

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	19 October 2016
<b>Title:</b>	Application for 6 Classroom extension, additional staff car parking spaces and alterations to the landscaping at The Butts Primary School, Bolle Road, Alton, GU34 1PW. (Application No. 24919/005) (Site Ref: EHE012)
<b>Reference:</b>	7853
<b>Report From:</b>	Head of Strategic Planning

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#### 1. Executive Summary

- 1.1. The planning application is for a 6 classroom extension, additional staff car parking spaces and alterations to the landscaping at The Butts Primary School, Bolle Road, Alton to accommodate a planned increase of pupil numbers.
- 1.2. The main points to be considered are location and design of the development, parent parking and highway safety.
- 1.3. This proposal is being considered by the Regulatory Committee at the request of Councillor Hill (East Hampshire District Councillor) on behalf of two local residents.
- 1.4. It is considered that the proposal is in accordance with the development plan (summary attached) as it is on an established school site and the County Council has a duty to provide primary education to serve an increase in forecasted pupil numbers due to a number of new housing developments in the area that fall within the school's catchment area (Policy CP16 of [East Hampshire and South Downs Joint Core Strategy \(2014\) \(EHJCS\)](#) and paragraph 72 of the [National Planning Policy Framework \(2012\)](#). The design, appearance and proposed materials will result in a high quality and natural development to the school in terms of its location on the site and landscape (Policy CP29 of the [EHJCS](#)). The proposal is considered acceptable in terms of highway safety and capacity (Policy CP31 of the [EHJCS](#)). It will not cause a material loss in amenity.
- 1.5. It is recommended that permission be granted subject to the conditions outlined in integral Appendix B.

## 2. The Site

- 2.1. The existing school is situated in Alton, Hampshire, 700 metres south-west of Alton town centre and 1.6 kilometres (km) from Alton Station which lies to the north-east of the site.
- 2.2. The site occupies 1.46 hectares (ha) and currently consists of a playing field to the north-west and landscaped hard play to the south-east with the school buildings clustered in the south-west of the site. The site has a lightly wooded perimeter. Residential properties border all boundaries of the site.
- 2.3. The single storey school was constructed in 1969 with later additions and is of Scola construction with a flat asphalt roof, is single storey occupying a flat area of the site.
- 2.4. There is a change in level in pedestrian access from the main entrance (Bolle Road) to the main entrance of the building.
- 2.5. Across the site there is a fall of approximately 5 metres from the northern boundary to the southern boundary. The site is not located within a flood plain
- 2.6. Vehicular and pedestrian access to the school is off Bolle Road to the west, and Whitedown to the east of the site. It comprises the following:
  - pedestrian access from Bolle Road follows a footpath which runs alongside access to the car park. From Whitedown the access is via a footpath running along the edge of the staff car park;
  - the Bolle Road & Whitedown staff car parks have 8 car parking spaces. There are no designated disabled parking spaces; and
  - there are cycle and scooter stands on both sides of the site for pupil use.

## 3. Planning History

- 3.1. The school was originally constructed in 1969. More recent planning history of the site is as follows:

<b>Application no.</b>	<b>Proposal</b>	<b>Date issued</b>	<b>Decision</b>
<a href="#">F24919/004</a>	Extension to include new reception lobby and multi purpose room	19/05/2005	Granted
<a href="#">F24919/003</a>	Single storey classroom extension with single storey link to existing school	25/11/1998	Granted
<a href="#">F24919/2/REG3</a>	Erect new single storey classroom and demolition of an existing temporary classroom	29/03/1993	Granted

