

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

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	13 March 2013
<b>Title:</b>	A new two form entry primary school for the northern site of the West of Waterlooville housing development, to include school accommodation, teaching rooms, halls, staff parking and landscaping at West of Waterlooville Development, Waterlooville, Hampshire (Application Number: 12/02281/HCS) (Site Ref: WRE057)
<b>Reference:</b>	4771
<b>Report From:</b>	Head of County Planning

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## **1. Executive Summary**

- 1.1. Planning permission is sought for the construction of a new two form entry (maximum of 420 pupils) primary school at the West of Waterlooville housing development, Waterlooville, Hampshire. The proposed school is to be incorporated into the mixed-use local centre within the West of Waterlooville development which was granted outline planning permission (10/02862/OUT) on 30 March 2012 by Winchester City Council.
- 1.2. The item was deferred from Regulatory Committee on 17 January 2013 for further information and consideration of staff parking provision on site, the community use of the school, the flood risk potential for the school's grass pitches and the off-site drop off and collection provision.
- 1.3. The item was deferred from Regulatory Committee again on 13 February 2013 for clarification of:
  - (a) scope for further expansion of the school;
  - (b) cycleway/pedestrian infrastructure to all school entrances;
  - (c) what lay-by provision will be provided outside of the school and local centre;
  - (d) the school catchment area;

- (e) whether further work can be undertaken with the developer of the Major Development Area (MDA) to secure additional off-site parking on a permanent basis for the school;
  - (f) how permanent and temporary parking has been assessed at the local centre taking into account differentiation between drop off and pick up parking;
  - (g) further consideration to resolve on site parking arrangements, including clarification of how many of the part-time staff will overlap during working hours and visitor parking;
  - (h) how community use of the school has been considered;
  - (i) whether the Flood Risk Assessment and proposed mitigation for the site has included an assessment of downstream areas; and
  - (j) need for covered bike storage areas.
- 1.4. When considering the application the issues which should be taken into consideration are the parking provision for staff on site, highways safety, design, scale and massing of the proposed school buildings, biodiversity, sustainability features and landscape impact.
- 1.5. It is considered that the proposal would be in accordance with the development plan (summary attached) as it is within a planned area for large-scale development (saved policy MDA.1) and would meet the needs of the local community (saved policy SF.6 and para 72 of the NPPF). The design, appearance and proposed materials are considered appropriate (saved policy DP.3), the proposed landscaping will ensure the development fits with the landscape character of the area and will not cause any loss of amenity (saved policies DP.4 and DP.5) and will enhance the ecological value around the site. The site is located within the lowest available flood risk area and appropriate measures are being taken to ensure the rate of runoff from the site will not be significantly increased. Appropriate sustainability features will ensure that energy loss is minimised and renewable energy production is provided on site (saved policy DP.6). The proposal is acceptable in terms of highway safety and convenience (saved policies T.1 and T.3). The proposal will not interfere with the safety, function or character of the local road network (saved policy T.2). Whilst the on-site car parking provision is greater than saved policy T.4 it is in line with the emerging Hampshire County Council staff parking strategy.

## **2. Site and proposal**

- 2.1. Outline planning permission (10/02862/OUT) was granted by Winchester City Council on 30 March 2012 for approximately 2,550 new dwellings, creation of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, local centre (comprising of retail, community building, land for healthcare and land for elderly care), a public

house, land for two primary schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, land for allotments and land for a cemetery.

- 2.2. The proposed school site (as detailed on attached plan GA\_100 revP3) is located within the central northern section of the West of Waterlooville development area. The site measures two hectares in area. The site is undeveloped and was previously cultivated as arable farm land. The proposed site accords with the location shown within the master plan for the development area. The master plan shows the school to be located to the west of a mixed-use local centre and associated car park. To the north of the site is restored River Wallington beyond which will be an employment area. To the west of the site will be housing and to the south further housing with a green corridor running south following the existing route of a Site of Importance for Nature Conservation (SINC).
- 2.3. Within the wider design of the major development area a three metre wide footway and cycleway is to be provided up to the interface with the Taylor Wimpy development site, where the road crosses the Old Park Farm Stream. Plan GA\_100 revP3 and GTWVILLE2/TP/0004 revPR04 (attached) show these cycle ways and footways which will provide access to all of the school entrances. The road servicing the school will incorporate traffic calming to include raised 'tables', and approximately 135 metres of drop off lay-bys capable of accommodating 24 cars at a time. The developer for the MDA has agreed to provide a temporary car park at the proposed local centre site, which will initially provide 60 spaces for parent/school drop off and collection. It is expected that there will be around 44 car parking spaces provided in this part of the Local Centre when constructed which could be used for the drop off and collection of pupils.
- 2.4. The proposed wider development is to have a phased completion strategy. It is anticipated that the school will be completed prior to the adjacent developments. The main road to the east of the site will be completed for the opening of the school. The delivery of the school is aligned with the proposed build-out rate and anticipated occupation of the new housing.
- 2.5. The proposal is for a two form entry primary school which can cater for a maximum of 420 pupils aged between 4 and 11 years. The following facilities are to be provided and have been designed and identified for potential wider use by the community and pupils from other schools:
  - (a) main hall;
  - (b) music and drama studio (connected to main hall);
  - (c) discovery point (library and ICT rich learning resources centre);
  - (d) food technology class room;

- (e) parent's rooms;
- (f) toilets (including two fully accessible WCs).

