

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

Applicant: Hampshire County Council

**5 Classroom Extension at Bramley C of E Primary School, Bramley Lane, Bramley,
Tadley RG26 5AH (Application No. BDB/76818)**

(Received: 3 August 2012)

General

Planning permission is sought for a five classroom extension at Bramley C of E School, Bramley Lane, Bramley.

Bramley C of E school is located on the outskirts of Bramley Village, to the north east of Bramley Lane. Vehicular and pedestrian access is off Bramley Lane. The school is bordered to the south by housing, to the north and east by green fields and to the north and west by Bramley Lane beyond which lies housing. The existing school is currently 2FE accommodating approximately 420 pupils in seven academic years.

The proposed extension 439m² extension would increase the School to a 2.5FE. This would result in an increase of 105 pupils. The proposed extension is to be located to the south of the existing school with a glazed link to the existing school. The classrooms are to be accessed by a new corridor to the north-east and the classrooms are proposed to face south-west overlooking the habitat area.

The proposed extension is to be single storey mono pitched with flat roof links to match the existing adjacent 2001 extension. The proposed extension will have a red-brick façade to match the existing school brick façade. There is to be timber boarding at high level. The roofs are to be a standing seam metal roof and high performance felt roof. Window frames and door frames are to be polyester powder coated aluminium. Solar gain is to be restricted through the installation of a flat roof canopy outside the classrooms.

There is not going to be an increase in cycle parking, it will remain at 40 spaces. At present there are 23 car parking spaces, it is proposed that there will be an increase in 4 car parking spaces resulting in a total of 27 spaces. There is to be an increase in staff from 34 full time members of staff to 44, and 12 part time members of staff to 16.

The proposed extension will result in a reduction to the size of the existing habitat area, the pond will be retained in its existing position. No Great Crested Newts were recorded during the surveys on site. Smooth and Palmate Newts were found on site, and habitat clearance will take place under an ecological watching brief. Additional biodiversity enhancements to be carried out are the provision of new log piles or retention of existing ones and the creation of small habitat piles around the site boundary from any arisings as a result of site clearance works.

Development Plan

The relevant development plan document is the Basingstoke and Deane Borough Local Plan Review (2006). The appropriate saved policies are E1 (Development Control), E6 (Landscape Character), E7 (Nature/Biodiversity Conservation) and A1 (Car Parking).

Paragraph 72 within section 8 of the National Planning Policy Framework (NPPF) published 27 March 2012.

Consultations

Councillor Chapman	Supports the planning application.
Bramley Parish Council	Have been consulted, no comments received.
Basingstoke and Deane Borough Council	Officer recommendation is no objection.
Highway Authority	State that the proposals will place additional pressure on the local road network, but the extent of this is not considered to be severe as set out in the National Planning Policy Framework. Measures within the School Travel Plan and the highway improvement works should aid towards mitigating the impact of the proposal. No objection is raised subject to the inclusion of recommended conditions.

Commentary

The proposed extension is to be of a similar scale and form to the existing buildings on the School site. The design and materials to be used respond well to the existing character of the local area thereby reflecting the host building. In addition to this the design of the building is such that it will reduce the natural heating of the classrooms through shading from the proposed canopy, thereby reducing the amount of energy consumed during the summer months. The proposal is in accordance with saved policy E1.

Whilst there will be a reduction in the habitat area to accommodate the extension, the pond will not be removed and the proposed outline landscaping will reflect the character of the schools existing landscape. To ensure that the detailed landscaping is acceptable with regard to plant species etc, it is recommended that a condition is attached to the decision notice. The development will not have a negative impact on the public realm or sense of place consequently it is considered that the proposal meets the aims of saved policy E6.

The proposal is in accordance with the parking standards which therefore meets the requirements of saved policy A1. There are space constraints on the site which therefore does not allow for further car parking to be provided at present to meet the potential demand. This demand is likely to be high and consequently it is important that the school pursues the objectives of the School Travel Plan to encourage more staff to use alternative modes of transport where practicable rather than single occupier private car use. The additional traffic coming to and from the site is unlikely to have an impact on the operation of the Sherfield Road Level Crossing as there are no capacity issues identified. The existing cycle/scooter car parking on site is of an acceptable capacity to accommodate the modest increase in use as a result of the proposal.

In addition to the saved policies which the proposed development complies with, the NPPF attaches great weight to the need to create and expand existing schools to ensure that there is a sufficient choice of school places. There are no overriding environmental impacts as a result of this development which will provide the appropriate number of classrooms to accommodate the future demand. Planning permission is therefore recommended for approval, subject to conditions.

Recommendation

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

Reasons for Approval

It is considered that the proposal would be in accordance with the development plan (summary attached) and would not materially harm the character of the area (saved policies E1 and E6) and would be acceptable in terms of highway safety and convenience (saved policy A1).

Conditions

Time Limits

1. The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.

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

Hours of Working

2. No work relating to the construction of the development hereby 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

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

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

Landscaping

4. No works shall commence until full details of all the hard and soft landscaped area 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. Planting shall take place within the first planting season following the occupation of the

extension. Any plants which become damaged, are removed, die or become diseased, within the first three years, shall be replaced with others of similar size and species.

Reason: In the interest of visual amenity.

Highways

5. Within three months of occupation of the development a review and amendments of the School Travel Plan shall be undertaken to include measures to address the additional trips to be made as a result of the permitted development. This review shall be submitted to and approved in writing by the Local Planning Authority and once approved shall be thereafter implemented.

Reason: To minimise congestion and parking on the highway.

6. There shall be no access to the development site by any traffic associated with the construction (i.e. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0830 and 0900; and in the afternoon between 1445 and 1530.

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

7. 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 turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety.

Nature Conservation

8. The biodiversity enhancement measures and the ecological watching brief shall be implemented in accordance with the recommendations stated within section 4 of the RPS Bramley School Great Crested Newt Survey Report dated June 2012.

Reason: In the interest of nature conservation.

Temporary Classroom Removal

9. Within one month from the occupation of the new extension the temporary classrooms permitted under planning permission BDB/76370 shall be removed from the site and the land immediately re-instated to its former condition.

Reason: To secure the visual amenity of the locality as the buildings are not considered suitable for permanent retention.

Case Officer
Kristina King

Date...26.09.2012.....

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

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

Date.....26.09.2012.....

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

Basingstoke and Deane Borough Local Plan Review (2006)

Saved policy E1 – Development Control

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

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

Saved policy E6 – Landscape Character

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

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

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

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

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

Saved policy A1 – Car Parking

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

National Planning Policy Framework (Published 27 March 2012)

8. Promoting health communities

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

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