#### 4. **The Proposal**

- 4.1. It is proposed to expand The Butts Primary School with the construction of a new 6 classroom extension to the north-east of the existing building. The school is currently a 1+ form entry (FE) (234 places) school and the proposal seeks to expand the school to accommodate 2FE (420 places). This is being sought in order to permanently allow more children to attend the school and enable the Council to meet its statutory duty to provide school places
- 4.2. The expansion would comprise of the following (see [Proposed Site Plan](#)):
- 6 Key Stage (KS) 2 Classrooms (56 m<sup>2</sup> each);
  - New corridor (72 m<sup>2</sup>);
  - A new canopy to link the proposed extension to the existing school;
  - New office and staff Planning Preparation & Assessment areas (PPAs);
  - 2 new group rooms;
  - New pupil toilets and cloakrooms;
  - Accessible WC and plant;
  - Additional parking for staff;
  - Additional covered parking for 12 bicycles and 18 scooters for pupils and staff; and
  - New areas of hard and soft landscaping.
- 4.3. The proposed building is single storey, with a metal pitched roof with high performance low level roofed links to match the existing adjacent buildings. The classrooms will be facing south-west orientated to face the new play area, whilst the offices and group rooms face the field to the north-west.
- 4.4. A new canopy will link the existing main entrance and the new classroom block. The canopy is there to provide shelter for pupils and staff when moving between the buildings, as well as reinforcing the presence of the main entrance on site.
- 4.5. Adjacent to the new entrance canopy is a new external learning theatre integrated into new and improved access to the playing field.
- 4.6. New landscaped areas to the south-east will allow for a variety of learning experiences for all age groups (see [External Works \(Soft Landscape\) \(P106970L-7030\)](#)). In addition additional hard play surfacing will be provided to the south of the new extension with the potential to accommodate full size netball court white line markings (see [External Works \(Hard Landscape\) \(P10697-L-7020\)](#)).
- 4.7. The applicant proposes that 50 trees will be removed to accommodate the expansion with 35 proposed trees to enhance the landscape and mitigate the lost trees (see [Tree Removal Plan \(P10697-L-7040\)](#)). The majority of the trees to be removed are Category C with a few being Category B. Measures will be put in place to protect retained trees as outlined in the [Arboricultural Method Statement](#). The application is also accompanied by an [Arboricultural Impact Assessment](#).

- 4.8. Pedestrian access from Bolle Road will include controlled gates with CCTV and vehicle gates. Bollards will be situated to discourage parking. The pedestrian entrance from Whitedown is proposed to be relocated to the north of the extended car park. The new access path will be separated from the car park by means of hedgerow planting and fencing. All access points outside and within the school will be compliant to allow disabled access.
- 4.9. Vehicle access and parking on Bolle Road will include 2 extra car parking spaces and provision for 1 accessible car parking bay (see [P10697-HCC-PS-GF-DR-L-7010](#)). The existing staff car park, accessed from Whitedown is proposed to be extended to accommodate 24 staff car parking spaces. The application was accompanied by a [Design and Access Statement](#).
- 4.10. The proposed development has been assessed under [Town & Country Planning \(Environmental Impact Assessment\) Regulations 2011](#); 10(a) - Urban development projects and does not require an Environmental Impact Assessment.
- 4.11. In terms of sustainability, it is proposed that the following will be provided:-
- Natural ventilation via openable windows on the south east and north-west facades;
  - An external canopy to protect south east facing glazing from excessive solar gains;
  - A cross-laminated timber/glulam structural frame and photovoltaic panels on the pitched roof will contribute to a reduction in the carbon footprint of the proposed extension. The energy generated by the PV will be displayed on a meter within the school, to aid the understanding of renewable energies;
  - Lighting will feature controls for presence detection and daylight linked dimming where appropriate;
  - The mechanical and electrical services will be designed to provide an economical building to operate and maintain;
  - The heating and hot water requirements for the new teaching block will be provided by a high efficiency, low carbon, gas fired condensing boiler located in a new plant room on the northern façade. Heating to the occupied spaces will generally be provided by radiators;
  - The design and implementation of the engineering services for the school will focus on delivering low energy consumption, low maintenance, high reliability, user friendly installations appropriate for the building users and their specific needs;
  - A fire suppressant system (sprinklers) is not proposed for the building. A rigorous fire risk assessment has been carried out, taking into account the high staff to pupil ratio, fire detection installation, passive fire protection measures, and the locality and design of the development; and

- The proposals will meet the requirements of the Building Regulations ([BB100 Fire Safety in Schools](#)), including enhancements beyond minimum provision, and are consistent with current fire safety legislation, the partnership arrangement with Hampshire Fire and Rescue Services, and are in line with the County Council's policy to manage corporate risk.
- 4.12. The planning application is supported by an [Extended Phase 1 Ecology Survey](#). There are no ecological issues but opportunities to encourage wild-life to the site will be encouraged.
- 4.13. A [Transport Statement](#) (TS) and a [School Travel Plan](#) (STP) and [associate appendices](#) has been submitted with the application. This aims to encourage and maximise the use of sustainable transport modes and reduce the demand for parking on and around the school site. A strategy has been developed that would lead to the implementation of walking and cycling improvements developed in partnership with the school that would help that would help encourage staff, parents, pupils and visitors associated with the site to travel more sustainably.
- 4.14. Whilst it has been identified that the off-site parking demand associated with parents/guardians dropping-off and picking up children from the school can be accommodated on the local highway network, inconsiderate parking was recorded on roads adjacent to the school and was raised as a concern by parents/guardians and local residents at the public consultation. Implementation of the [STP](#) will help to reduce the parking stress in the vicinity of the School. In addition, initiatives such as sending out newsletters; providing new starters with information packs on where and where not to park; promotion of park and stride sites; will occur in order to deter vehicles associated with the school run parking in inconsiderate/illegal spaces.
- 4.15. Whilst there have been no reported Personal Injury Accidents (PIAs) involving school age children within the period covered by the [TS](#), bollards have been proposed as part of this project to prevent vehicles from parking inconsiderately on the corners directly opposite the school entrance on Bolle Road/Downs Way. The proposed barriers would help to improve visibility of and for children crossing at this point.
- 4.16. The TS has highlighted that there are three development sites within very close proximity to the school, within a 10-15 minute walk of the school site. Section 106 agreements have been agreed for the three development sites. Associated transport contributions will be spent on the improvements to the local highway network required to mitigate the impact of the developments. There is some provision for improvements to sustainable transport and the STP Team will work with the County Council's Transport Planning team to identify potential schemes.
- 4.17. Although there is already a very high level of walking to and from the School, the initiatives set out in [STP](#) aim to promote a further mode shift away from single occupancy vehicle trips by staff and parents dropping-off/picking-up pupils and encourage more sustainable modes of transport. It is considered that the measures identified would satisfactorily mitigate the transport

