



Land at Shepherds Spring,  
Smannell Road, Andover

**Outline planning application**

**Statement on the operational parking arrangements  
for the Andover Education Centre and  
Spring Meadow Children's Centre.**

## Introduction

This statement has been prepared in support of the outline planning application (reference number 11/02729/OUT) for the residential development of surplus land at the former Shepherds Spring Junior School. It explains the works that have been carried and the arrangements that have been approved and will be carried out by or on behalf of Hampshire County Council with regard to the operational staff parking for the Andover Education Centre and the Spring Meadow Children's Centre.

## Background

The Andover Education Centre and the Spring Meadow Children's Centre were created by the refurbishment of the former Shepherds Spring Junior and Infant Schools respectively.

The two former school buildings were separated by an internal service road with a gated junction onto Smannell Road. That service road was, and remains, part of the operational site and is not a public highway.

However, from the outset, the strategy for the former schools' site has recognised that, if the residential development of the surplus land to the north of the Education and Children's Centres is to recover some of the capital investment in the new Centres, the service road is the only vehicular route into the development site and will need to become a public highway. Appendix 11 to the submitted Design and Access Statement shows an engineering drawing that was first produced in 2007 to indicate how the service road could be upgraded to a public highway.

When the two schools were still open, there was a row of 19 operational parking spaces for school staff and official visitors within the site along the eastern half of the service road, adjacent to what was the Infant School (Figures 1 and 2).

## Andover Education Centre

As a first stage, the former Junior School was closed and remodelled to provide the Andover Education Centre. No change of use was involved in this work but a Regulation 3 planning consent (ref 07/03561/HCC3N) was granted in early 2008 for the external alterations to the building and its site.

As a consequence, a new staff parking area in the grounds of the Education Centre was constructed to provide 14 staff spaces within a fenced compound (Figure 3), which were additional to those previous available for the school's use. A new lay-by was also provided on the service road alongside the Education Centre to allow the drop-off and pick-up of students by taxis (Figure 4).

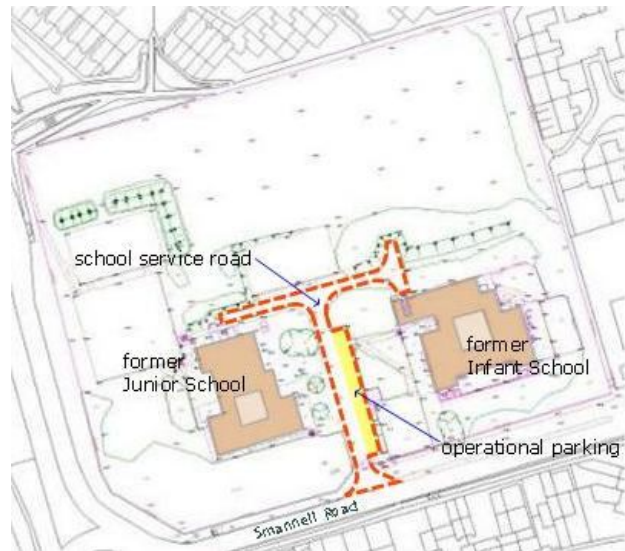


Figure 1



Figure 2



Figure 3



Figure 4

## Spring Meadow Children’s Centre

Work on converting the former Infant School building to the Spring Meadow Children’s Centre followed on after the creation of the Education Centre. Again, there was no change of use involved and a Regulation 3 application (ref: 09/00589/HCC3N) was approved in May 2009 for the re-cladding of the existing building and external ground works.

Since the initial strategy for the former schools’ site was first agreed, it has been understood by the heads and staff at both the Education and Children’s Centres that the existing 19 parking spaces alongside the eastern side of the service road would need to be removed if the road is to be brought up to adoptable standards.

A disused playground to the south-west of the Children’s Centre (Figure 5) has been identified from the outset for the relocation of staff parking within the Centre’s grounds.