Further spaces that will be provided for the exclusive use by the school include:

- (a) classrooms x 14;
  - (b) group rooms x 4;
  - (c) staffroom and staff workspace;
  - (d) administration offices;
  - (e) pupil and staff toilets;
  - (f) accessible toilets and a hygiene room;
  - (g) kitchen; and
  - (h) other support facilities include plant room, storage and caretaker's room.
- 2.6. The internal layout of the building has been designed to enable the building to meet the needs of different activities, group sizes, and individual pupil needs. It will feature spaces with different scales, natural day lighting and a variety of interior finishes to create distinct zones with individual identifies.
- 2.7. The external building materials will be a combination of facing brick, clay tiles and vertical timber weatherboarding. Windows are to be polyester powder coated aluminium framed glazing and doors. The dual pitched roofs will be finished with clay tiles and the smaller areas of flat roof will be finished with a high performance roofing system. External canopies are proposed to provide shade to more exposed elevations and play areas. The canopies attached to the flat roof areas are designed so they are not easily scalable (columns set in from the edge and thin) with no objects adjacent to fenced areas. External lighting will be placed to provide safe access and emergency escape routes during hours of darkness.
- 2.8. The proposed development has been designed around the Building Research Establishment Environmental Assessment Method (BREEAM) principles and embodies a number of features that enable the building to be efficient in terms of energy reduction and thermal performance. The final building will aim to achieve the equivalent of a 'Very Good' BREEAM rating. In addition to the building being designed to reduce energy consumption at source, the following sustainability features are to be included:
- (a) installation of solar photo voltaic panels on the roof of the building to harness the sun's energy;

- (b) air-tight and super-installed building envelope;
  - (c) high performance windows, doors and roof lights;
  - (d) natural lighting and intelligent lighting which will react to the environment;
  - (e) natural ventilation to main spaces;
  - (f) energy efficient lighting and heating controls;
  - (g) low-water consumption sanitary installations;
  - (h) smart metering and energy displays in public entrance area; and
  - (i) exclusive use of timber that is FSC certified and from sustainable sources.
- 2.9. When considering fire safety and property risk, the proposal has been risk assessed, with the involvement of the embedded fire officer, in line with the Hampshire County Council Property Services procedures and it has been confirmed that sprinklers are not to be provided within the buildings. The proposal meets and goes beyond the minimum provision of Building Regulations (BB100 Fire Safety in Schools).
- 2.10. The site sits within flood risk zone 1. The site was included in the flood risk assessment and the Sustainable Urban Drainage System (SUDS) Design Document carried out for the outline Major Development Area. Both the foul and surface water will discharge to the main infrastructure drainage located within the highway to the east of the site.
- 2.11. The main pedestrian entrance to the school is accessed from the eastern boundary, through a semi enclosed community garden which has been designed as an extension to the proposed local centre market square. In addition to this, pupils could be dropped off and collected from the main play areas on the southern and eastern boundaries. The gates providing access to these areas will be managed by the school. All pedestrian entrance points are separate from the vehicle entrances. It is proposed that in addition to the main pedestrian entrance gates for pupil drop off and collection, there is to be a fourth entrance gate at the northern end of the site to enable supervised access to the Wallington riverside.
- 2.12. It is proposed that there will be 52 secured covered cycle and scooter spaces for both staff and pupil use. There are to be three covered areas for the storage of cycles and scooters within the proposed school site, these are located close to the main pedestrian entrances and are overlooked by classrooms and outdoor play areas.
- 2.13. It is proposed that the school will employ 20 teaching staff and about 40 non-teaching staff. It is proposed that there will be a total of 40 marked car parking spaces on site, together with additional tandem parking provision

for six further cars (as shown on plan GA\_100 revP3), giving a maximum of 46 spaces. This has been based on one space per teaching staff and two for every three non-teaching staff. Vehicular access for day-to-day servicing and deliveries is from the southern entrance.

- 2.14. The site has been designed so the buildings are grouped adjacent to the local centre, with the playing fields to the north of the classrooms. The proposed landscape design seeks to develop a wooded corridor along the western boundary of the site. Native trees such as oak, alder, hazel and poplar, are to be used extensively within the development and along the boundaries of the site. Along the southern and eastern frontage of the school there is to be 1.2 metre metal railing allowing views in. The secure parts of the site will be fenced with 1.8 metre high weldmesh panels which are to be softened through the planting of hedges, trees and shrubs. Outdoor learning and play resources are to include an asphalt playground marked out for ball games, a range of climbing and balancing equipment laid over a safety surface, and areas for quieter activities. A semi-enclosed courtyard at the heart of the school will include seating, paving and planting to create a space for outdoor learning. The early years pupils will be provided with an enclosed outdoor space with a variety of surface materials, buffered from the road by a hedge and a deep strip of natural grass and trees. The playing fields at the rear will allow for two football pitches to be marked out, corresponding to under-12's and under-10 size recommendations.

