

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Regulatory Committee
Date:	26 May 2010
Title:	Applicant: Hampshire County Council Proposed amalgamation of the existing Barncroft Infant and Junior Schools to form a two form entry Primary School on the Junior School site at Barncroft Junior School, Park Lane, Bedhampton, Havant (Application No. 10/74150/000) (County Council Ref: HVE029)
Reference:	1651
Report From:	Head of Planning and Development

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1. Executive Summary

- 1.1. Planning permission is sought for the amalgamation of the existing Barncroft Infant and Junior Schools to form a two form entry Primary School on the Junior School site at Barncroft Junior School, Park Lane, Bedhampton, Havant.
- 1.2. There have been no issues raised in relation to the proposed amalgamation of the two schools in principle, however concerns have been raised relating to highways matters.
- 1.3. Recommendation:

That planning permission in respect of the amalgamation of Barncroft Infant and Junior Schools to form a two form entry Primary School on the Junior School site be granted for the following reason, subject to the conditions set out in Integral Appendix B.
- 1.4. Reason for Decision: It is considered that the proposal would be in accordance with the development plan (summary attached in Integral Appendix C) and would not materially harm the character of the area as it is of high quality design (D1). It is further considered that the development would be acceptable in terms of sustainability (ENG1) and acceptable on highways safety grounds.

2. Site and proposal

- 2.1. The proposed two form entry Primary School (see attached location plan) is to be located on the current Barncroft Junior School site, which is sited within the residential area of Bedhampton, Havant.
- 2.2. The decision to amalgamate the schools is a result of a continuing decline in pupil numbers. The Infant School currently has 145 pupils with a capacity for 270 and the Junior School currently has 182 on role with capacity for 360. Of the two schools the Junior School is deemed most appropriate for the proposed Primary School, due to its location on the site, the existing number of classrooms and its community swimming pool provision. The Junior School is located off Park Lane, with at present a combined vehicle and pedestrian entrance onto the Lane. There are 47 car parking spaces currently provided for staff parking on the Infant and Junior school combined.
- 2.3. The proposed school development seeks to utilise the existing school built form, with a few additional extensions. The final school will comprise 14 classrooms and a maximum capacity of 420 pupils. To the front (eastern side) of the school site a new hall kitchen, reception and staff administration room is proposed adjacent to existing car parking. The elevations of this building are to be two story as opposed to the one storey level at present. A 26 place pre-school is also proposed on the eastern boundary of the site, adjacent to the area of trees, south of the current access point. This extension will include group teaching rooms and will be at the same elevation levels as present. To the rear of the school site on the northern boundary an additional two classrooms are proposed along with a group room and corridor. Once again this extension will match existing elevations. The proposed finish of the new areas of development will be a combination of brick material finish with areas of render.
- 2.4. The proposal seeks to achieve a sustainable development. Measures will be taken to install smart meters, energy efficient fittings, daylight linked light and movement sensor fittings. An increase in the buildings thermal performance will be sought by replacing thin facades with an insulated render system and double glazed window systems. Re-roofing will take place to increase insulation levels. Solar shading will be used to minimise the natural heating of southern facing classrooms. Solar Panels will be installed onto the roof of the hall facing due south, the panels will be used to heat water throughout the school. However, the community swimming pool will not utilise the solar panels water heating potential as this is deemed cost prohibitive.
- 2.5. The proposal seeks to separate pedestrian and vehicle access from Park Lane in an attempt to improve pedestrian safety. The new vehicle entrance is to be located to the north of the existing entrance and will service a reconfigured car park with the provision of 40 staff car parking spaces, two disabled spaces and one mini-bus space. This will provide adequate parking for the 45 members of staff which are proposed to be on role. This level of car parking exceeds the 21 car parking spaces which should be provided if calculations are made on the parking standards.

- 2.6. In an attempt to further encourage the present high levels of pupils walking to school (70% infant and 60% junior) a rear pedestrian access is to be maintained throughout the construction/demolition process and once the school is in occupation. By maintaining the rear pedestrian access it will enable the large proportion of parents who drop off pupils in Barncroft Way, Priorsdean Crescent, and a car park adjacent to the south of the existing Infant School at present, to continue to do this. Cycle store provision is proposed and will accommodate 35 bikes, this exceeds current levels of staff and pupils cycling to the site, it provides an additional 20 spaces.
- 2.7. To provide appropriate teaching facilities during the construction process three double temporary classrooms will be located on the infant school site. Staff parking will also be located on the infant school site.
- 2.8. The existing landscape will see little change, there will be minimal tree loss as a result of the development. An ecological area is proposed to the west of the school site adjacent to the playing fields. This will include a pond utilizing sustainable urban drainage systems. There will be a mixture of hard and soft play spaces for the pupils, with those aged six and under having a separate outdoor provision.