Figure 5

However, in recognition of the fact that these spaces would not need to be removed until after planning consent had been secured on the surplus land, and that the state of the housing market in 2009 would inevitably delay any residential development, they were shown in the above planning application as being retained and have continued to be used by staff.

Subsequently, in preparation for promoting the surplus land for residential development, a planning application (ref: 10/02422/HCC3N) was approved in 2010 to convert the existing playground to a staff car park, with the existing hard-paved providing for 15 spaces.

Subsequently, following discussions with the head of the Children’s Centre in the summer of 2011, a further application (ref: 11/02362/HCC3N) was approved in December 2011 for the relocation of all of the existing 19 spaces into the grounds of the Children’s Centre. This latter application was made to ensure that there would be no loss of existing operational parking spaces.

The most recent planning consent will require a small extension of the car park into the landscaped area to the north of the playground (in accordance with Drawing No. Y0369-30-ajt, attached at the end of this document). Access into the new staff car park will align with the existing gate, just to the south of the sub-electricity substation (Figure 6), and the car park will be secured within the Children’s Centre site.



Figure 6

## Disused playground

With the gradual run-down of the Junior School prior to its formal closure, an unused playground within the playing field, which lies immediately to the north of the service road (Figure 7), had become used informally, and unofficially, by some staff for parking.

When the Education Centre was being created, this area was used by contractors (see Figure 3) and, whilst the Infant School was still open at this stage, staff were unable to use the playground for unauthorised parking.



Figure 7

Following the completion of both Centres, the playground was cleared of contractors equipment and has again been used informally for staff parking. However, this hard standing is outside of the grounds of either the Education or Children's Centre, was not required to meet operational parking requirements of either school, and is within the land that has been declared surplus to County Council requirements. Any parking on that area remains unauthorised.

### **Smannell Road lay-by**

Immediately outside the southern boundary of the Children's Centre is an existing lay-by, running parallel with Smannell Road with space for at least 14 cars, which was constructed as part of the public highway specifically for parking, drop-off, and pick-up associated with the former schools.

In considering the various Regulation 3 applications for the Education and Children's Centres, it was acknowledged that the adopted HCC parking standards, and those within the Test Valley Borough Local Plan for educational establishments, provide for staff, visitors, and parents. In addition, it was recognised that the public lay-by, which had been purposefully provided for the schools' use, would continue to be extremely useful particularly, but not exclusively, for parents to drop-off and pick-up because of the short term nature of such parking. It could thus not be discounted when considering the overall parking provision at the operational sites.

This lay-by will remain available for staff and visitors to both the Education and Children's Centres and the residential application does not impact on the number or availability of spaces within it.

### **Summary**

- During their operation at designed capacity, 19 parking spaces along the eastern side of the central service road, together with the 14 spaces in the public lay-by alongside Smannell Road, served the operational needs of both former schools.
- Since the closure of the schools, an additional 14 parking spaces have been provided within the grounds of the Education Centre.
- As a result of the outline planning application for residential development there will be no increase or reduction in the number of operational parking spaces currently available within the Education and Children's Centres sites and within the public lay-by alongside Smannell Road.
- There are 24 and 34 full-time equivalent staff at the Education and Children's Centres respectively which, in accordance with adopted parking standards, would require 26 and 18 parking spaces respectively, a total of 44 spaces. It is important to note that the adopted standard caters for all types of parking - for staff, visitors, and parents.
- The Education Centre will retain its 14 spaces, together with its lay-by outside the entrance, 19 spaces will be relocated within Children's Centre, and 14 spaces will remain within the Smannell Road lay-by, providing a total of 47 parking spaces.
- Public parking within the lay-by parallel with Smannell Road will not be affected by the proposals set out in the outline planning application. Given its distance from other land uses, it seems highly likely that this public lay-by will remain, to a very large extent, available for drop-off and pick-up for the Children's Centre.
- In addition to the above, should the existing service road be upgraded to provide an adoptable public road, it is possible that further informal, on-street parking space will be available adjacent to the Children's Centre and elsewhere within the residential development site.