impacts of the development and encourage sustainable travel to and from the School.

## 5. **Development Plan**

5.1 The following plans and associated policies are considered to be relevant to the proposal:

### [National Planning Policy Framework 2012 \(NPPF\)](#)

5.2. The following sections are relevant to this proposal:

- Paragraph 11: determination in accordance with the development plan unless material considerations indicate otherwise;
- Paragraph 34: Maximising the potential for the use of sustainable travel modes;
- Paragraph 35: Design, access and layouts;
- Paragraph 36: Development accompanied by a Travel Plan; and
- Paragraph 72: ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

### [East Hampshire and South Downs Joint Core Strategy \(2014\)](#)

5.3. The following policies are relevant to the proposal:

- CP1: Presumption in favour of sustainable development;
- CP16: Protection and provision of social infrastructure;
- CP20: Landscape
- CP21: Biodiversity;
- CP29: Design; and
- CP31 Transport.

### [Alton Neighbourhood Plan 2016](#)

5.4. The following is relevant to the proposal:

- ED1 Schools expansion.

## 6. **Consultations**

6.1. **County Councillor Joy:** Was notified of the proposal.

6.2. **East Hampshire District Council:** Has no objection although raised concerns as to the impact the proposal will have on parking and highway safety in the vicinity. Requests that permission is not granted unless the Highways Authority is satisfied that an adequate transport plan has been submitted, and will be fully implemented in accordance with their recommendations.

- 6.3. **Alton Town Council:** Objects to the inadequate on-street parking impacting on neighbouring residential roads.
- 6.4. **County Archaeologist (Hampshire County Council):** Has no objection.
- 6.5. **Public Health:** No comment.
- 6.6 **Local Highway Authority:** Is satisfied that the proposal will not have a significant impact on the safety and operation of the local highway network and therefore does not object subject to a condition requiring a Construction Traffic Management Plan before the development commences.

## 7. Representations

- 7.1. As of 4 October 2016, a total of 2 representations to the proposal have been received, both objecting to the proposal. The main areas of concern raised in the objections related to the following areas:
  - The [Transport Statement](#) under estimates the level of short term parking required. The projected traffic levels have been underestimated because a) the site survey was conducted on a dry day which would have maximised the number of pupils arriving by foot; b) the projected increase appears to be based on a proportionate increase in the roll of the school despite the likelihood that the increased size will, increase the average distance travelled by pupils to arrive at the school (even basing the figures on the county or national average is a poor estimation) it would be best to use a school where the average distance travelled is similar to what is predicted for the Butts Primary School post expansion; private roads such as Helens Close have not been considered despite being in close proximity to the school and already being abused by school users. The estimated increase in traffic has therefore been underestimated and there lacks any plan to offer short term parking. The plans will lead to an unacceptable strain being put on the surrounding roads to the detriment of local residents;
  - Whilst the plans make mention of minimising noise disruption during construction there is no detail given as to how this will be done. and impact on the amenity of local residents and safety of school children;
  - The plans represent an over development of the site and lacks proper attention to the needs of pupils;
  - Base data for the plans used are 4 years out of date; and
  - Vehicles are parking illegally in Helen's Close, a Private Road.
- 7.2. The above issues will be discussed and addressed primarily within the following commentary, except where identified as not being relevant to the decision or included as a factual record for clarification.