### **3. Additional Information requested by Regulatory Committee**

#### **Background and Context**

- 3.1. Following the submission of the planning application for the wider West of Waterlooville MDA development, a working group was established with officers from the District Planning Authorities and Hampshire County Council. The Local Planning Authorities carried out their statutory consultations whereby consultees such as the Environment Agency and Highway Authority were asked to consider the application and make comments. Due to the application crossing district boundaries both Havant Borough Council and Winchester City Council they took the MDA planning application to their respective planning meetings resolved to grant planning permission subject to a Section 106 legal agreement (S106) being completed to secure significant infrastructure works and developer contributions. Following the committee resolutions, negotiations were undertaken over the course of a year between the developer, District Councils and Hampshire County Council. The S106 was signed and the MDA planning permission (10/02862/OUT) was granted on 30 March 2012 for approximately 2,550 new dwellings, creation of a new access from Ladybridge Roundabout, Milk Lane and completion of Maurepas Way access, local centre (comprising of retail, community building, land for healthcare and land for elderly care), a public house, land for two primary

schools, land for a nursery, land for employment uses, associated amenity space along with substantial green infrastructure, land for allotments and land for a cemetery.

- 3.2. When negotiating on S106 agreements and planning obligations, planning law dictates that Local Planning Authorities may only require a planning obligation (typically for the provision of, or improvement to, facilities or services) if three tests are met. The three tests are:
- (a) that the planning obligation must be necessary in order to make the development acceptable in planning terms;
  - (b) that the obligation can be directly related to the development; and
  - (c) that the obligation must be fairly and reasonably related in scale and kind to the development.

As there was not considered to be sufficient space at the existing local schools outside of the MDA, to accommodate the children that would be living on the MDA development, there was a need for a new school(s) to make the development acceptable. The S106 agreement secures land and contributions to provide either one 3FE school or two 2FE schools on the development site. It is anticipated that the two 2FE schools will be required.

- 3.3. **Clarification of Scope for further expansion of this school given the potential for increase in numbers in the future without impacting on other external site space.**
- (a) As stated above the S106 has secured two 2FE school sites. Consequently if capacity is reached at the northern school, which is subject to this application, the southern school will be developed to accommodate the demand. The southern school would be subject to a separate planning application. If the northern school is full prior to the second school being opened Hampshire County Council can ask for the developer for a licence to utilise the one hectare of land adjacent to the northern school for temporary classrooms. This would be subject to a separate planning application.
  - (b) The land for the southern primary school, which is to be no less than 2 hectares, must be transferred prior to occupation of 1,100 houses which is estimated to occur by the end of 2016.
  - (c) If in the event that the pupil numbers in the area are lower than those forecast Hampshire County Council may determine that the southern school is not required. The S106 agreement allows for the flexibility to provide one 3FE school on the northern site.
  - (d) If after the southern school site is completed, there is further demand in the area for school places, in order to provide maximum flexibility to the Hampshire County Council, there is also an option

within the S106 agreement for the County Council to acquire further land from the developer. This land is adjacent to the northern school and would enable the school to be extended to be a 3FE. However, as this option would not be necessary to cater for the development there is no funding earmarked to pay for any such extension and the County Council would have to purchase the land at commercial value.

**3.4. Clarification of cycleway/pedestrian infrastructure to all school entrances from within the MDA.**

- (a) Plan GA\_100 revP3 and the Developers plan GTWVILLE2/TP/0004 revPR04 (attached) identifies the proposed new key footway and cycleway routes. This plan shows that all of the pedestrian and cycle entrances to the school site will be served by appropriate cycleway/pedestrian infrastructure.
- (b) The planning permission for the MDA requires further details to be submitted and approved by the planning authorities with regard to the cycleways and footpaths. Hampshire County Council as Highway Authority is a statutory consultee and so will be consulted on these details prior to their approval. In addition to this the S106 agreement requires that the developer enters into a highway agreement with the County Council for each phase of development to secure the provision and future adoption of the roads, footways and cycleways. Furthermore there is the requirement for the works to be completed to Completion Certificate Standard by a particular point in the development and to the satisfaction of the County Council.

**3.5. Clarification of what lay-by provision will be provided outside of the school and local centre.**

- (a) Through the development of the MDA ongoing discussions have been maintained between Hampshire County Council Property Services, the developer and the Highway Authority. The short term parking demands occurring from the primary school at the beginning and end of the school day has been a key consideration of the developer when developing the detailed designs of the surrounding area.
- (b) Plan GA\_100 revP3 indicates that it is the intention of the Developer to provide formal passing bays on the local road network and it is anticipated that this will equate to approximately 24 spaces. The main road to the south of the development is a width such that it is appropriate to accommodate on-street parking. It is estimated that there will be 48 spaces provided.
- (c) As previously stated the planning permission for the MDA does require further details to be submitted and approved. Again with the

layout and design of the local road networks the Highway Authority will be consulted on the details prior to their approval.

**3.6. Clarification of catchment area for the school.**

- (a) The school catchment area is not defined at present however as stated previously the school is required to meet the demand of the new community which will establish within the development area. It is the intention that the two schools proposed as part of the MDA will share the catchment area of the development.

**3.7. Clarification of whether further work can be undertaken with the developer of the MDA to secure off site parking on a permanent basis for the school and its visitors.**

- (a) As part of the MDA planning permission and S106 agreement the developer is not obliged to provide permanent off-site parking for school use. However the layout of the development is such that there will be car parking provided within the adjacent local centre which could be used by parents when dropping off and picking up pupils. The use of the local centre would provide a dual use for parents also wanting to use the local centre.

