrian access via Melrose Walk (to the South).
- 2.4. There have been some small extensions to the two schools. A special needs room was constructed in 1995 and a Pre-School/Nursery adapted from the school kitchen in 1998 to the Infant School. A new store and resource area were constructed in 1994 and Alterations and an Extension to the Kitchen area were carried out for the Junior School in 2005. These extensions are of traditional construction. Work has recently been carried out to re-clad the walls, roof and windows to the major part of the Junior School.
- 2.5. To cope with the increasing demand for school places locally and the specific requirement to provide places as a result of the new Merton Rise housing development (784 dwellings within the catchment area being provided over the next four years), additional temporary classrooms were provided in 2012 at Merton Infant School. The schools are currently two form entry, offering 60 spaces in Year R (4+) at the Infant school and 60 spaces in Year 3 (7+) at the Junior school.
- 2.6. The schools' current capacity is as follows:
- Pre School – 26
  - Infant School (permanent building) –  $6 \times 30 = 180$
  - Infant School (temporary building, to be removed on completion of this project) –  $2 \times 30 = 60$

- Junior School  $8 \times 30 = 240$
- 2.7. The school's new capacity will be as follows:
- Pre School – 32
  - Infant school –  $9 \times 30 = 270$
  - Junior School –  $12 \times 30 = 360$
- 2.8. The proposed expansion will allow Merton Infant to offer 90 places in Year R (age 4+) and Merton Junior Schools 90 places in Year 3 (age 7+). This will provide a total capacity in the Infant School of 270 places and in the Junior School of 360 places. There would also be 32 places in the Pre School Unit, increasing from the current provision of 26.
- 2.9. The main elements of the proposal are:
- (i) extension of the two schools by a total of 1030m<sup>2</sup> floor space;
  - (ii) new resource/library, reception area, staffrooms, accessible WC, SEN room and studio;
  - (iii) loss of playground and creation of 1064m<sup>2</sup> Multi Use Games Area (MUGA);
  - (iv) entrances focused towards the centre of the site;
  - (v) provision of canopies at entrances and play areas;
  - (vi) new pedestrian access point at Tintern Close;
  - (vii) minor location change for the eastern access to a more desirable location; and
  - (viii) improvement of the access provisions at the schools through landscaping.
- 2.10. In addition to the planning proposal, there are access improvements intended to improve highway safety and movement of traffic. A parent drop off and four car parking spaces are proposed at Tintern Close.
- 2.11. The design proposals are aimed to knit the new buildings into the existing and provide a 'central' space with clear access and entrances from all approaches, which is currently lacking at the schools. Vehicular access is to be provided to a fully segregated parking and deliveries area, with provision for controlled emergency vehicle access into the main school grounds. A new pedestrian footpath achieves sloped gradients from the main entrance off Romsey Close, leading to the central space.
- 2.12. To make the site more accessible from each side and to create a 'central' space to both schools, the main extension area is proposed to be to the North of the existing infant school. This defines a 'front' of the school and allows a new entrance to be located between the new reception classrooms and the existing school.
- 2.13. The Pre-School is enlarged from a 26 place to a 32 place and re-located out of the previously converted kitchens and is moved to a purpose built area at the 'end' of the new classroom block. This places the Pre-School closer to the car park and main vehicle entrance to the school.