## 8. Commentary

### Principle of the development

- 8.1. The principle of the use of the site for educational use is already established with the existing school in occupation. The County Council, as Educational Authority has a duty to provide places for all children on the school roll and due to new residential development in the area it is necessary to extend the school. Paragraphs 11 and 72 of the [National Planning Policy Framework 2012](#) (NPPF) and Policy CP1 (Presumption in favour of sustainable development ) of the [East Hampshire and South Downs Joint Core Strategy \(2014\)](#) supports development which is distributed in a sustainable way to service the needs of the local community and is aware of environmental constraints. Policy CP16 (Protection and provision of social infrastructure) of [East Hampshire and South Downs Joint Core Strategy \(2014\)](#) and [Alton Neighbourhood Plan 2016](#) supports proposals for new and improved community facilities that result in improvements to meeting the needs of the district will be supported. There is sufficient space on site which meets all required standards. The proposal meets the provisions of Policy CP16. Therefore the issue is whether there are other policies in the development plan which indicates that planning permission should not be granted.

### Location and Design

- 8.2. The location proposed for the extension fits in well with the layout of the existing school. The choice of materials will complement the existing materials currently used at the school and will comprise of vertical timber cladding and powder coated aluminium windows/ doors with a zinc effect metal standing seam pitched roof which will be fitted with photovoltaic panels on its south facing side. No objections have been received to the location or the design of the extension. The proposals will lead to a significant improvement to the appearance and amenity of the school as the new external canopy will link the proposed extension to the existing school, providing protection from the elements whilst improving the appearance and visibility of the school's main entrance. It will also provide the opportunity for other improvements to be made to the site for example to the site's drainage, the provision of a netball court, improved access arrangements and biodiversity opportunities. The proposals are supported by Policies CP20 (Landscape), CP21 (Biodiversity) and CP29 (Design) of the [East Hampshire and South Downs Joint Core Strategy \(2014\)](#).

### Highway Safety and Capacity

- 8.3. The school is positioned in close proximity to residential dwellings and there are a range of travel choices for pupils, parents and staff to travel by sustainable transport modes. Policy CP31 (Transport) of the [East Hampshire and South Downs Joint Core Strategy \(2014\)](#) states that the fullest possible use of sustainable modes of transport (including cycling, walking and public and community transport) and reduced dependence on the private car will be

encouraged. It also states that development should include a range of mitigating measures relating to the safety and capacity of the local highway network and be designed to reduce the need to travel. In addition, paragraph 35 of the [NPPF \(2012\)](#) states that development should be located and designed where practical to accommodate the efficient delivery of goods and supplies, give priority to pedestrian and cycle movements, have access to high quality public transport facilities and create safe and secure layouts. The application was accompanied by a Transport Statement and School Travel Plan (as required by paragraph 36 of the NPPF (2012)). The [Transport Statement](#) submitted with the application has demonstrated that there is an extensive network of footways that are in good condition in the vicinity of the site connecting the school to local residential area. However, it is noted that all letters of objection received are concerned about highway safety and capacity issues. The issues raised have been taken seriously by the Local Highway Authority and in response to the issues raised by residents are addressed as follows:-

- a) A parking beat survey was carried out on a day considered as “neutral” in accordance with highway surveys in accordance with highway survey guidance provided by the Department for Transport i.e. on a Monday-Thursday in late April, later than a week after the Easter school holiday. As parking beat surveys require planning, procurement and resourcing, they cannot be planned around the weather conditions on a particular day. Furthermore, they are intended to represent a “typical day” and not the worst case scenario.
- b) Trip generation is dealt with in Section 7.2 of the [Transport Statement](#). Two separate methodologies are used; both were approved by HCC the Highway Authority. The first is based on the current modal split achieved by the School, which demonstrates a high propensity towards walking journeys. The second is based on the Hampshire average modal split for school journeys. The Hampshire average methodology (as described from Section 7.2.7 of the [Transport Statement](#)) has been used as a sensitivity test as a result of the locations of planned local residential developments. As demonstrated in Figure 7.1 of the [Transport Statement](#), these developments are located towards, and just outside of the outskirts of the catchment area from which, the walk to school would take longer than it does for the pupils who live closer to the School. This modal split and trip generation methodology is considered robust as it includes all Hampshire Schools (2016 data), both urban and rural (Alton is considered urban in this context) and includes schools where children attend from outside of the catchment area.
- c) In addition, as stated in Section 8.3.9 of the [Transport Statement](#);  
“The above assumption can be considered robust for the following reasons:
  - i) The School currently has a much lower drive to school rate than the Hampshire average;

