

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

**Applicant: HCC Childrens Services**

**Erection of single storey two classroom extension with circulation. at Emsworth Primary School, Victoria Road, Emsworth, Hampshire PO10 7LX (Application No. APP/13/00170 )**

**(Received: 13 February 2013)**

**General**

Emsworth Primary School is located on a 2.3ha site within Emsworth. The site is bound to the north by a railway line, to the east by allotments and to the south and west by housing. The existing school is of a single storey flat roof design. External elevations are a combination of red-brown facing brick, horizontal, white timber cladding and white, painted metal windows. 12 full time staff are employed with an additional 11 part time staff. There are currently 25 car parking spaces on site with one accessible parking bay. There are 48 cycle spaces which are covered.

Historically the school was built to operate with 2 forms of entry (FE) therefore 60 per year with seven years resulting in a capacity of 420 pupils. In 2008 the school was reduced to 1 form of entry therefore 30 pupils per year over seven years and a capacity of 210 pupils. At present the school has approximately 160 pupils on role and therefore operating below a 1FE.

Planning permission is sought for a single storey, two classroom extension and refurbishment works. This will increase the Form of Entry at the school from a 1FE to a 1.5FE with pupil PAN capacity going from 210 to 315. The two classroom extension will provide a total of 11 classrooms.

The proposed extension will increase the built floor area by 164.3 square meters. Plan P09163 A 003 shows that the extension is to be constructed on the eastern end of the existing building, to reflect the existing building the extension is to be single storey flat roof in design. The roof of the extension will be a high performance flat roof system, the walls are to be rendered by a light coloured insulative render with the windows being polyester powder coated aluminium. Emergency lighting will be wall mounted to the exits of new extensions.

The extension will result in a loss of existing informal hard surfaced play and seating area as well as the removal of a few relatively young trees, to mitigate against this loss there is to be an additional informal hard surfaced area with trees. There will be no impact on the formal marked hard surfaced play areas. Alterations are to be made to the existing surface water drainage this will include the installation of new ACO channels to take surface water off hard play replacing broken gullies.

There is to be an increase in two teaching staff and two teaching assistants. The number of car parking spaces and cycle spaces are to remain as existing. The adopted HCC car parking standard would therefore require three car parking spaces to be available for the additional staff.

The school currently operates a number of community uses including a Surestart Centre and a Growing Places afterschool club. The Surestart use currently takes place on Tuesdays between 1130 and 1500 and Wednesday between 0900 and 1200. During these sessions one community nurse attends along with three to four families. The Growing Places session is an afterschool club which is currently run on-site from Monday to Friday 1500 to 1800. Three members of staff and 18 to 22 pupils are in attendance.

At peak drop off and collection times parents are asked not to park at the school entrance, they are directed to park on Record Road, Park Crescent or to a free car park on Bridge Road.

## **Development Plan**

The appropriate development plan document is Havant Borough Council Core Strategy (March 2011). The relevant policies for consideration are CS7 (Community Support and Inclusion), CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough), CS16 (High Quality Design), CS20 (Transport and Access Strategy), DM8 (Conservation, Protection and Enhancement of Existing Natural Features) and DM14 (Car and Cycle Parking on Development (excluding residential))

The National Planning Policy Framework paragraph 72 is a material consideration.

## **Consultations**

Councillor Bolton Havant Borough Council	Has been consulted, no comments have been received. Raise no objection, subject to the imposition of the following conditions 1) that no development shall commence until a Travel Plan has been submitted to and agreed in writing and 2) that no development shall commence until a suitably marked crossing point in Victoria Road has been provided and approved in accordance with details to be submitted to and approved in writing.
Natural England	Raise no objection to the proposed development. It is considered that the development, if undertaken is in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the Solent Maritime SAC has been classified. In addition to this, given the nature and scale of the proposal Natural England is satisfied that there is not likely to be an adverse effect on the Chichester Harbour Site of Special Scientific Interest (SSSI).
Highway Authority	Raise no objection, subject to the imposition of the following conditions 1) a construction traffic management plan shall be submitted to and approved in writing and 2) that within three months from the commencement of use of the new school buildings a travel plan is to be produced in writing and agreed with it being implemented within three months of approval.
Hampshire Constabulary	Made comments on the application which relate to the detailed design and incorporate comments on the need to ensure the extension and alterations do not provide access on to the roof. To that end the canopies and canopy supports should be constructed in such a way that they do not facilitate access to the roof. To provide further security for the building it is recommended that the external doors are certificated to PAS24:2012 or equivalent, the windows are certified to PAS24:2012 or

equivalent and a pane of laminated glass is incorporated into all glazing. It is considered that the toy storage shed is not overlooked and will therefore be vulnerable to crime.

Havant Area Disability Group Raise no objection from an access perspective and is pleased that the school is getting the extra space it needs.

## **Representations**

Three objections have been received in relation to this planning application. The objections are on the grounds that there are, at present, highway and safety concerns regarding pupil drop off and collection at the beginning and end of the school day. It is considered that this will be worsened by the increase in pupils attending the school site.

## **Commentary**

The proposal is in accordance with policy CS7 and para 72 of the NPPF as the proposal seeks to provide an improvement to an existing educational facility as well as ensuring that there is a sufficient choice of school places available to meet the needs of existing and new communities.