- 2.14. The number of staff car parking spaces on the site is currently 18 plus one disabled bay. The proposals outline a total provision of 44 spaces plus 2 disabled bays (7 of which will be managed spaces). This exceeds the requirements as set out in Hampshire's On-site School Parking Guidelines (April 2013). The Transport Statement includes a parking survey that concludes that there are approximately 257 available on-road parking spaces within a 300m radius of the school. The Trip Generation figures within this report anticipate that the expansion will increase the number of parent vehicles visiting the site by 43 i.e. 86 two-way trips.
- 2.15. The single storey extension will step down to follow the contours of the site allowing level access from each classroom to the outside play areas. To accommodate the change in levels across the site, both ramps and steps have been provided where gradients exceed 1:21; retaining walls where required will be treated as integrated landscape features, providing seating, etc. New steps down and a platform lift will provide access from the new entrances to the new classrooms. The external cladding will be brick slips and polyester powder coated aluminium windows and doors. Rooflights are proposed to be provided to bring natural light into the classrooms and corridors in both the existing buildings and the new. Canopies will be provided outside the main entrances and outside the Infant School classrooms to the play areas.
- 2.16. Internally to the Infant school there will be a new resource/ library constructed in part of the existing courtyard. There will be a new staffroom and staff areas (in the previous location of the Pre-School), a new studio and an SEN room. The new entrance will be at the level of the existing school building.
- 2.17. At the Junior school a new two storey extension will provide four new classrooms to the North. The two on the ground floor will be accessible from the existing building and also directly from the outside. The two new classrooms on the first floor will be accessible from the existing first floor and also from a new staircase, however this will primarily be for escape.
- 2.18. The finishes to the Junior School extension will match the existing bricks, render and colour coated aluminium doors and windows of the recently re-clad building. This project will complete the re-cladding of the building envelope (at the time of the re-clad project, the elevations that were anticipated to be extended were left clear to allow for this extension).
- 2.19. To further enhance the 'central' space, the entrance to the Junior school will move to be opposite the Infant school. The entrance will be part of an extension which will also provide a staffroom, accessible WC and reception area. A link corridor, through the hall, will be provided from here to the existing library and new nurture rooms. A new studio space is to be provided adjacent to the existing hall. It is intended that the studio is also used as a stage during shows at the school with folding/sliding doors into the room that open up to form a 'proscenium arch'.

- 2.20. To complement the school extensions, improved external facilities will include spill out space to the new classrooms, including segregated areas for the Pre-School, as well as provide for allotment gardens as learning opportunity. The loss of the existing Infant's hard play will be offset by provision of a new MUGA (1064m<sup>2</sup>) and excavated material will be retained on site to create earth forms to enhance adventure play. The hard landscaping will feature a combination of coloured and traditional macadam surfaces to identify different areas, with feature block paving used to delineate and lead through the site.
- 2.21. To offset the impact of the enlargement of the school onto the local highway, the following works are proposed:
- (i) Increased parking to offer 44 + 2 accessible space staff car park on the school grounds;
  - (ii) Re-located pedestrian entrance to the East;
  - (iii) Future education through the continued delivery of the School Travel Plan (STP) (appendix B) to promote sustainable means of travel, especially at enrolment;
  - (iv) Promotion of the 'Parking Promise', also in the Travel Plan, to eradicate anti-social parking behaviours;
  - (v) 'Event' (1 or 2 days a year) parking available on the existing school playground to minimise impact on local roads; and
  - (vi) Promotion of 'Park and Stride' OR 'Walking Bus' to local public car parks/drop-off.
  - (vii) A pedestrian entrance and footpath link into Tintern Close;
  - (viii) An enlarged turning head to Tintern Close;
  - (ix) Four parking bays (but cars can currently turn in the existing head) at Tintern Close; and
  - (x) School 'zig-zag' parking restrictions to the heads of Tintern and Romsey Close.
- 2.22. The existing pedestrian access to the south will be retained, the pedestrian route from the east will be realigned to increase it's popularity and a new access will be provided from the west off Popley Way. The new access from Tintern Close has been proposed as it will be the closest access to the Merton Rise housing development and would connect to a primary walking route 'artery'. These will all link through to the central space, as well as serving as school service routes to access the extent of their grounds during poor weather.
- 2.23. During the summer holiday 2014, one of the first works will be to form the new access into Tintern Close, and to make it available for the new school year in September 2014. This is proposed early in the construction programme in an effort to minimise the demand on Romsey Close, particularly as this will also be the main vehicular entrance for construction traffic.
- 2.24. During construction, traffic movements will vary over the course of the project, with possibly up two deliveries per day at certain stages. The hours in which vehicles will arrive and depart would not coincide with the school peak hours and site deliveries should occur only between 9:30 am to 14:30 and 16:30 to

18:00. Measures will be taken to prevent mud and spoil from vehicles leaving the site during the construction works being carried onto the public highway.