- ii) A 300-350 metre area was included in the parking beat survey, in practice a 500m radius is considered desirable (with 2000 metres given as the preferred maximum) under the [CIHT's best practice guidance "Providing for Journeys on Foot"](#);
  - iii) It has been assumed that each space is only used once in a half hour beat when in practice these spaces could be used multiple times.
- 8.4. On the first point above (i) in the circumstances, this modal split is considered a reasonable proxy for the mode share that may be achieved.
- 8.5. On the second point above (ii) a wider parking beat area could have been included which would very likely demonstrate an increased number of available parking spaces in the vicinity of the school.
- 8.6. On the last point above (iii) it is reasonable to assume that a pick-up or drop-off of a pupil could be made in 15 minutes or less; taking into account parking, walking to the school or classroom entrance, and returning to the car. If available spaces were used twice in a half hour period as opposed to the once assumed in the [Transport Statement](#) then available space for pupil pick up and drop off would double. The lowest parking capacity identified in the parking beat survey was in the 08:00-09:00 time period where 103 spaces remained unused. If these spaces were used twice in a half hour period there would be capacity for 206 vehicles to pick-up and drop-off. The additional parking demand is identified in the [Transport Statement](#) is a maximum of 55.
- 8.7. It should also be noted that the developers of each of the residential sites will be obliged through planning permissions granted to develop and deliver residential travel plans which focus on reducing single occupancy vehicle journeys. The developers will also be encouraged to link in with any local schools or businesses developing and delivering travel plans, so there is significant scope for joint initiatives to encourage sustainable travel from these new sites.
- 8.8. The Local Highway Authority requested that a condition be included in any permission relating to the submission of a Construction Management Plan prior to any development commencing. This is included in integral Appendix B.

#### On Street Parking Capacity

- 8.9. The parking beat survey also highlighted that roads in the Orange Zone (those closer to the Whitedown entrance) were at full capacity in the am school peak but also demonstrated that there was sufficient parking capacity within a 350 metres radius of the School. The [Transport Statement](#) (Section 6.4.6) also identifies that the School will be promoting Bolle Road as the main entrance after the expansion.
- 8.10. One of the responses makes reference to Section 8.2.11 regarding the theoretical capacity for traffic flow. It compares this to Section 4.7.6 which refers to parking capacity. For clarification, traffic flow capacity refers to the capacity of the highway in catering for volume of traffic e.g. to assess

whether queuing is likely to occur in given scenarios. Parking capacity refers to available parking spaces on the local highway network. The two are calculated separately and are not comparable in the manner proposed in the response.

### Road safety

- 8.11. Road safety of pupils travelling to and from The Butts Schools is of upmost importance. Consequently, an assessment of personal injury accidents was undertaken as part of the [Transport Statement](#) to understand if there were any existing highway inadequacies that could be exacerbated by the increase in pupils. This is provided in Section 4.5 of the report which states that “none of the PIAs involved a child of school age or suggested any relation to school trips”.
- 8.12. The [School Travel Plan](#) details how road safety education will be promoted to pupils and their parents/guardians

### Use of the private road Helens Close

- 8.13. Helens Close is not included within the Parking Beat Survey as it is a private road where public parking is not permitted in the existing situation. However, as demonstrated in Section 8.3.11, it has been estimated that there is space for approximately seven vehicles to park on street in this road. Should the residents choose to close vehicular access to their road, parents currently parking there would need to relocate onto the public highway. Assuming all seven of the spaces on Helens Close are current used by parents and not by residents, this would reduce the total on street parking capacity across the wider area by seven spaces at pick-up and drop-off times. The Parking Beat Survey identified that the 08:30-09:00 time period sees the lowest on-street parking capacity with 103 spaces available. Should seven vehicles be relocated from Helens Close onto the local highway, 103 would reduce to 96 (based on one use of a space in a half hour period). Should local proposals for a no-waiting zone proceed, this figure of 96 would reduce by a further 10 spaces taking it to 86 available spaces. The parking demand associated with the new pupils is identified in the [Transport Statement](#) is a range of between 30- 55.
- 8.14. As stated above, the delivery of the STP will encourage considerate parking by parents and the School can communicate directly to parents where inappropriate parking is taking place, for example, by writing to parents highlighting the concerns raised by residents of Helens Close.
- 8.15. One of the responses makes reference to out of date mapping materials – including representation of Helens Close within the appendices document. Whilst this is missing from the plan showing the location of ATC surveys, Figure 4.1 within the main [Transport Statement](#) report demonstrates the location of Helens Close for reference by Highways Development Planning who reviewed the [Transport Statement](#) document as part of the planning application. The relevant appendix has now been labelled and resubmitted.