**3.8. Clarification of how permanent and temporary parking has been assessed at the local centre taking into account differentiation between drop off and pick up parking.**

- (a) A parking accumulation estimate has been undertaken for the local centre. The Trip Rate Information Computer System (TRICS) database for trip rate generation was interrogated. The likely local centre gross floor area of 800 square metres was used. The assessment concluded that on the basis that the local centre could generate approximately 60 to 70 vehicle movements per hour with a 20 minute average stay, there would be 9 to 11 spaces occupied by shoppers around 3pm. Therefore with approximately 44 spaces available this would leave 33 spaces available for use by parents.
- (b) Therefore, when considering this alongside the additional parking bays there would be approximately 57 spaces available. Furthermore there is additional on-street parking. Consequently in total there would be in the region of 105 spaces for the short term peak periods in the afternoon.

**3.9. Further consideration to resolve on site parking arrangements, including clarification of how many of the part-time staff will overlap during working hours and visitor parking and meeting the reasonable needs of future community users of the site.**

- (a) The number of car parking spaces to be provided on site has been increased to 40 marked bays including two accessible spaces. In

addition to this it is demonstrated on plan GA\_100 revP3, attached, that six tandem car parking spaces can be provided. This is based on one space per teaching staff (20) and two spaces per three non-teaching staff ( $2/3$  of 40 = 26). This provision will include car parking provision for visitors.

**3.10. Clarification of how Community use of school has been considered i.e. multi functionality of building and site including community use of outdoor classrooms.**

- (a) Plan GA\_203 revP1, attached, indicates the possible community use areas. The potential areas of the school that could be used to support the community use are the Hall, Music/Drama room, Learning Resource Area and Food Technology room. In addition to this the other outside spaces could have community opportunity. However, it would be a decision for the future Headteacher of the school to take regarding the extent and type of community use.
- (b) In addition to this within the MDA there are a range of other community facilities planned for the new community. There is be a community centre with ancillary open space and parking within the local centre. With a town park being proposed which will have a cricket pitch, multi-use sports pitch the size of four full sized tennis courts which will have appropriate time controlled floodlighting, a multi-use games area equipped for basketball and football, a skateboard facility and youth shelter, an informal kick-about area and various children's play areas.

**3.11. Clarification that the Flood Risk Assessments and proposed mitigation for the site and River Wallington has included assessment much further downstream away from site – e.g. flooding issues at Fareham with River Wallington.**

- (a) The MDA planning permission was accompanied by a Flood Risk Assessment (FRA). The Assessment considered the potential for flooding within the MDA site (which included the school site) and downstream. Mitigation measures were put forward which incorporated the remodelling/restoration of the River Wallington. Within the FRA it was concluded that the development as a whole is not situated within the 1 in 100 or 1 in 1000 year floodplain. Plan P08865\_101revP2 details the extent of a 1 in 100 year flood event demonstrating that the school site lies within flood risk zone 1 (FRZ1) (lowest category FRZ).
- (b) The S106 agreement for the MDA secures the River Wallington Restoration Scheme which will deliver a reduction in the extent of flooding by providing additional volume within the river corridor. The Environment Agency have considered the impact of flooding on site and downstream and raised no objection to the application subject

to this scheme being implemented in accordance with the S106 agreement.

- (c) The MDA site will have a Sustainable Drainage System (SuDS) scheme to deal with surface water drainage and retention on site. This too is secured within the S106 agreement and will ensure that discharge of water into the River Wallington is closely controlled to ensure that flooding does not occur downstream. Water will be held in a system of swales and balancing ponds on the site before draining slowly back into the natural system.

### 3.12. **Bike storage to be covered.**

- (a) All cycle and scooter parking on site will be covered.

## 4. **Development plan**

- 4.1. National Planning Policy Framework (Published 27 March 2012), Paragraph 72.
- 4.2. The appropriate development plan document for consideration is the Winchester District Local Plan Review (2006). The relevant policies for consideration are saved policies DP3 (General Design Criteria), DP4 (Landscape and the Built Environment), DP5 (Design of Amenity Open Space), MDA.1 (West of Waterlooville [Background]) and SF6 (New Facilities and Services), T1 (Development location), T.2 (Development access), T.3 (Development layout), T.4 (Parking Standards, SF6 (New Facilities and Services), and S12 (Proposals at Whiteley Green).
- 4.3. The interim policy aspirations held by Winchester City Council. The applicable aspiration for this application is Climate Change/Sustainability.
- 4.4. The Winchester District Local Plan Part 1 – Joint Core Strategy has been found sound and is proceeding towards adoption in 2013.

## 5. **Consultations**

- 5.1. **Councillor Stallard** raised the following comments with the architect:
  - (a) that a safe route to school be established from the Taylor Wimpy site to walk/cycle to school with parents/guardians. A standard footway would not allow for young children to cycle safely if shared with pedestrians;
  - (b) until such time that a pre-school can be established in the new urban centre would HCC consider providing such facilities – or just the venue – on site, at the new primary school? This would only be a temporary measure until such time as the new local centre facilities were up and running when the pre-school would move across into

its own premises. On a new housing estate of up to 3,000 dwellings, we may anticipate large numbers of young families with corresponding demands for pre-school provision;

- (c) one observation of the site plans indicates that to extend/expand the proposed school would be very difficult. Providing a second primary school is built to a planned timetable this might not be a problem but it is wise to acknowledge the limitations of the proposed site for the first primary school at West of Waterlooville. Extending it to obviate a second new build primary school is not an option;
- (d) the new school will be built within an existing building programme of a major development area and steps must be taken to ensure the safety of staff, parents and children as they access the new school facilities.