- 2.25. Construction will be limited to between 08:00 and 18:00 on weekdays and 09:00 and 14:00 on Saturdays. No construction will be permitted on Sundays and Bank Holidays.
- 2.26. An analysis of The Environment Agency's 'Flood Map' has not identified any flood risk in this area. The existing surface water drainage is to on site soakaways. A ground investigation has been carried out, indicating that new soakaways are viable, therefore any new surface water drainage will be to a soakaway system located towards the north of the site (at the lowest ground level). Much of the new Infant School proposals are on areas that are already drained, so will not require additional drainage. The additional WCs are proposed to be drained into the existing foul water sewer.

### **3. Development plan**

- 3.1. Section 8, Promoting Healthy Communities, paragraph 72 of the National Planning Policy Framework (NPPF) whilst not part of the policy plan is a material consideration.
- 3.2. Basingstoke and Deane Borough Local Plan Review 2006 (adopted Local Plan 1996 – 2011). The most relevant Policies are:
- Policy E1 (Development Control);
  - Policy E6 (Landscape Character);
  - Policy E7 (Nature/Biodiversity conservation);
  - Policy C7 (Leisure and Community facilities or Open Space);
  - Policy A1 (Car Parking); and
  - Policy A2 (Encouraging walking, Cycling and the use of public transport).

### **4. Consultations**

- 4.1. **Councillor Frankum** comments 'The main problems of the expansion on this site are that the schools are surrounded and enclosed on all four sides with housing and were originally designed to serve that area. There are currently three entrances, and all the residents have had to put up with parking and drop-off issues already. Now a fourth entrance is proposed. The parking assessment commissioned by HCC originally said there were 472 usable parking spaces, Basingstoke and Deane Borough Council have done a borough wide parking survey and the Abbey Road shops area (proposed as one of the drop off areas) is one of the top prime areas that already has problems and in need of attention. I have had numerous meetings with officers, plus three well attended public consultations where residents were concerned about the parking and issues that they would bring. The residents in the vast majority do not object to the expansion of the school itself. While I welcome the 300K added to help to find solutions to the parking and landscaping issues the alleviation and solutions are still on-going. HCC are in

consultation with BDBC officers in an attempt to improve the very complex and difficult problems and the impact on the residents of the four roads that will have to take the input of the hundreds of extra places. I am pleased that at the very last moment that it is at least agreed that the driveways are indeed for residents to be able to access and egress to their garages and not to be counted as public parking areas. The issue still remains of the responsibility of the maintenance of the driveways by highways as in the areas marked in pink on the drawing emailed to me. This fact needs to be conveyed to residents, the school and the drivers dropping off the children. Because of the on-going work to still seek some solutions I would like to see a condition that the parking/drop off arrangements are monitored for the length of time till the places are full plus one term then if there are problems that they will be seriously looked at and solutions sought. I am not nor are the vast majority of residents against the children of our area having extra facilities that give better life chances and outcomes for their future, the cost is the disruption to their lives with so much extra traffic and the poor parking behaviour of some of the drivers. The school is putting some measures into place such as “walking buses” and encouraging cycles and scooters this too needs monitoring and supporting by HCC, the education authority and the school. As the issues on parking and other matters are on-going I remain open to the application and decision of the Members at the Regulatory Meeting.’

4.2. **Basingstoke and Deane Borough Council** raise no objection subject to condition requiring works to be in accordance with Section 5 of the Ecological Appraisal for Merton Infant and Junior School dated November 2013.

4.3. **Sport England** has no objection.

4.4. The **Highway Authority** has no objection subject to a condition that highway works to provide four parking spaces and a pedestrian access gate at Tintern Close are completed prior to occupation of the new development. As the net increase in vehicles as a result of this expansion is likely to be around 43, this will not have a significant impact on the local roads when spread across four access points.

## 5. Representations

5.1. There have been four letters of objection from local residents. The issues raised are:

- Has the site adequate drainage capacity;
- Impact on the properties adjacent to the access during construction;
- Current damage and disregard for residential properties and amenity in Romsey Close will be exacerbated by increase in traffic generated by greater pupil numbers;
- Double decker coaches visiting the school have to reverse the length of Romsey Close;
- Lack of parent parking within school grounds;
- The school ignores local resident problems;

- The proposed 'Keep Clear' yellow lines will prevent lawful parking of residents in front of their own driveways; and
- The removal of two car parking spaces near the access in Romsey Close takes away this facility from residents and their visitors.