### Provision of additional on-street parking

- 8.16. Residents' suggestions for additional on-street parking have been addressed in the Pre-Planning Consultation section on pages 59-62 of the [Transport Statement](#). In summary, "HCC guidance promotes the use of existing on-street car parking and School Travel Plans to manage the number of vehicles travelling to and from school sites rather than a 'predict and provide' approach to parking which could encourage the use of car travel."
- 8.17. Additionally, "should new parking be provided, there is no way of guaranteeing that it would be available for parents to park in; residents or other locals may use the spaces, stopping parents from using these spaces. A residents parking scheme would not prevent residents from using these spaces and would have ongoing revenue commitments for the local parking authority."

### Emergency access via Whitedown

- 8.18. Concern over emergency access to the Whitedown area in the existing situation is an existing issue this should be addressed by the local parking authority and Children's Services will pass this comment on to East Hampshire District Council.
- 8.19. The proposal is in accordance with Policy CP31 (Transport) of the [East Hampshire and South Downs Joint Core Strategy \(2014\)](#) and paragraph 34, 35 and 36 of the [NPPF \(2012\)](#). The proposal demonstrates with the submission of the TS and STP that the fullest possible use of sustainable modes of transport and reduced dependence on the private car is encouraged. The provisions and measures put in place as part of the application and included in this commentary also mean that the specific concerns of the representations received on the planning application in relation to these matters have been met by the provisions that have been put in place.

### **Noise disruption**

- 8.20. Measures will be put in place to ensure that the pupils will not suffer form adverse noise disruption during the construction of the extension as ensuring there are no Health and Safety issues on school sites are foremost in the construction process. The planning application has been considered by East Hampshire District Council who raised no objection..

### **Over development of the current site**

- 8.21. Prior to the planning application being submitted, an assessment was carried out by Hampshire County Council to ensure that the existing and proposed development met relevant [space standards](#) set out by Central Government and other bodies such as Sport England. The proposed expansion does comply with the relevant standards and all the necessary facilities can be accommodated.

## Summary

8.22. It is considered that the proposal would be in accordance with the relevant policies of the [East Hampshire and South Downs Joint Core Strategy \(2014\)](#) and there are no significant highways and transportation matters that should prevent this application from being approved.

## 9. Recommendation

9.1. That planning permission shall be GRANTED 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 – Site Location Plan

Appendix E – Proposed Site Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?AppNo=24919/005>

**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****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

Planning application reference: 24919/005      Hampshire County Council  
 Site code: EHE012  
 Location :The Butts Primary School, Bolle  
 Road, Alton GU34 1PW  
 Proposal: 6 Classroom extension,  
 additional staff car parking spaces and  
 alterations to the landscaping

## 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.

### Hours of Working

2. There shall be no access to the development site by any traffic associated with the construction/demolition (i.e. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0830 and 0915; and in the afternoon between 1515 and 1545.

Reason: In the interests of public safety, to avoid traffic conflict at the times of the day when pupils are arriving at and departing from school.

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 1400 on Saturday and not at all on Sunday or recognised Public Holidays.

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

### Materials

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

Reason: In the interests of visual amenity and to secure a high quality development and in accordance with Policy CP29 (Design) of the East Hampshire and South Downs Joint Core Strategy (2014).

### Highways

5. 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 in accordance with Policy CP31 (Transport) of the East Hampshire and South Downs Joint Core Strategy (2014)

6. Prior to the occupation of the extension, cycle parking/storage shall be provided in accordance with Hampshire County Council's On Site School Parking Guidelines (April 2013).

Reason: To reduce reliance on the private car and in accordance with Policy CP31 (Transport) of the East Hampshire and South Downs Joint Core Strategy (2014).

7. Occupation of the buildings shall not commence until provision for the parking, turning, loading and unloading of vehicles has been made within the curtilage.

Reason: In the interests of highway safety and in accordance with Policy CP31 (Transport) of the East Hampshire and South Downs Joint Core Strategy (2014).

## **Landscaping**

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

Reason: In the interest of landscape character (visual amenity, protection of neighbours) and in accordance with Policy CP20 (Landscape) of the East Hampshire and South Downs Joint Core Strategy (2014).

9. No work shall be carried out within the crown spread of any existing trees which are to be retained or within the landscape belts. No materials shall be stored nor any site huts located within the spread of the retained trees or within the protected landscape belts.

Reason: To protect the health and stability of the trees to be retained on the site and in accordance with Policy CP20 (Landscape) of the East Hampshire and South Downs Joint Core Strategy (2014).

10. Protective measures, including fencing and ground protection, in accordance with the Arboricultural Impact Assessment reference SPH/BW/AIA-01/08.06v2 and Method Statement reference SPH/BW/AMS-08.06v2 prepared by Tree Surveys and submitted to the Local Planning Authority shall be installed prior to any demolition, construction or groundwork commencing on the site.