5.2. **Denmead Parish Council** raises no objection to the proposal but would wish consideration to be given to the following matters:

- (a) a safe passage by foot should be established from the Taylor Wimpy development through to the school to provide a safe alternative to vehicle usage prior to the school being opened;
- (b) some of the space within the school should be considered for a pre-school until the site allocated in the 'Urban Centre' has been built;
- (c) protect the integrity of the design of the school as shown within the application as the Parish Council sees no opportunity to extend it as has been suggested in other meetings.

5.3. **Southwick and Widley Parish Council** have been consulted and no comments were received.

5.4. **Winchester City Council including Urban Design Officer comments** raise no objection to the planning permission. It is considered that the proposal is a well designed scheme. The buildings and landscaping appear substantial and together will be viewed as part of the local centre and will contain and enclose the square. It is considered important that the main entrance to the school (and other pedestrian entrances) connect directly to main pedestrian routes within the square and from adjacent housing areas. Also it is important that the area to the front of the main hall is visually connected to the local centre and not screened by tall or solid fencing.

5.5. **Havant Borough Council** support the principle of the proposed development which accords with the outline planning permissions, associated documents and the S106 Agreements that have been entered into in respect of the MDA development for the West of Waterlooville and therefore wishes to raise no formal objection.

- 5.6. **Environment Agency** raise no objection to the proposal. It is stated that the drainage for the site should comply with the outline Sustainable Urban Drainage (SUDS) Strategy Statement for the wider development.
- 5.7. **Highway Authority** raise no objection to the proposal subject to conditions requesting a construction traffic management plan, the submission of a full travel plan and the construction of the eastern access road and temporary neighbourhood car parking prior to the occupation of the development.
- 5.8. **Rights of Way** have no objection to the proposal subject to the correct procedures being carried out with regard to the temporary closure and/or diversion of this footpath as appropriate.
- 5.9. **Crime Prevention Design Advisor** does not oppose the principal of the development. Comments have been provided with regard to the location of the cycle stores with the recommendation that the stores should be moved into the grounds to allow for better natural surveillance. How access to the school grounds will be controlled and the suitability of visitor main entrance. The importance of the landscaping is reiterated to ensure natural surveillance of the site is maintained.
- 5.10. **Grainger PLC** have been consulted on the proposal and no comments were received.

## 6. Representations

- 6.1. One letter has been received from the Ramblers Group, no objection is raised.

## 7. Commentary

- 7.1. The principle of the development has been established through the approval of the outline planning permission issued by Winchester City Council. The location of the proposed school accords with the approved location on the plans and therefore conforms with saved policy MDA.1. In addition to this the aims of saved policy SF.6 and para 72 of the NPPF are met as the new education facility would ensure that there is a sufficient choice of school places available to meet the needs of the local community.
- 7.2. It is considered that the design and siting of the school achieves a high quality, modern design and together with the proposed landscaping ensures that the development will be viewed as part of the Local Centre and will enhance the character of the area. The design of the frontage of the development will appropriately contain and enclose the square whilst also contributing positively to the surrounding features of the larger development site. It is recommended that to ensure the materials, colours and finishes to be used as well as the final hard and soft landscaping details proposed are appropriate to the development and surrounding area a condition should be attached requesting final details are submitted for approval. The development will not have an unacceptable adverse impact

on the adjoining land, uses or properties. The landscaping design will also encourage wildlife biodiversity and contribute to the purpose of the green corridor to the south of the site. The proposal accords with saved policies DP.3, DP.4 and DP.5.

- 7.3. Whilst formal BREEAM accreditation is not being achieved and therefore the interim policy aspirations of Winchester with regard to BREEAM level 'Excellent' are not being met. The principles and equivalent level of sustainability will be appropriately achieved through the location and orientation of the building, the installation of solar photovoltaic panels and the proposed sustainability features. The implementation of all of these elements will ensure that there is minimal energy loss and consumption with a proportion of energy requirements being met on site. The aims of The Interim Climate Change/Sustainability Aspirations will thereby be achieved.
- 7.4. The proposed level of staff and visitor car parking is based on the expected car trip generation of the site, it is in excess of the standards supported by saved policy T4. However, it is acknowledged that the standards are being revisited and the proposed car parking numbers for staff are in line with the emerging parking strategy. The level of car parking proposed is acceptable as it will appropriately accommodate the demand. The number of cycle and scooter spaces are acceptable and will be monitored as part of the Travel Plan.
- 7.5. The catchment area is intended to be within the MDA and consequently the majority of trips associated with parent pick up and drop off are to be within the area. Of these a number of trips are likely to be part of linked trips to the local centre and/or employment trips. In time the local centre and the parking bays will be able to accommodate some of the demand and this provision is considered to be appropriate both in terms of number of spaces and the form of parking and it is acknowledged that it is not practical to provide a single space for all trips expected when considering the relatively small period of use during the day and the school term. If on-street parking along the main road was to occur it is considered that the road infrastructure is appropriate to accommodate the pressures associated with the school development without interfering with the safety or function of the local road network. The approval and subsequent delivery of this infrastructure will be approved by the District Planning Authority following consultations with the Highway Authority who will consider and comment on the detailed proposals. To ensure the final details in relation to the construction traffic and management are acceptable it is recommended that if planning permission is granted a condition is attached requesting the submission of the detailed information. In addition to this, to support alternative means of sustainable travel to the site a Full School Travel Plan should be developed and submitted for approval. The Highway Authority raise no objection as overall the proposal is considered acceptable in terms of highways safety and convenience and is therefore in accordance with saved policies T.1, T.2, T.3 and T.4.