The proposed extension is of a scale and nature that is not likely to have a significant effect on the interest features for which the Solent Maritime Special Area of Conservation (SAC) has been classified and whilst in close proximity to the Chichester Harbour Site of Special Scientific Interest (SSSI) the development is unlikely to have an adverse impact on the site. Therefore it is considered that the proposal is in accordance policy CS11. The proposal protects the natural features of nature conservation around the site. Notwithstanding the trees which are to be removed to allow for the extension with the proposed replacement trees it is felt that the amenity importance on the site is not to be unduly affected. The proposed landscaping works will integrate successfully with the local environment. The proposal is in accordance with policy DM8.

The design of the proposal is such that it is considered to respect the local context and character of the site. It is of a high quality design that is similar in scale, form and massing as the existing school buildings. Whilst the proposed materials and finish are different to the existing brick elevations this difference is considered appropriate to the school site. The extensions do not cause unacceptable harm to the amenity of neighbours through the loss of privacy, overlooking or noise. The proposal is in accordance with policy CS16.

There is considered to be ample parking within the existing school site for the current number of staff working at the school. Consequently it is acceptable that no additional car parking is to be provided for the additional staff as the existing car park capacity will meet the parking standards requirement. Details have been provided which appropriately demonstrates that construction vehicles can enter and exit the site in forward gear by utilising the existing school access on Victoria Road however further information is required in relation to construction traffic. Therefore if planning permission is granted a condition should be attached to require a Construction Traffic Management Plan to be developed for written approval. The concerns of the local highway officer regarding the need for highway improvements are noted, advice was sought from the County Council's Highway Authority who have considered the historic number of trips generated by the site and have reviewed the accident data for the latest five year period which demonstrates that there have been no accidents within close proximity to the school access. Therefore advice provided is that no highway improvements are required as part of the proposed development. The highway safety concerns raised by the local residents are understood and it is recommended that to ensure the proposal accords with policy CS20 that the School Travel Plan be improved and updated to ensure it is acceptable and seeks to encourage more

sustainable means of travel i.e. walking to school thereby reducing the reliance on the car and in turn reducing the impact on the highway network surrounding the school. This should be secured by way of condition if planning permission is granted.

## **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), the extension would meet the demonstrated local need (CS7 and para 72 of NPPF) and would be of a high quality design which would not materially harm the character of the area (CS16) or have a significant impact on the nature conservation status of the nearby protected sites (CS11) and would protect the local natural features (DM8) and would be acceptable in terms of highway safety and convenience (CS20).

## **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.

### 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 0800 and 0900; 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.

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 1300 on Saturday and not at all on Sunday or recognised public holidays.

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

#### Materials

5. 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.

#### Highways

6. A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include; lorry routes, parking and a programme for construction. The agreed details shall be fully implemented before the development is commenced and maintained throughout the duration of the construction period.

Reason: In the interests of highway safety

7. Within three months from the commencement of use of the new school buildings a travel plan is to be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented within 3 months of approval.

Reason: In the interests of highway safety and promoting sustainable travel.

#### Landscaping

8. No works shall commence until full details of all the hard and soft landscaped areas, including the proposed car park, 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 visual amenity.

#### 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 and the agent. Pre-application advice was provided to inform the scale and detail of information to be submitted and identified the key issues which needed to be addressed. Consultee comments were provided in a timely manner to the agent thereby enabling them to comment where necessary. This approach has been taken positively and proactively 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.

2. Bird 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 in this period than 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.

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

**Date**.....

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

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**Date**.....

**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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**Policy CS7 - Community Support and Inclusion**

Planning permission will be granted for development that:

1. Has been informed and shaped by community and local stakeholder involvement in accordance with the Statement of Community Involvement.
2. Provides educational and training improvements including Building Schools for the Future.
3. Provides services for older people and other vulnerable groups, including Extra Care Facilities.

**Policy CSI I Protecting and Enhancing the Special Environment and Heritage of Havant Borough**

Planning permission will be granted for development that:

1. Ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced by partnership working with developers, groups and the wider community.
2. Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest. Protection and enhancement will be achieved by appropriate adaptation and mitigation measures including wardening, education and information and the creation of new habitats, water bodies/courses planting of new trees and woodland.
3. Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map):
  - (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), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above [Local].
4. Protects and where appropriate enhances the borough's statutory and nonstatutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.
5. Supports an ongoing programme of survey of habitats and species and designation of Sites of Importance for Nature Conservation.
6. Incorporates partnership working with conservation organisations to improve public understanding of biodiversity and to manage public access to designated sites, particularly on the coast, to reduce harm to nature conservation interests.
7. Incorporates partnership working with landowners and developers to ensure land management practices restore, enhance and where appropriate create new valued landscapes, habitats and their soil structure, particularly the ancient woodland remnants of the Forest of Bere and coastal salt marsh.

8. Protects wildlife habitats and wildlife corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.
9. Maintains undeveloped gaps between the settlements of Emsworth/Havant; Havant/Waterlooville; Havant/Portsmouth; Emsworth/Westbourne and Leigh Park/Rowlands Castle as shown on the Proposals Map.
10. Protects the best and most versatile agricultural land that has the greatest potential for local food security.
11. Responds to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research.

### **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.

### **Policy CS20 Transport and Access Strategy**

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

### **Policy DM8 Conservation, Protection and Enhancement of Existing Natural Features**

Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:

1. Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.
2. Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.
3. Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.
4. Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.

### **Policy DMI4 Car and Cycle Parking on Development (excluding residential)**

Development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.

### **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.