Reason: In the interests of preserving the natural features of the site and in accordance with Policy CP20 (Landscape) of the East Hampshire and South Downs Joint Core Strategy (2014).

11. The landscape and planting works to be approved under condition 10 above 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, and that adequate provision is made for the maintenance of the landscape and in accordance with Policy CP20 (Landscape) of the East Hampshire and South Downs Joint Core Strategy (2014).

12. Prior to commencement, a detailed scheme of biodiversity enhancements to be incorporated into the development (including features such as bird and bat boxes on the proposed buildings or other habitat features around the site) shall be submitted for written approval to the Local Planning Authority. Development shall subsequently proceed in accordance with any such approved details.

Reason: To enhance biodiversity in accordance with NPPF, the local authority's duty under the NERC Act and in the interests of nature conservation in accordance with Policy CP21 (Biodiversity) of the East Hampshire and South Downs Joint Core Strategy (2014).

### **Plans and particulars**

13. The development hereby permitted shall be carried out in accordance with the follow approved plans: 1744-01-01 Rev B, 1744-01-02 Rev B, 1744-01-03 Rev A, 1744-01-04 Rev F, 1744-01-05 Rev B, 1744-01-06 Rev C, 1744-01-07 Rev C, 1744-01-09 Rev A, 1744-01-10 Rev B, 1744-01-11 , 1744-01-13 Rev A, 1744-01-14 Rev A, EC/RJ501242/100, EC/RJ501242/101

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

**Notes to applicants**

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner in accordance with the requirement in the National Planning Policy Framework, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. 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)*

**National Planning Policy Framework 2012 (NPPF)**

Paragraph 11:

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Paragraph 35:

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

Paragraph 34: (Sustainable transport)

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

Paragraph 36 (Travel Plans):

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

Paragraph 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.

## Local Plan Policies

### [East Hampshire and South Downs Joint Core Strategy \(2014\)](#)

#### Policy CP1 - CP1 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals the Council and National Park Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). They will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council and National Park Authority will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

#### Policy CP20 - LANDSCAPE

The special characteristics of the district's natural environment will be conserved and enhanced. New development will be required to:

- a) conserve and enhance the natural beauty, tranquillity, wildlife and cultural heritage of the South Downs National Park and its setting, and promote the opportunities for the understanding and enjoyment of its special qualities, and be in accordance with the ambitions within the emerging South Downs Management Plan;
- b) protect and enhance local distinctiveness sense of place and tranquility by applying the principles set out in the district's Landscape Character Assessments, including the Community/Parish Landscape Character Assessments;
- c) protect and enhance settlements in the wider landscape, land at the urban edge and green corridors extending into settlements;
- d) protect and enhance natural and historic features which contribute to the distinctive character of the district's landscape, such as trees, woodlands, hedgerows, soils, rivers, river corridors, ditches, ponds, ancient sunken lanes, ancient tracks, rural buildings and open areas;

- e) incorporate appropriate new planting to enhance the landscape setting of the new development which uses local materials, native species and enhances biodiversity;
- f) maintain, manage and enhance the green infrastructure networks (see Policy CP28 Green Infrastructure).

Priority will be given to working with landowners and others.

#### Policy CP21 BIODIVERSITY

Development proposals must maintain, enhance and protect the District's biodiversity and its surrounding environment.

New development will be required to:

- a) maintain, enhance and protect district wide biodiversity, in particular the nature conservation designations (see Map 2).
  - i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar (International);
  - ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves (National);
  - iii) Sites of Importance for Nature Conservation (SINC) (Hampshire) and Local Nature Reserves (LNR).
- b) extend specific protection to, and encourage enhancement of, other sites and features which are of local value for wildlife, for example important trees, rivers, river corridors and hedgerows, but which are not included in designated sites.
- c) contribute towards maintaining a district-wide network of local wildlife sites, wildlife corridors and stepping stones between designated sites and other areas of biodiversity value or natural green space. This will help to prevent the fragmentation of existing habitats and allow species to respond to the impacts of climate change by making provision for habitat adaptation and species migration. This is supported by Policy CP28 (Green Infrastructure) and the District's Green Infrastructure work.
- d) ensure wildlife enhancements are incorporated into the design to achieve a net gain in biodiversity by designing in wildlife and by ensuring that any adverse impacts are avoided where possible or, if unavoidable, they are appropriately mitigated for, with compensatory measures only used as a last resort.
- e) protect and, where appropriate, strengthen populations of protected species;
- f) protect and enhance open spaces in accordance with the District's 'Open Space, Sports and Built Facilities Study', Policy CP17 (Protection of open space, sport & recreation) and Policy CP28 (Green Infrastructure). The provision of open space should be in advance of the relevant new developments being occupied.