- 7.6. It has been demonstrated that the development is appropriately located within an area which is at the lowest available flood risk. The proposed drainage methods are considered suitable to ensure that the site would not suffer from localised flooding nor generate significant runoff.
- 7.7. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Local Planning Authority have worked with the agent and applicant in a positive and proactive manner. Pre-application discussions were undertaken with the applicant and agent where guidance was provided on planning policy and the key planning issues with clear advice being given on the survey work and level of information required alongside the planning application. All statutory consultation responses were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.
- 7.8. In conclusion, it is considered that the proposal would be in accordance with the development plan (summary attached) as it is within a planned area for large-scale development (saved policy MDA.1) and would meet the needs of the local community (saved policy SF.6 and para 72 of the NPPF). The design, appearance and proposed materials are considered appropriate (saved policy DP.3), the proposed landscaping will ensure the development fits with the landscape character of the area and will not cause any loss of amenity (saved policies DP.4 and DP.5) and will enhance the ecological value around the site. The site is located within the lowest available flood risk area and appropriate measures are being taken to ensure the rate of runoff from the site will not be significantly increased. Appropriate sustainability features will ensure that energy loss is minimised and renewable energy production is provided on site (saved policy DP.6). The proposal is acceptable in terms of highway safety and convenience (saved policies T.1 and T.3). The proposal will not interfere with the safety, function or character of the local road network (saved policy T.2). Whilst the on-site car parking provision is greater than saved policy T.4 it is in line with the emerging Hampshire County Council staff parking strategy.

## **8. Recommendation**

- 8.1. That planning permission is granted for the construction of the new two form entry primary school for the northern site of the West of Waterlooville housing development to include school accommodation, teaching rooms, halls, staff parking and landscaping subject to the conditions listed in Integral Appendix B.

**CORPORATE OR LEGAL INFORMATION:****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.)**

DocumentLocation

A new two form entry primary school for the northern site of the West of Waterlooville housing development, to include school accommodation, teaching rooms, halls, staff parking and landscaping at West of Waterlooville Development, Waterlooville, Hampshire (Application Number: 12/02281/HCS) (Site Ref: WRE057)

Elizabeth II Court West, The Castle, Winchester, SO23 8UD

## CONDITIONS

### Timescale

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provision of Section 91 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. No work relating to the construction of the development hereby approved, including works of demolition or preparation prior to operations, shall take place other than between the hours of 0800 and 1800 hours Monday to Friday and 0800 to 1300 hours Saturday. There shall be no working at all on Sundays or public holidays.

Reason: To reduce the impact of the construction of the site to occupiers of nearby housing.

### Construction Environmental Management Plan

4. A Construction Environmental Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include; lorry route, parking and turning provision to be made on site, storage of plant and materials, measure to prevent mud from being deposited on the highway, details of proposed means of dust suppression and noise mitigation, measures to prevent pollution of the watercourse during construction, construction lighting, provision of boundary hoarding, and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety.

### Highways

5. Detailed plans of the provision to be made for on-site cycle parking and facilities shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The approved

details shall be provided before the use hereby permitted is occupied and thereafter retained for their intended purpose.

Reason: To encourage sustainable travel to meet the aims of saved policy T.1 of the Winchester District Local Plan Review (2006).

6. Within three months from the commencement of use of the new school a Full Travel Plan is to be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented thereafter.

Reason: In the interests of highway safety and promoting sustainable travel in accordance with the Winchester District Local Plan Review (2006) saved policy T.1.

7. No part of the development shall be occupied until such time as the eastern access road and temporary neighbourhood car park have been provided to the satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety.

### **Materials and Finishes**

8. No development shall take place until samples or details of the materials to be used in the construction of all the buildings external surfaces, including details of the proposed solar photovoltaic panels, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out and remain in accordance with the approved details.

Reason: To ensure the development has a satisfactory external appearance in the interest of visual amenities in accordance with Winchester District Local Plan Review (2006) saved policies DP.3.

### **Landscaping**

9. No development shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the details approved. Any plants or trees which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

The scheme should include:

- (a) Full details of soft and hard landscape works including planting plans; written specifications; schedules of plants; noting species; plant size and proposed numbers/densities.

- (b) A landscape management plan, including management responsibilities and maintenance schedules for all landscaped areas.

Reason: To improve the appearance of the site and enhance the character of the development in the interest of visual amenity and contribute to the character of the local area in accordance with the Winchester District Local Plan Review (2006) saved policies DP.4 and DP.5.

- 10. No development shall take place until full details of the design and colour of proposed fencing has been submitted to and approved in writing by the Local Planning Authority. The fencing should be erected and retained in accordance with the approved details.

Reason: To improve the appearance of the site and ensure there is no visual impact in accordance with the Winchester District Local Plan Review (2006) saved policies DP.4 and DP.5.

#### **Advice Note**

- 1. In accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 the Local Planning Authority have worked with the agent in a positive and proactive manner. Pre-application discussions were undertaken with the agent where guidance was provided on planning policy and the key planning issues with clear advice being given on the survey work and level of information required alongside the planning application. All statutory consultation responses were given to the agent in a timely manner thereby providing the agent with the opportunity to see and ability to address the issues raised.