5.2. Suggestions have been put forward to improve the proposal for residents:

- Provision of parent parking on grass verge in Popley Way;
- Drop off and turning circle within school grounds;
- Speed bumps and 20mph limit in Romsey Close and Tintern Close;
- White 'Keep Clear' markings in front of driveways; and
- 'Resident Only' markings in parking spaces in Romsey Close.

## **6. Commentary**

6.1. The proposal would meet the needs of the local community by providing the necessary additional school places needed for the area (Policy C7 and para 72 of the NPPF) and this is given great weight when considering this proposal.

6.2. The design, appearance and proposed materials are considered appropriate within the context of the school campus and will improve the attractiveness of the area. The external finishes of the extension will complement the existing building, while using finishes that will also be appropriate for the anticipated future recladding of the school. Access to and around the school has been carefully designed to maximise accessibility, addressing challenges in level change and legibility. The opportunity is created to present an attractive frontage to the school, with school signage, improved legibility and ability to control access for staff, pupils, parents and visitors into the grounds, as well as landscape enhancements (in accordance with Policy E6).

6.3. Whilst there will be changes to the north boundary of the site, as the expansion of the car park area will necessitate the removal of woodland planting, the proposed landscaping appropriately mitigates against this loss. Trees are proposed to line the northern boundary and offer screening to the residents that are adjacent to this area. Shrub planting is also proposed, which provide added density during the autumn/winter months and enhance the screening. Additional planting and earth mounds will offer screening and soften the appearance of the entrance, whilst other areas of hard landscaping will offer features of visual interest and outdoor seating and education spaces. A condition is attached to the recommendation to require a detailed landscaping plan which ensures the development fits with the landscape character of the area (Policy E6) and provides the best screening for local residents whilst enhancing the site.

6.4. It is acknowledged that there have been concerns raised by local residents over the increase in traffic and associated parking, and what effect this will have on their amenity. It is anticipated that there may be approximately 43 additional cars arriving at the school. However, there has been significant

work to understand and as far as possible make proposals to resolve the road congestion and unsafe parking in the surrounding roads to the school.

- 6.5. During the pre-planning stages of the project three drop-in events were held at the school to illustrate the proposals and gauge concern. The survey data supplied with the application showed that there is residual available parking in the surrounding roads. Merton Infant and Junior School is excellently located for school children and staff travelling to and from school on foot – it sits in the centre of a residential area where vehicles are restricted to the ‘backs’ of houses. This keeps pedestrians safe from traffic and provides green and leafy walking routes to school. Currently, approximately 80% of children travel to school on foot. The draft travel plan and transport statement submitted in the application support the promotion and ease of walking to maintain the high number of children walking rather than being driven to school.
- 6.6. There are, however, a comparatively small number of parents that do drive their children to and from school. The County Council’s travel planning team and the school are in the process of setting up various measures to tackle poor parking behaviour by, amongst other things, reporting offenders and liaising with the PCSOs that monitor the area. Measures are included in the draft Travel Plan as supplied with the application.
- 6.7. The highway alternatives proposed in the neighbour letters have been reviewed by the applicant, Local Planning Authority and the Highways Authority. Traffic calming along both Romsey and Tintern Close and school and ‘zig-zag, Keep Clear’ markings is an option, but would require a Traffic Regulation Order (TRO) and need to be determined through the TRO application process. This would determine the extent of local support as residents in Romsey Close can object to the inclusion of the parking restriction at that time. This process should result in the best option for the local residents and school users.
- 6.8. A parent drop off area within the school has been assessed and not proposed as part of the application. Such provision would encourage additional traffic up Romsey Close which could be particularly problematic at pick-up times. Additional information supplied also shows that provision for coaches to enter and turn around on the site is made in this application.
- 6.9. The parking assessment in the area showed a number of on-street and unallocated spaces available near the school at pick up and drop off time, and in some instances these are closer than any new spaces that could be created on Popley Way. Therefore, additional parking bays being created in the verges to Popley Way would not be considered beneficial.
- 6.10. All the transport information has been assessed by the Highways Authority and there would appear to be sufficient capacity on the local road network for the anticipated additional vehicle trips, as a result of this expansion. The additional entrance in Tintern Close, along with the re-location of the pedestrian entrance to the east, spreading the demand between Glastonbury and Fountains Closes on this side of the school, would help to dilute the traffic