#### Policy CP29 DESIGN

The District's built environment must be of an exemplary standard and highly

appealing in terms of visual appearance. All new development will be required to respect the character, identity and context of the district's towns, villages and countryside and must help to create places where people want to live, work and visit. New development will be required to:

- a) seek exemplary standards of design and architecture with a high quality external appearance that respect the area's particular characteristics;
- b) take particular account of the setting and context of the South Downs National Park where relevant, be in accordance with the National Park purposes and duty if in the National Park and take account of these purposes and duty where the National Park's setting is affected;
- c) reflect national policies in respect of design, landscape, townscape and historic heritage
- d) ensure that the layout and design of development contributes to local distinctiveness and sense of place, and is appropriate and sympathetic to its setting in terms of its scale, height, massing and density, and its relationship to adjoining buildings, spaces around buildings and landscape features;
- e) ensure that development makes a positive contribution to the overall appearance of the area by the use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability;
- f) make provision for waste and recycling bin storage and collection within the site;
- g) be designed to the Lifetime Homes Standard as appropriate;
- h) take account of local town and village design statements, neighbourhood plans that identify local character and distinctiveness and the design elements of parish and town plans and conservation area appraisals;
- i) be accessible to all and designed to minimise opportunities for crime and antisocial behaviour without diminishing the high quality of the overall appearance;
- j) embrace new technologies as a considered part of the design and in a way which takes account of the broader impact on the locality;
- k) provide car parking in a way that secures a high quality environment and is conveniently located, within curtilage wherever possible, taking account of relatively high levels of car ownership where necessary.

#### Policy CP31 TRANSPORT

Through implementation of the Hampshire Local Transport Plan (2011 – 2031), the fullest possible use of sustainable modes of transport (including cycling, walking and public and community transport) and reduced dependence on the private car will be encouraged.

Development proposals will include a range of mitigating measures and, where appropriate, will be required to:

- a) enhance the quality, viability, availability, accessibility and frequency of public transport and alternative community transport provision, especially in rural areas, to ensure that those without access to a private car have access to services and facilities necessary for their well-being;
- b) protect and provide safe and convenient cycle and pedestrian links that integrate with existing cycle and pedestrian networks, such as the South Downs Way and Shipwrights Way, and reflect the amenity and rural character of the area;
- c) ensure that highway design and associated signing meets the needs of vehicular traffic and the need for safety whilst also placing a high priority on meeting the needs of pedestrians, cyclists and public transport users and without detriment to the quality of the environment;
- d) plan for new highway infrastructure that will reduce congestion, improve highway safety, increase accessibility to the District's town and district centres and enhance economic prosperity of the District;
- e) improve access to rail stations at Rowlands Castle, Petersfield, Liss, Liphook, Alton and Bentley Station by sustainable modes of transport and, where appropriate, provide additional car and cycle parking at rail stations;
- f) provide adequate, convenient and secure vehicle and cycle parking in accordance with adopted standards;
- g) ensure that the type and volume of traffic generated would not harm the countryside or the rural character of local roads;
- h) protect sunken and rural/green lanes so that their convenience and safety are enhanced for their users, and their ecological, landscape and recreational value are enhanced;
- i) improve access for people with impaired mobility to all forms of transport and to all developments to which the public will reasonably expect to have access; and
- j) produce and implement transport assessments and travel plans for proposals that are likely to have significant transport implications;

- k) include measures, to be funded by the developer, that address the impact of the new development so as to ensure the continued safe and efficient operation of the strategic and local road networks. New development should be located and designed to reduce the need to travel. Development that is likely to generate a significant number of additional vehicular movements will normally be expected to be located near existing centres and supportive infrastructure.

New development should be located and designed to reduce the need to travel. Development that is likely to generate a significant number of additional vehicular movements will normally be expected to be located near existing centres and supportive infrastructure.

A high quality transport system will be required as part of the growth proposed in Whitehill & Bordon. Proposals for new development in the town must improve transport links from the surrounding settlements to the town, and within the town, providing opportunities to reduce reliance on the private car and encourage other modes.

Financial contributions will be sought from developments towards the implementation of identified transport infrastructure schemes, having regard to the costs of those schemes and the likely availability of public funding

## [Alton Neighbourhood Plan 2016](#)

### School Expansion

#### ED1 Schools expansion

##### Justification:

Alton is a favoured centre for education serving a wide catchment. It has 9 preschools or nurseries, 1 children's centre, 7 primary schools, 2 secondary schools and a sixth-form college. The school roll at the town's primary schools was 1,458 and at its secondary schools was 1,639 for the 2013/14 academic year. There are 2 further independent establishments catering for the full school age range.