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

**WINCHESTER DISTRICT LOCAL PLAN REVIEW (2006)**

**Saved Policy DP.3 – General design criteria**

Development which accords with other relevant policies of this Plan will be permitted, provided it:

- (i) makes efficient and effective use of land or buildings;
- (ii) in terms of design, scale and layout, responds positively to the character, appearance and variety of the local environment;
- (iii) keeps parking provision to a minimum;
- (iv) provides for ease of movement and local 'permeability';
- (v) maximises access to public transport;
- (vi) facilitates the development of adjacent sites;
- (vii) does not have an unacceptable adverse impact on adjoining land, uses of property;
- (viii) includes within the development sufficient amenity and recreational spaces, appropriate to its size, design and function;
- (ix) makes appropriate provision for the storage of refuse and recyclables.

**Saved Policy DP.4 – Landscape and the built environment**

In order to maintain or enhance the District's townscape and landscape development will not be permitted where it would detract from, or result in the loss of:

- (i) important public views and skyline features, both in the immediate vicinity and long-range, where site analysis identifies these as being of recognised importance;
- (ii) slopes;
- (iii) trees and hedgerows;
- (iv) open areas important to the townscape or the setting of buildings, including Listed Buildings;
- (v) the landscape framework, including those 'key characteristics', landscape and built form strategies listed at Appendix 2;
- (vi) water features, river corridors and other waterside areas;
- (vii) areas of ecological importance.

Proposals in areas with special landscape designations, such as the East Hampshire Area of Outstanding Natural Beauty should, in particular, avoid harm to, and be in sympathy with, both the immediate and wider landscape setting.

### **Saved Policy DP.5 – Design of amenity open space**

In order to ensure an attractive environment, development which accords with other relevant policies of this Plan will be permitted, provided it includes adequate on-site amenity open space which should:

- (i) be of a high standard of design, appropriate to the use and character of the development and its location and reflecting relevant supplementary planning or design guidance;
- (ii) contribute to maintaining or enhancing the visual and environmental character of the area;
- (iii) incorporate appropriate hard landscaping and planting;
- (iv) locate and design car parking areas sensitively;
- (v) include arrangements for the future management and maintenance of all areas

### **Saved Policy DP.6 – Efficient use of resources**

In order to promote sustainable forms of development and avoid wasteful use of energy and natural resources, permission will be granted for development that accords with other policies of this plan where the Local Planning Authority is satisfied that it is appropriate in terms of:

- (i) the layout, siting and landscaping of new buildings to maximise energy-efficiency, utilising natural shelter and opportunities for passive solar;
- (ii) incorporating renewable energy production equipment, where appropriate, to provide a proportion of energy requirements from renewable sources;
- (iii) measures to reduce water consumption and to safeguard the sources of water supply;
- (iv) sustainable drainage systems;
- (v) waste minimisation during construction including the use of renewable and recycled materials locally sources where possible;
- (vi) balancing cut and fill on site, where possible, to minimise the import and export of material;
- (vii) the planned life of the building and its adaptability.

### **Saved Policy T.1 – Development Location**

Development which accords with other relevant policies of this Plan will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking. New development likely to attract a large number of journeys should be located to minimise travel demand and provided choice of transport mode. For developments that have significant transport implications, a Travel Plan will be required to support planning applications.

**Saved Policy T.2 – Development access**

Development that accords with other relevant policies of this Plan, requiring new or improved access, will be permitted provided it does not:

- (i) interfere with the safety, function and character of the road network;
- (ii) have adverse environmental implications and meets the Highway Authority's standards for adoption as public highway.

Direct access onto the Strategic Road Network will only be permitted if the Highway Authority is satisfied that no alternative access is available or appropriate and that the proposals would not adversely affect the function, operation and character of the Strategic Road Network.

**Saved Policy T.3 – Development layout**

In new development, the site layout should be designed to encourage low vehicles speeds and incorporate requirements for safe and convenient cycle and pedestrian routes, cycle parking and links and access to existing or proposed cycle or pedestrian routes. In larger developments, the layout and access will need to be suitable for the efficient operation of bus services. Suitably located and designed bus stops with shelters will be required.

**Saved Policy T.4 – Parking standards**

Development that accords with other relevant policies of this Plan will be permitted where it provides parking for cars, motor cycles and pedal cycles and turning facilities as appropriate, in accordance with the relevant standards.

**Saved Policy MDA.1 – West of Waterlooville (Background)**

A new, mixed use community comprising at least 2000 dwellings, employment provision, and associated physical and social infrastructure is proposed at West of Waterlooville. The part within Winchester District is defined on Inset Map 27, which also defines the maximum extent of the area for housing, mixed use, community facilities and other associated buildings and infrastructure. It also defines the area for employment. Development will be permitted provided that:

- (i) it is in accordance with a comprehensive Masterplan, to be produced, including a detailed design brief which covers the whole site and has been approved by the local Planning Authority;
- (ii) an environmental and sustainability statement is submitted, demonstrating that interests of acknowledged importance will be protected and any adverse impacts mitigated, or that there is an overriding justification for development to take place in the location and manner proposed;
- (iii) an integrated and balanced mix of development is proposed, which contributes towards a sense of identity for new community including:

