

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

Applicant: Hampshire County Council

Extensions and external re-clad to existing school at Rachel Madocks School, Eagle Avenue, Waterlooville, Hampshire PO8 9XP (No. APP/12/00069)

(Received: 18 January 2012)

General

Rachel Madocks is a special school for children with extreme learning difficulties and complex medical needs. As such, the double and single classroom extensions are needed to provide the school with greater flexibility and to provide additional storage space for the specialist equipment that is used by the pupils.

The existing school building is also to be re-cladded to visually improve and re-fresh the existing building facades. The re-clad will also extend the life of the building and improve its thermal efficiency, reducing energy bills for the school and improving thermal comfort all year round.

The proposed canopy, to be situated outside of the entrance to the reception, is to measure: 16.96m (l) x 2.8m (w) and is to be level with the height of the existing school. Details of materials of the canopy are to be submitted and agreed prior to construction. The canopy is needed to protect people as they arrive and leave the school building, particularly if it is raining or a warm day.

A raised concrete ramp is also proposed around the southern part of the school to the north, east and west. This is to provide a level access ramp so that children can easily access the school. A temporary access ramp is also proposed to the north east of the school which is to facilitate access to the school during the construction works. The applicant is also proposing a new footpath to improve access to the school from the main site entrance off Eagle Avenue. This entrance is needed to provide a new separate pedestrian access to the school separate to the one currently used by vehicles.

Development Plan

Havant Borough Council Core Strategy (summary attached) policies CS1 (Health and Wellbeing) and CS16 (High Quality Design).

Consultations

Havant Borough Council
Highway Authority
Landscape Planning and Heritage (Landscape)
Councillor Keast

No objections, comments received.
No objections, recommendations made.
No objections.
Has been informed of the application.

Commentary

The main vehicular and pedestrian site access is from Eagle Avenue, with a second access from Hemlock Road. During the construction works, the secondary access from Hemlock Road will be used to provide access for the contractor for the duration of the works. This will ensure that there is no conflict between traffic associated with the construction works and pupils arriving/leaving from the school. The contractors compound is also to be located in this part of the school site by the entrance. Therefore, no car parking spaces are proposed to be displaced for the duration of the construction works.

The existing building is of SCOLA type design, which are well known to support bat roosts. The nearest bat roost has been reported to be 50m away from the site. As such, the County Ecologist requested that a preliminary check be undertaken by a qualified Ecologist to ensure that when the cladding is removed there would be no impact to a European protected species. A daytime bat survey was undertaken which found no evidence of bats, and the report stated that the building provide limited bat roosting potential. However, it was recommended as a precautionary measures that the weather boarding is removed in the presence of a licensed bat ecologist as there is potential for bats to use the gaps underneath the cladding.

The proposed classroom extension is to take place to the south of the school and to the north of Hemlock Way. The extension will leave a gap of approximately 2m between the school fence and the road. Havant Borough Council did query whether some additional planting could be undertaken in this gap, but due to its small size, it is likely that any bushes or shrubs would be difficult to maintain. This gap also needs to be accessible because the mains for the school drainage and electricity supply are located here.

The proposed new public footpath will require alterations to the landscape to form a safer route for pedestrians. This will involve ground works and some removal of existing vegetation. HCC Highways did recommend guard railings to be erected on the new footpath to prevent children running out onto the road, but the school has responded to this stating that this precautionary measure would not be needed as pupils would always be accompanied by a member of staff. The school has opted to construct a self closing safety gate on the new footpath instead, details of which are to be submitted prior to the footpath being constructed.

With regards to the external re-clad and extension, all immediate bushes and vegetation areas to be affected will be removed. No established trees are to be removed and are to be protected for the duration of the constructions works.

It is understood that there is only a limited number of spaces onsite for the provision of operatives cars and that this may result in some parking difficulties during the busy periods of the construction phase. Therefore, it has been recommended that a construction traffic management plan is submitted and approved prior to development commencing. This plan should address the provision for operatives and construction vehicle parking, deliveries, the hours of operation and contractor contact details for residents.

Recommendation

That permission be granted subject to following reasons for approval and conditions.

Reasons for Approval

1. It is considered that the proposal would be in accordance with the Havant Borough Council Core Strategy (summary attached) policies CS1 (Health and Wellbeing) and CS16 (High Quality Design) 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.

Conditions

Time Limits

1. The development hereby permitted shall be begun before the expiration of three years from the date on which this planning permission was granted.