and pedestrian demands at the existing site entrances. The Transport Statement estimates that around 20% of the overall trips and parent parking demand will move to Tintern Close when the new pedestrian access is operational, thus relieving the pressure on Romsey Close.

- 6.11. Future education through the School Travel Plan should help further offset the impact of the enlargement of the school over time, as it will be fully operational and many of the measures contained within the action plan will be in place as the school grows to cater for the Merton Rise development. It is accepted that this may present concern in terms of local residential amenity and parking control, but the transport assessment identifies that the proposal will not adversely impact on highway safety, and that the surrounding road network can continue to operate within capacity.
- 6.12. Taking the above into account, the proposal will not cause any unacceptable adverse impact on the amenity of neighbouring properties (Policy E1) by way of highway inconvenience and the proposal is acceptable in terms of highway safety (Policy A2) with on site parking (Policy A1).
- 6.13. It is considered that the proposal would be in accordance with the development plan (summary attached) as it would meet the needs of the local community by providing the necessary additional school places (Policy C7 and para 72 of the NPPF). The design, appearance and proposed materials are considered appropriate and it will not cause any unacceptable adverse impact on the amenity of neighbouring properties (Policy E1). The proposed landscaping appropriately mitigates against the loss of a small number of trees and ensures the development fits with the landscape character of the area (Policy E6). The proposal is acceptable in terms of highway safety (Policy A2) with appropriate levels on site parking (Policy A1).

## **7. Recommendation**

- 7.1. That planning permission for a 1 form entry extension building, internal alterations with external works, landscaping and parking at Merton County Infant and Junior Schools, Romsey Close, Basingstoke be granted 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>	No
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>OR</b>	
<b>This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:</b>	
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.	

**Other Significant Links**

<b>Links to previous Member decisions:</b>		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>		
<u>Title</u>	<u>Date</u>	
Basingstoke and Deane Borough Local Plan Review (2006)		

**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

1 FE Extension, Internal Alterations and External Works at Merton County Infant and Junior Schools, Romsey Close, Basingstoke, Hampshire RG24 9HB (Application No: 14/00465/CC3) (Site Ref: BAE063)

County Planning, The Castle, Winchester

## CONDITIONS

### Commencement

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

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

### 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 identified within the decision notice.

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

### Hours of Working

3. No work relating to the construction of the development approved, 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 1300 on Saturday and not at all on Sunday or recognised public holidays.

Reason: In the interests of amenity of local residents and in accordance with Policy E1 of the Basingstoke and Deane Borough Local Plan Review (2006).

4. No deliveries or construction traffic shall enter or leave the application site during the start 0810–0900 and the end 1500–1545 of the school day when pupils are arriving at or leaving the school.

Reason: In the interests of highway safety and promoting sustainable travel and in accordance with Policy A1 of the Basingstoke and Deane Borough Local Plan Review (2006).

### Tree Protection and Landscape

5. No development shall take place (including site clearance and any other preparatory works) until a scheme for the protection of trees to be retained has been submitted to and approved in writing by the Local Planning Authority.  
Such a scheme shall include a plan showing the location and specification of tree protective barriers. Such barriers shall be erected prior to any site operations.

(Note: The protective barriers should be as specified in section 4.21-4.28 of the Tree Survey Report and detailed on drawing P09156-701 RevB)

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase and in accordance with Policy E6 of the Basingstoke and Deane Borough Local Plan Review (2006).

6. Tree protective measures installed (in accordance with the tree protection condition above) shall be maintained and retained for the full duration of works. No activities, nor material storage, nor placement of site huts or other equipment whatsoever shall take place within the fencing.

