

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	28 July 2010
<b>Title:</b>	Construction of a new single storey 40 place private pre-school together with associated car parking and external works at New Milton Infant School, Lymington Road, New Milton, Hampshire BH25 6PZ (Application No: 10/95699) (Site Ref: NFE002)
<b>Reference:</b>	1896
<b>Report From:</b>	Head of Planning and Development

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## 1. Executive Summary

1.1. Central Government is funding the provision of Private, Voluntary and Independent (PVI) Pre-School buildings on a national basis and forms part of the Government's national strategy for childcare. Hampshire County Council currently has a building programme for dealing with 16 of these developments at various schools within the County; some of the sites already having been granted planning consent.

1.2. Planning permission is sought for the construction of a new single storey 40 place independently run PVI Pre-School building and associated car parking and external works at New Milton Infant School, Lymington Road, New Milton.

1.3. Objections have been received from local residents. The main issues raised are

- (i) loss of privacy to nearby properties;
- (ii) security;
- (iii) site drainage;
- (iv) increased levels of traffic
- (v) parking problems;

(vi) noise; and

(vii) need.

1.4. It is recommended that planning permission for the construction of a new single storey 40 place private pre school together with associated car parking and external works be approved for the following reason, subject to the conditions set out in Integral Appendix B.

1.5. Reason for decision: It is considered that the proposal would be in accordance with the development plan (summary attached) and would provide a sustainable development (CS1), it would not materially harm the character of the area as it is of high quality design, appropriate form and siting (CS2), and acceptable on highways safety grounds.

## **2. Site and proposal**

2.1. New Milton Infant School is located in a residential and commercial area, off Lymington Road. The school has around 270 pupils on role, with some out of hours community use. The proposed pre-school will typically serve 28 pupils aged between 2.9 to 4/5 years of age and 12 under 2.9 years, with seven members of full time staff or equivalent.

2.2. The proposed building is to be sited in the south western corner of the New Milton Infant School site, on the eastern boundary of the New Milton Junior School. The site currently has two mature trees, a mini safety covered sports pitch, outdoor teaching classroom and play area on it. The outdoor teaching classroom and play equipment are proposed to be relocated. This location has been chosen as it poses the least impact on the sports field and hard court curriculum areas.

2.3. Associated parking is proposed. Six spaces in total are to be provided, four of which will be used by the pre-school and two will be used by the infant school. There are to be seven full time staff or equivalent working at the pre-school. The car parking is proposed to be sited to the south of the existing car parking area where there is currently play equipment and a large mature tree. Alterations to the pedestrian access points for the school and pre-school will take place to improve pedestrian safety when arriving and leaving the school site.

2.4. The proposed building is single storey 19 metres x 11 metres in size. The modular design and finish of the building has been influenced by the existing SCOLA buildings on the school site. Hard and soft landscaping is proposed for the new site. The building is to be orientated so that the main entrance of the building is facing the school's southern boundary. The main play area is to be sited to the northern side of the building.

2.5. The building seeks to meet high sustainability levels by using timber from a well managed sustainable source, high levels of insulation, air source heat pump for the building's heating and pre heating of water, low energy type

lighting with photocell and timeclock control. All external paved surfaces will be permeable (Sustainable Urban Drainage System compliant).

### 3. **Development plan**

3.1. The New Forest District Core Strategy is the relevant Development Plan Document. For the purpose of this case the following policies are considered to be most relevant and will be relied upon for this development; Policy CS1 (Sustainable Development Principles) and Policy CS2 (Design Quality).

### 4. **Consultations**

4.1. **Councillor Kendal** has been informed of the development and no comments were received.

4.2. **New Forest District Council** have informally raised no objection to the proposal. However it acknowledges there are concerns surrounding the loss of trees on site and the potential parking, drop off and pick up problems.

4.3. **Highway Authority** have raised no objection subject to the inclusion of conditions restricting the hours construction traffic can enter or leave the site, the production of a travel plan and the submission of a Construction Traffic Management Plan.

4.4. **New Milton Town Council** have raised no objection to the proposal.

### 5. **Representations**

5.1. Six letters of objection were received by Hampshire County Council with a further ten being received via New Forest District Council. The letters raised the following issues:

- (i) loss of privacy;
- (ii) traffic;
- (iii) security;
- (iv) noise;
- (v) drainage.
- (vi) need

### 6. **Commentary**

6.1. The main concern for the local residents whose houses border the school site is the loss of privacy due to the location of the pre-school. Following the first plan being submitted, slight alterations have been made and the proposed

building has been moved one metre to the east. The nearest corner of the pre-school building will lie six metres from the boundary. There are no windows which look directly over the houses due to existing vegetation along the fence line. The proposal has been amended to provide additional planting in the south western corner of the site to provide increased privacy to the properties. Fencing is also proposed to prevent visitors walking along the pre-school's south-western boundary, therefore decreasing the number of people who can potentially walk along this boundary consequently improving residents privacy. Due to the orientation of the neighbouring houses and the proposed development, overshadowing from the pre-school will not occur.