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

Hours of Working

2. 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 0915; and in the afternoon between 14.45 and 15.15.

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 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, unless otherwise agreed beforehand in writing with the Local Planning Authority.

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

Materials

4. 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 in writing before the development commences.

Reason: In the interests of visual amenity and to secure a satisfactory development.

Landscaping

- 5. The trees to be retained shall be protected during building operations by the erection of protective fencing in strict compliance with the requirements of the Local Planning Authority relating to their protection. The existing trees shall not be lopped, topped, felled or destroyed without the prior approval in writing of the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of natural features.

- 6. The new footpath is to be located and surfaced within tarmac, as shown on Drawing No. P9370-208 P1. Details outlining the position and design of the self closing safety gate are to be submitted to the Local Planning Authority before the new footpath is constructed.

Reason: In the interests of highway safety.

Highways

- 7. Prior to development commencing, a Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing. The plan shall also include details of the provision to be made for the parking and turning of operatives' and construction vehicles on site. Such measures shall be retained for the duration of the construction period.

Reason: In the interests of Highways safety.

- 8. Measures shall be taken to prevent mud and spoil from vehicles leaving the site during the building works being deposited on the public highway. These measures shall be implemented before the development commences. Once the development has been commenced, these measures shall be used by all vehicles leaving the site and maintained in good working order for the duration of the building works. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud being carried on to the public highway.

Reason: In the interests of highway safety.

Case Officer
Fay Eames

Date.....23/03/2012.....

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

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Richard Read

Date...26/03/2012.....

Annexe to Reasons for Conditions
(as required by Article 22 of the Town and Country Planning
(General Procedure) Order 1995 – as amended)

Havant Borough Council Core Strategy (adopted March 2011)

Policy CS1 Health and Wellbeing

Planning permission will be granted for development which:

1. Retains open spaces, including children's play space, which are valued by local communities unless a superior alternative can be provided. In particular it is important to safeguard the following strategic open spaces:
 - a. Emsworth Recreation Ground
 - b. Havant Park
 - c. Hayling Park
 - d. Hayling Beach
 - e. Staunton Country Park
 - f. Waterlooville Recreation Park
 - g. Purbrook Heath.
2. Improves existing open spaces by incorporating high quality features, accessibility and appearance and where appropriate achieves a national standard e.g. a Green Flag Award.
3. Creates, where necessary, new open spaces that are located within or close to housing developments, that is safe and accessible for children to play and contributes to the borough's green infrastructure.
4. Ensures that sports facilities which are considered to be of a good quality by Sport England and other specialist stakeholders are retained unless superior new provision is made available.
5. Support the leisure centres at Havant and Waterlooville as the main provision supplemented by more local provision of indoor sports facilities, including Building Schools for the Future.
6. Provides indoor sports and leisure facilities that would meet strategic needs for the whole borough and where appropriate local provision.
7. Contributes effectively to the opportunities for increasing cycling for all types of trips, creating and improving linkages within the borough, particularly along the stream corridors and along the coast between Emsworth, Havant and the borough boundary near Broadmarsh in accordance with the council's Walking and Cycling Strategy.
8. Supports the increased footpath and cycle use through the design of development,

linkage and signage.

9. Provides a building for use as a cinema, theatrical productions and concerts in the proposals for the Public Service Village.

10. Protects and contributes to the availability of community facilities through refurbishment or new provision which can be justified by needs which are evident in the local district.

11. Contributes towards the doubling of existing allotment spaces by working with the council to retain provision and include proposals for new plots and/or community gardens in housing developments where appropriate throughout the borough but especially in Hayling Island and north of Waterlooville.

12. In Chichester Harbour, Langstone Harbour and along the Hayling Waterfront involves the modification of existing moorings and berths. New additional moorings and berths will not be permitted. New jetties and slipways will only be permitted where it can be demonstrated that they are for essential public use.

13. Supports the improvement of existing cultural assets with regard to the arts, sport, heritage, museums, and creative activities, particularly the Old Town Hall, Havant.

14. Supports improving the educational and life chances for young adults especially by facilitating access into employment.

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:

- a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
- b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
- c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
- d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
- e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:

- a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
- b) New streets are not dominated by vehicular traffic;
- c) The layout of the development is legible, meaning it is easy to

orientate oneself and move through.

3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.

4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.

5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.

6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.

7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.