Reason: To ensure the avoidance of damage to existing trees and natural features during the construction phase and in accordance with Policy E6 of the Basingstoke and Deane Borough Local Plan Review (2006).

7. No works shall start on site until a detailed landscape strategy for the site has been submitted to and approved in writing by the Local Planning Authority. This strategy shall include full details of all the hard and soft landscaped areas, full details of the fencing including its location and design specification and a method of working for the installation of the fencing to include measures to protect/safeguard existing trees/vegetation. Once approved, the strategy will be implemented in full. Any planting removed, dying, becoming seriously diseased or damaged within a five year period from date of planting shall be replaced with planting as originally required to be provided.

Reason: In the interests of visual and residential amenity, to avoid impacts to reptiles and nesting birds and to ensure there is no damage to the existing mature trees and in accordance with Policy E6 of the Basingstoke and Deane Borough Local Plan Review (2006).

8. Development shall proceed in accordance with the recommendations set out in Section 5.4 (Reptiles) in the Ecological Appraisal – Merton Infant and Junior School report (HCCET, November 2013).

Reason: To avoid killing and injury to reptiles in accordance with the Wildlife and Countryside Act 1981 (as amended) and in accordance with Policy E7 of the Basingstoke and Deane Borough Local Plan Review (2006).

9. Development shall proceed in accordance with the recommendations set out in Section 6 (Enhancements) in the Ecological Appraisal – Merton Infant and Junior School report (HCCET, November 2013).

Reason: to conserve and enhance biodiversity in accordance with the Natural Environment and Rural Communities Act 2006 and in

accordance with Policy E6 of the Basingstoke and Deane Borough Local Plan Review (2006).

## Highways

10. Prior to occupation of the approved development, the pedestrian access from Tintern Close to the school shall be open and available for use and the four parking spaces as provided as illustrated on plan P09156-04revP1.

Reason: In the interest of pedestrian and highway safety and in accordance with Policies A1 and A2 of the Basingstoke and Deane Borough Local Plan Review (2006).

11. Within three months from the date of this permission, a final updated travel plan, to include details of the proposed park and stride, shall be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented within three months of that approval.

Reason: In the interests of highway safety and promoting sustainable travel and in accordance with Policy A1 of the Basingstoke and Deane Borough Local Plan Review (2006).

12. Full details of the proposed footpath within and beyond the school site leading to Tintern Close, as detailed on plan P09156-04 revP1, shall be submitted to the Local Planning Authority for written approval. The construction of the footpath shall be implemented as approved.

Reason: To provide a quality footpath and encourage the use of alternative pedestrian access routes to the school and in accordance with Policy A1 of the Basingstoke and Deane Borough Local Plan Review (2006).

## Materials and Finishes

13. The external materials to be used shall match as closely as possible in type, colour and texture to those on the existing building.

Reason: To secure a satisfactory development and in accordance with Policy E1 of the Basingstoke and Deane Borough Local Plan Review (2006).

## Advice Note

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 in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012.

Birds' nests, when occupied or being built, receive legal protection under the Wildlife and Countryside Act 1981 (as amended). It is highly advisable to undertake clearance of potential bird nesting habitat (such as hedges, scrub, trees, suitable outbuildings etc.) outside the bird nesting season, which is generally seen as extending from March to the end of August, although may extend longer depending on local conditions. If there is absolutely no alternative to doing the work during this period then a thorough, careful and quiet examination of the affected area must be carried out before clearance starts. If occupied nests are present then work must stop in that area, a suitable (approximately 5m) stand-off maintained, and clearance can only recommence once the nest becomes unoccupied of its own accord.

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

**National Planning Policy Framework (Published 27 March 2012)**

**8. Promoting healthy communities**

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.