3. Development plan

- 3.1. Havant Borough District Wide Local Plan (Adopted 30 September 2005) shows the site to be within the built-up urban area. The proposal is in accordance with the following policies: D1 (High Quality Design), ENG1 (Energy Generation from Renewable Sources).

4. Consultations

- 4.1. **Councillor Buckley** has commented that there are problems with the current traffic situation and raises the question as to whether any improvements can be made along Park Lane. It is also queried as to whether it is possible for solar power to be used to heat the water.
- 4.2. **Councillor Fairhurst** – raises the question of whether a lay by could be created in the road leading to the rear of the school site once demolition of the infant school building has taken place. Otherwise it is believed that the development would be an asset to the area.
- 4.3. **Havant Borough Council** - no objection subject to the inclusion of suggested conditions.
- 4.4. **Environment Agency** raise no objection to the proposal in principle but request the inclusion of a condition requesting the submission of a surface water drainage scheme and a scheme to treat and remove suspended solids from surface water run-off.

- 4.5. **Highways Authority** – has no objection subject to conditions which include the submission of a contractors construction management plan, restriction of the times construction vehicles enter and leave the site, a revised travel plan to be produced and further details of vehicle and pedestrian access shown in principle on submitted plans.

5. Representations

- 5.1. Two letters of representation have been received from residents who live along Park Lane. Both state that no objection is being raised to the development in principle. Concerns regarding the potential for an accident with an increase in parents dropping off and collecting pupils along Park Lane are raised. It is highlighted that this is a current problem at the school site, with parents ignoring white lines and parking taking place on grass verges. Residents question whether a pedestrian drop off/collection lay-by could be incorporated into the development design.

6. Commentary

- 6.1. Highways matters have been raised as an area of concern in relation to the proposal to amalgamate the two schools. Residents have identified that at present the parent drop off and collection times are extremely busy along Park Lane and lead to parents ignoring white lines and parking on grass verges. Concerns are that this problem could be exacerbated if the amalgamation took place, leading to potential accidents.
- 6.2. These concerns are acknowledged and have been taken into consideration. It is noted that there is a high proportion of pupils walking to the schools at present and there is no information to suggest that these levels will change as a result of the development. A significant proportion of drop offs and collections take place along Barncroft Way and Priorsdean Crescent, and by maintaining rear pedestrian access to the proposed school site, it is not believed that this level of use will not deteriorate. It is therefore considered that there will not be a significant change in the levels of parent drop off and collection along Park Lane. A drop off bay will either result in the loss of car parking provision or a loss of vegetation at the front of the school site. On balance it is thought that a drop off bay will not effectively minimise the perceived problem as it would accommodate very few vehicles during the peak times, it could lead to increased pedestrian safety with more vehicles pulling in and out at the school's main entrance.
- 6.3. Alternative modes of travel to school are to be actively promoted through a renewed travel plan. The proposed development incorporates a cycle store which will accommodate 35 bicycles. The main vehicle entrance to the site off Park Lane will separate vehicle and pedestrian users. Alongside this a potential pedestrian crossing is being promoted to improve pedestrian safety. Through the school travel plan it is also intended that funding for speed reduction measures along Park Lane will be secured, therefore increasing pedestrian safety further.

- 6.4. Through the School Travel Plan, funding is proposed to seek speed reduction measures along Park Lane by reducing the carriageway width to the north of the school site. The road is currently a 30 miles per hour speed limit. In addition to this, the existing crossing point by the proposed vehicle entrance will be removed and relocated close to the proposed pedestrian entrance, once again in an attempt to maximise pedestrian safety.
- 6.5. There are no concerns in relation to the principle of the development. The main issue is on highways grounds and the Highways Authority is satisfied that the development in principle is acceptable. On balance there are no other significant issues, therefore planning permission is recommended for approval.

7. Recommendation

- 7.1. That planning permission in respect of the amalgamation of Barncroft Infant and Junior Schools to form a two form entry Primary School on the Junior School site be granted 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 not materially harm the character of the area as it is of high quality design (D1). It is further considered that the development would be acceptable in terms of sustainability (ENG1) and acceptable on highways safety grounds.

