

**Hampshire County Council  
Director of Economy, Transport & Environment**

**Applicant: Hampshire County Council**

**Provision of two classroom modular temporary building to provide accommodation for increased pupil numbers at All Saints C of E Junior School, Leawood Road, Fleet Hampshire GU51 5AJ (Application No. 13/00946/HCCRG3 )**

**(Received: 29 April 2013)**

## **General**

Planning permission is sought for the siting of a temporary modular building to provide accommodation for increased pupil numbers at All Saints C of E Junior School, Fleet. Planning permission is sought for a period of four years.

The proposed building is a single storey unit comprising of a number of factory built bays the building will measure 18.1m x 8.5m in dimensions. The roof will be made from pitched felt coloured grey and the walls are to be plastisol coated metal coloured Moorland Green. Additional paths are to be constructed to join the main school building with the new building.

The construction of the temporary classroom will increase the maximum number of pupils by 32 from a current level of 402. It is estimated that the increase in pupils numbers would be likely to result in 16 additional car trips to the school. There is to be an increase of 2 full time teaching posts from the existing number of 54 staff. There are currently 26 car parking spaces for staff on site.

A planning application is currently being considered by Hart District Council (13/00878/MAJOR) for a permanent expansion to All Saints School.

## **Development Plan**

The appropriate development plan document for consideration is the Hart District Local Plan (Replacement) 1996-2006: Saved Policies. The appropriate saved policy for consideration are URB20 (Retention and provision of local services and community facilities) and GEN1 (General Policy for Development).

Paragraph 72 of the National Planning Policy Statement (NPPF) is a material consideration.

## **Consultations**

Councillor Wheale Hart District Council	Has been consulted, no comments received. Have no objection to the proposals in principle however it is disappointing that no additional cycle space capacity has been made available for staff and students alike.
Highway Authority	Raise no objection to the proposal subject as it is considered that the proposals will not have a significant impact on the operation of the local highway network.
Fleet Town Council	Raise no objection but wish to continue dialogue with Hampshire County Council regarding the review/revision of parking because of the impact on local residents.

## **Commentary**

The principle of the temporary classroom on the School site is supported by para 72 of the NPPF as there should be sufficient choice of school places available to meet the needs of existing and new communities. Furthermore saved policy URB20 of the Hart District Local Plan states that it would support proposals which seek to retain or provide new schools, subject to there being no other material considerations.

Whilst the proposed design of the temporary classroom is not suitable for permanent retention the scale, massing and height of the classrooms is not out of character with the existing school. The proposed location of the building and use of the building will not give rise to any material loss of amenity to nearby residents through loss of privacy or overlooking. The provision of car parking spaces is within the recently adopted County Council parking standards. The proposed increase in pupil numbers and the anticipated associated number of vehicle movements is such that the it would not have a significant impact on the operation of the highway network. The proposal is in accordance with saved policy GEN1.

## **Recommendation**

That permission be granted subject to the following reason for approval and conditions:

### **Reason for Approval**

1. It is considered that the proposal would be in accordance with the development plan (summary attached) and would provide new school places to meet the current demand (saved policy URB20 and para 72 of NPPF) and would not materially harm the character of the area or the amenity of local residents and would be acceptable in terms of highway safety and convenience (GEN1).

## Conditions

### Time Limits

1. The temporary building hereby permitted shall be sited for a limited period only, expiring on 31 August 2017, when the permanent building is occupied or when the education use ceases, whichever is the sooner. At the end of this period the building shall be removed and the land reinstated to its former condition as soon as possible.

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

### Plans and Particulars

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

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

### Hours of Working

3. There shall be no access to the development site by any traffic associated with the construction/demolition (ie. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0830 and 0900; and in the afternoon between 1500 and 1530 when the School is operational.

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.

4. 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 the 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.

Highways

5. No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details on provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The details shall be implemented as approved before the development hereby permitted is commenced and retained throughout the duration of construction.

Reason: In the interests of highway safety.

Advice Note

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees 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.

**Case Officer** .....  
**Kristina King**

**Date**...21/06/2013.....

**Authorised on behalf of the Director of the Economy, Transport & Environment**

.....P Chadwick.....

**Date**...21/06/2013.....

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

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**Hart District Local Plan (Replacement) 1996-2006**

**Saved Policy GEN1 – General Policy for Development**

PROPOSALS FOR DEVELOPMENT WHICH ACCORD WITH OTHER PROPOSALS OF THIS PLAN WILL BE PERMITTED WHERE THEY:

- i. Are in keeping with the local character by virtue of their scale, design, massing, height, prominence, materials, layout, landscaping, siting and density;
- ii. Avoid any material loss of amenity to existing and adjoining residential, commercial, recreational, agricultural or forestry uses, by virtue of noise, disturbance, noxious fumes, dust, pollution or traffic generation;
- iii. Cause no material loss of amenity to adjoining residential uses, through loss of privacy, overlooking or the creation of shared facilities;
- iv. Do not constitute ribbon or sporadic development, unrelated to existing patterns of settlement within the District;
- v. Include provision for the conservation or enhancement of the District's landscape, ecology and historic heritage and natural resources;
- vi. Where the public would reasonably expect to use the building, provide suitable access for people with impaired mobility, including those confined to wheelchairs;
- vii. Have adequate arrangements on site for access, servicing or the parking of vehicles;
- viii. Do not give rise to traffic flows on the surrounding road network, which would cause material detriment to the amenities of nearby properties and settlements or the highway safety;
- ix. Do not create the need for highway improvements which would be detrimental to the character and setting of roads within the conservation areas or rural lanes in the District;
- x. Do not lead to problems further afield by causing heavy traffic to pass through residential areas or settlements, or use unsuitable roads;
- xi. Include provision for any necessary improvements to infrastructure and utilities resulting from the development;
- xii. Take account of the proximity of overhead cables and power lines;
- xiii. Avoid the installation of lighting, which is visually damaging to the character of the area.

**Saved Policy URB20 – Retention and provision of local services and community facilities**

PROPOSALS WHICH RETAIN OR PROVIDE NEW LOCAL SHOPS, SCHOOLS, POST OFFICES, MEDICAL FACILITIES AND OTHER COMMUNITY BASED SERVICES WILL BE PERMITTED PROVIDED THAT OTHER POLICIES AND DEVELOPMENT CONTROL CRITERIA ARE SATISFIED.

**National Planning Policy Framework (NPPF) Para 72**

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

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