**Basingstoke and Deane Borough Local Plan Review (2006)**

**Policy E1 – Development Control**

Proposals for new development will be permitted provided that they are of a high standard of design, make efficient use of land, respect the amenities of neighbouring occupiers, and do not result in inappropriate traffic generation or compromise highway safety. All development proposals should therefore:

- i. Respond to the local context of buildings in terms of design, siting, density and spacing, reinforce attractive qualities of local distinctiveness and enhance areas of poor design; extensions should respect their host building
- ii. Provide a comprehensive landscaping scheme, where appropriate, enabling the development to successfully integrate with the landscape and surrounds, and not result in the loss of or have a potentially adverse impact on protected trees; and
- iii. Not generate traffic of a type or amount inappropriate for roads, properties or settlements in the locality, and provide safe and convenient access for all potential users, integrating into existing movements networks and open spaces; and
- iv. Provide a co-ordinated and comprehensive scheme that does not prejudice the development of adjoining land; and
- v. Incorporate features to minimise the energy consumed in the construction and future use of the building, conserve water and minimise water use; and
- vi. Create attractive public spaces, which are safe, minimise opportunities for crime, facilitate public enjoyment, and foster the legibility of the built environment; and
- vii. Minimise the potential for pollution of air and soil and not create noise or light which harms living and working conditions or the public's enjoyment of the built and natural environment.

## **Policy E6 - Landscape Character**

Planning permission will only be granted where it is demonstrated that the proposals will be sympathetic to the landscape character and quality of the area concerned.

Development proposals should contribute to the regeneration, restoration, repair or conservation of any landscape likely to be affected. In particular they should respect, and improve the following:

- i. the particular qualities of the relevant Landscape Character Area as defined in the Basingstoke and Deane Landscape Assessment;
- ii. visual amenity and scenic quality;
- iii. the setting of a settlement, including important views to, across and out of settlements;
- iv. the local character of buildings and settlements, including important open areas;
- v. trees, hedgerows, water features and other landscape elements and features; and
- vi. historic landscapes, features and elements.

Consideration will also be given to the impact that development would have on sense of place, sense of remoteness or tranquillity, and the quiet enjoyment of the landscape from public rights of way.

The designation of the North Wessex Downs AONB reflects the national importance of that landscape. In addition to the other requirements of this Policy, applications for development in the AONB will be determined in accordance with the policy in PPS7 also having regard to the setting of the AONB.

## **Policy E7 - Nature/Biodiversity Conservation**

Development or a change of land use will be permitted where it will not have an adverse effect on protected species or the conservation status of priority species, harm the nature conservation interest of a statutory or non-statutory wildlife nature conservation site or lead to the loss or deterioration of a key habitat type or harm the integrity of linkages between such sites and habitats.

Proposals will be expected to conserve and, where possible, enhance the biodiversity of the receiving environment, taking into account the aims and targets of the UK and Local Biodiversity Action Plans. Where appropriate, planning conditions and obligations will be used to secure these requirements. In particular, the opportunity will be taken to secure the creation and management of features of the landscape that, by virtue of their linear and continuous structure or their function as 'stepping stones', are of major importance for the migration, dispersal and genetic exchange of wild species.

The weight given to the protection of nature conservation interests will depend on the national or local significance and any statutory designation or protection applying to the site, habitat or species concerned. Where the public interest in favour of a proposal is deemed to outweigh harm to biodiversity, the local planning authority will require the use of the best practicable

mitigation/compensation measures, which will be secured through planning conditions and planning obligations, as appropriate.

Applications for development must include adequate information to enable a proper assessment of the implications for biodiversity. It should be noted that adverse effects on nature conservation interests are not necessarily limited to the proposal site. Adjacent land, including that outside the local plan boundary, must also be considered.

### **Policy A1 - Car Parking**

Parking for new development proposals will be flexibly assessed, dependent on individual circumstances, using as a basis the car and other parking standards set out in the Council's Parking Strategy and Standards Supplementary Planning Guidance. Travel Plans will be required for all development, other than residential, which is above 500 square metres.

### **Policy A2 - Encouraging Walking, Cycling and the Use of Public Transport**

The Borough Council will only grant planning permission for developments with vehicular and pedestrian generation implications where:

- i. cycling and walking infrastructure are integrated with the development and linked with surrounding networks; and
- ii. development takes account of the needs of public transport.

Elsewhere within the Plan area opportunities will be examined to improve provision for pedestrians, cyclists and to encourage the use of public transport including community transport in areas not served by conventional public transport. Additionally, the funding of local transport improvements will be sought in conjunction with new development where appropriate.