Links to the Corporate Strategy

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

Proposed amalgamation of the existing Barncroft Infant and Junior Schools to form a two form entry Primary School on the Junior School site at Barncroft Junior School, Park Lane, Bedhampton, Havant (Application No. 10/74150/000) (County Council Ref: HVE029)

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 0800 and 0900; and in the afternoon between 1455 and 1530.

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 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, unless otherwise agreed beforehand in writing by 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. 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 highways and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interest of highway safety.

6. Within three months from the commencement of use of the new school building a travel plan is to be produced in writing and agreed by the Local Planning Authority. Sufficient funding shall be allocated in the travel plan to deliver a package of speed reduction measures as shown in principle on drawing no. STH2408/PR/OPTA REV.B or STH2408/PR/OPTB REV.C. The agreed travel plan is to be implemented within three months of approval.

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

7. No part of the development hereby approved shall be commenced until such time as the details of the new vehicular access shown in principle on drawing no. STH2408/OPT1 REV.D have been approved in writing by the Local Planning Authority. No part of the development shall be occupied until such time as this junction has been constructed to the satisfaction of the Local Planning Authority. Any other existing vehicular accesses shall be physically and permanently closed.

Reason: In the interests of highway safety.

8. No part of the development hereby approved shall be commenced until such time as the details of the pedestrian access shown in principle on drawing no. STH2408/OPT1 REV.D have been approved in writing by the Local Planning Authority. No part of the development shall be occupied until such time as this pedestrian access has been constructed to the satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety.

9. No part of the development hereby approved shall be commenced until such time as the details of the pedestrian crossing point shown in principle on drawing no. STH2408/OPT1 REV.D have been approved in writing by the Local Planning Authority. No part of the development shall be occupied until such time as this pedestrian crossing point has been constructed to the satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety.

10. The footway link shown in principle on drawing no. P7494A-P101 REV.A between point J and J shall be retained for the duration of the construction and demolition period with appropriate hoarding and signing to ensure that the link is appropriate for use. The footpath link shall thereafter be retained to a standard agreed in writing by the Local Planning Authority.

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

Landscaping

11. No works shall commence until full details of all the hard and soft landscaped areas, concentrating in particular on the eastern boundary line, have been 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.

Environment Control

12. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented before the development is completed and thereafter managed and maintained in accordance with the approved details. Those details shall include:
 - (i) information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - (ii) a timetable for its implementation; and
 - (iii) a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme through its lifetime.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance.

13. The development hereby permitted shall not be commenced until such time as a scheme to treat and remove suspended solids from surface water run-off during construction works has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: The proposed development site lies within close proximity to the Hermitage Stream.

Nature Conservation

14. Scrub/tree clearance should be carried out outside of the bird breeding period (March to August inclusive) or immediately following inspection by an ecologist to confirm absence of nesting birds. Should trees/scrub be cleared between November and February (inclusive) they will be cut to ground level but not be grubbed out at this time.

Reason: In the interests of nature conservation.

15. The trees/scrub/rough grassland to be retained shall be protected during building operations by the erection of protective fencing. The existing trees shall not be lopped, topped, felled or destroyed without the prior approval in writing from the Local Planning Authority.

Reason: To ensure the enhancement of the development by the retention of natural features.

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

HAVANT BOROUGH DISTRICT – WIDE (ADOPTED 30 SEPTEMBER 2005):

Policy D1 – High Quality Design:

Development will be permitted provided it achieves [in terms of siting, massing, scale, proportion, alignment, rhythm, layout, materials (finishes, details, features) spaces and views] all of the following:

- i) Creates an attractive environment that has its own distinctive identity but which respects and enhances local character.
- ii) Ensures the efficient use of land.
- iii) Provides safe and convenient access to facilities and public transport.
- iv) Does not adversely affect the amenities of occupiers of neighbouring properties.
- v) Includes existing built and natural features such as trees, walls, watercourses and historic buildings.
- vi) Reduces the possibility of crime or anti-social behaviour.
- vii) Maximises solar gain and energy conservation.
- viii) Maximises water conservation and utilises sustainable urban drainage systems.

Policy ENG1 – Energy Generation from Renewable Sources

Planning permission will be granted for energy generation development involving the use of renewable sources such as biomass, energy from waste, sewerage sludge, solar power and wind farm schemes providing the impact of the proposal on local land use, amenity, the landscape and sites of ecological, cultural, scientific, historical and archaeological significance is considered acceptable.