- 6.2. The concerns relating to parking issues and congestion are noted and six new parking spaces are to be provided on the school site. Four of these will be for the pre-school and will include one space being dedicated to blue badge holders. The remaining two spaces will serve the infant school to address current parking problems for members of staff, even though current levels of parking are judged satisfactory. It is considered that the increased number of trips to the pre-school will be minimal due to a high number of pupils currently walking to the school. Alongside this there will be the ability for trip generation to be minimised with the junior, infant and pre-school all being in the same location. A renewed travel plan will be submitted, this will aim to promote sustainable travel and minimise car usage.
- 6.3. There are concerns surrounding site security due to problems which occur on site at present. The school's existing footpath which lies along the southern boundary of the junior and infant school will be removed as part of the development. At present the footpath remains open therefore enabling members of the public to walk through the school sites. Through closing this route and providing access solely to the pre-school and infant school, the sites security is considered to be improved.
- 6.4. Concerns have been raised in relation to an increase in noise levels on the school site. At present on the proposed site there is an external play area and teaching space for pupils, this means that there is frequently a high number of pupils playing and creating noise close to the school's boundary adjacent to the housing. The proposed siting of the pre-school will move the areas in which pupils play further away from the boundary line, therefore decreasing noise levels. At peak times there will be parents collecting pupils from the pre-school and it is acknowledged that this will create some noise, but this is anticipated to be of a low level and for short periods throughout the school day.
- 6.5. Concerns have been raised in relation to the drainage method for the new development. It has been confirmed that the surface water will be managed so that it does not impact upon the adjoining properties and a planning condition is recommended to that effect.
- 6.6. The observations about the need for the development are noted but this development is part of a programme for delivering pre-school facilities. This is considered sufficient justification for the proposal.

6.7. Overall this proposed development is acceptable and the concerns raised about the impacts have been satisfactorily addressed.

**7. Recommendation**

7.1. That planning permission for the construction of a new single storey 40 place private pre-school together with associated car parking and external works be approved for the following reason, subject to the conditions set out in Integral Appendix B.

7.2. Reason for decision: It is considered that the proposal would be in accordance with the development plan (summary attached) and would provide a sustainable development (CS1), it would not materially harm the character of the area as it is of high quality design and appropriate form and siting (CS2) and acceptable on highways safety grounds.

### Links to the Corporate Strategy

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

### Section 100 D - Local Government Act 1972 - background documents

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

Document

Location

Planning Application for: Construction of a new single storey 40 place Private Pre School together with associated car parking and external works at New Milton Infant School, Lymington Road, New Milton, Hampshire BH25 6PZ (Application No: 10/95699) (Site Ref: NFE002)

Environment Department, Elizabeth II Court West, First Floor

## 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 0900; and in the afternoon between 1500 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.

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 1300 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.

### Highways

5. Measures shall be taken to prevent mud and spoil from vehicles leaving the site during construction works being deposited on the public highway. No vehicle shall leave the site unless its wheels have been cleaned sufficiently to prevent mud being carried on to the public highway. In the event that any mud or spoil is deposited on to the public highway, it shall be cleaned-off on each day of working.

Reason: In the interests of highway safety.

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 turning provision to be made on site, and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety.

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

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

### **Drainage**

8. A drainage scheme must be implemented which ensures appropriate drainage measures are in place to prevent flooding of adjacent properties.

Reason: In the interest of adjoining properties.

### **Landscaping**

9. Within three months of the date of this permission full details of all the hard and soft landscaped areas, must be submitted to and approved in writing 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.

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

**NEW FOREST DISTRICT (OUTSIDE THE NATIONAL PARK) CORE  
STRATEGY: ADOPTED 26 OCTOBER 2009**

**Policy CS1 Sustainable development principles**

All new development will be expected to make a positive contribution towards the sustainability of communities and to protecting, and where possible enhancing, the environment within the Plan Area by:

- (a) meeting most development needs within existing communities and, where appropriate to meet Core Strategy objectives, providing for some small developments adjoining the main towns and villages;
- (b) ensuring a balanced mix of uses where development takes place in environmentally, socially and economically sustainable locations with a good range of services and facilities and is accessible by both car and other transport modes in order that reliance on the private car is minimised (as further developed in Policies CS10 and CS24);
- (c) minimising the risk of damage to areas of importance for nature conservation and/or landscape value, both directly and indirectly (as further developed in Policy CS3);
- (d) ensuring building construction and other forms of development adheres to high environmental standards with particular regard to energy efficiency, water efficiency, use of sustainable materials and the minimisation of waste (as further developed in Policy CS4);
- (e) ensuring communities are safe and feel safe, are well served by emergency services and the risks from potential hazards are minimised (as further developed in Policy CS5);
- (f) following a sequential approach to flood risk, in line with the requirements of Planning Policy Statement 25: Development and Flood Risk (PPS 25), avoiding the development of previously undeveloped land which is, or will be, at risk from flooding, and managing and reducing flood risk for development on previously developed land where continuing development has wider sustainability benefits to the community, or where there is no reasonable alternative site compatible with other sustainability considerations (as further developed in Policy CS6);
- (g) ensuring accessibility to a good range of services and facilities, and not putting an unreasonable burden on existing infrastructure and services (as further developed in Policies CS7 and CS8).

In order to enable required development to take place, in some cases mitigation measures will be needed to address the impacts of new development on existing infrastructure and on nearby sensitive areas (eg international nature conservation designations.)

### **Policy CS2 Design Quality**

New development will be required to be well designed to respect the character, identity, and context of the area's towns, villages and countryside. All new development will be required to contribute positively to local distinctiveness and sense of place, being appropriate and sympathetic to its setting in terms of scale, height, density, layout, appearance, materials and its relationship to adjoining buildings and landscape features, and shall not cause unacceptable effects by reason of visual intrusion, overlooking, shading, noise, light pollution or other adverse impact on local character and amenities.

New development will be required to:

- (a) provide public and private spaces that are well-designed, safe, attractive, and complement the built form;
- (b) be accessible to those with disabilities, and designed to minimise opportunities for anti-social and criminal behaviour;
- (c) incorporate well integrated car parking, and pedestrian routes and, where appropriate, cycle routes and facilities; and
- (d) provide appropriate green spaces and landscaping.

New buildings should be flexible to respond to future social, technical and economic needs. All new buildings should be designed to meet sustainable building standards and utilise Sustainable Urban Drainage systems (SUDS) wherever practical.