- a mix of housing types and sizes, including affordable housing to meet identified local needs;
  - approximately 30 hectares of employment development (Use Classes B1 and possibly B2 and B8), the majority to be located as extensions to the existing Brambles Business Park and phased in accordance with the approved Masterplan. Where appropriate, smaller-scale Class B1 development may be located elsewhere as part of mixed use development;
  - the reservation of land within the proposed employment area adjoining the Brambles Business Park for a resource centre, to include provision for a replacement household waste recycling centre and other appropriate waste management operations subject to further study in the preparation of the detailed Masterplan for the site;
  - adequate facilities and services to serve the new community and where appropriate the existing local communities, including provision for local shopping, education, health care, a place of worship, a cemetery and other social and community facilities as identified by the Masterplan;
  - adequate formal and informal public, private and amenity recreation land/open space to serve the new community;
- (iv) the provision of the physical infrastructure necessary to serve the community both on and off-site has been provided or appropriately secured, including:
- (a) the completion of appropriate access routes, including a southern access route linking to the A3 in the vicinity of Ladybridge roundabout, from the development to the adjacent transport network for public, commercial and private transport, cycling and walking. Transport provisions should:
    - encourage greater use of public transport, walking and cycling and, in particular, integrate with the A3 bus priority corridor proposals;
    - provide good access for these modes within the site and to Waterlooville town centre, local employment areas and schools;
    - minimise the impact of traffic from the development on sensitive roads and residential areas; and
    - provide parking within the development in accordance with the adopted standards.
  - (b) adequate improvements to the sewerage and water supply systems, including where feasible the implementation of sustainable drainage systems, are also made, together with arrangements to ensure that there would be no change in run-off and river characteristics upstream or downstream of the development site and that it would not result in any increase in flood risk;
- (v) the proper integration of new development with Waterlooville Town Centre is achieved, with the town centre acting as the focus for shopping, leisure and other community activities for the new community. Development should also support and/or enhance the role of existing local centres at Purbrook and Hambledon Road;
- (vi) arrangements are made to enhance informal public access to the countryside, which may include:

- extending and/or improving the recreational opportunities to the west of Purbrook;
  - improving and/or extending public footpath, bridleway and cycleway networks in the surrounding countryside;
  - taking advantage of strategic landscaping planting within and around the site, and other landscape features, to provide informal recreational opportunities and improved public access to the countryside;
- (vii) the main landscape features of the site are retained and incorporated into the development proposals with appropriate arrangements secured for their long-term management and maintenance including:
- the substantial woodland blocks to the west of Purbrook where the impact of development should be minimised;
  - important trees and hedgerow networks;
  - water features, which could be integrated with greenways to provide improved linkages to the countryside for informal recreation;
  - the highest point that runs east-west across the development area, which should form an integral part of the structural landscape framework and could incorporate a linear open space to improve access to the countryside;
  - long distance views from Portsdown Hill and the East Hampshire Area of outstanding Natural Beauty, which should be protected as far as possible through the sensitive design and layout of development and an appropriate landscaping scheme.

An advanced strategic landscape planting and management scheme should be secured, funded and implemented to reinforce, maintain and enhance the landscape features, both on and off-site, before development commences.

- (viii) the main nature conservation interests are protected. In particular, development should avoid wherever possible the loss and fragmentation of the Site of Importance for Nature Conservation (SINCs) to the west of Purbrook and protect waterways and hedgerow features. Opportunities should be taken to strengthen links between these features to create a network of wildlife corridors throughout the development. Appropriate long-term management and maintenance arrangements will be required. Where development, such as a transport link or item of infrastructure, is necessary in a particular location that affects a SINC, suitable design and mitigation measures will be required to minimise the impact;
- (ix) the local gap between Waterlooville and Denmead as defined on the Inset and Proposals Maps is maintained;
- (x) residential development is phased and implemented in step with the provision of employment and social and physical infrastructure, in accordance with the Masterplan;
- (xi) it can be demonstrated that the most efficient use is made of land proposed for development having regard to the provisions of the Masterplan, Government guidance on housing density and the amount of housing permitted in the early phases of development.

The maximum extent of a reserve area sufficient to accommodate up to 1000 dwellings is also identified. This additional development will not be permitted in this area unless a compelling strategic justification for additional housing is identified by the strategic planning authorities. Until such time countryside policies will continue to apply to the reserve area. If the reserve housing is required, the precise extent of the area identified on Inset Map 27 within which housing and associated buildings will be permitted will depend upon the density proposed and the extent of the land permitted to accommodate the 2000 dwellings. The reserve area identified on inset Map 27 may be reduced in size if higher densities than currently envisaged are achieved in the Baseline allocation.

No development will be permitted within the boundary of the new community which would prejudice its proper development, including the possible development of an additional 1000 dwellings.

### **Saved Policy SF.6 – New Facilities And Services**

The development of new, extended or improved facilities and services within the settlements will be permitted.

## **WINCHESTER CITY COUNCIL POLICY ASPIRATIONS**

### **Climate Change/Sustainability Aspirations**

- That new residential developments achieve Code for Sustainable Homes Level 5 for energy and water efficiency, but allowing for up to 30% of regulated emissions to be provided off-site or through a financial contribution;
- That new non-residential developments achieve at least the BREEAM 'Very Good' standard, and 'Excellent' from 2012;
- That new developments maximise energy efficiency by ensuring the highest standard of building envelope, to minimise the need for energy use;
- That the Council is supportive of schemes for the generation of renewable and decentralised energy

### **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.