

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	25 April 2012
<b>Title:</b>	To provide replacement buildings and to refurbish existing accommodation at Park Community School, Middle Park Way, Havant, Hampshire PO9 4BU (Application No: APP/12/00177) (Site Ref: HVE025)
<b>Reference:</b>	3863
<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 replacement buildings alongside the refurbishment of existing buildings at Park Community School, Middle Park Way, Havant.
- 1.2. The main points to be considered are the improvement of the existing educational facility, the quality of design, highways safety, car parking provision, the provision of Sustainable Drainage Systems (SuDS), and the proposed means of ensuring the development of an energy efficient building.
- 1.3. There are no objections to the proposal and it is considered that the proposal would be in accordance with the development plan (summary attached). It is a redevelopment of an existing school site that will improve the existing educational facility (CS7). The high quality of design will ensure that the development fits with the character of the area (CS16). The proposal is considered acceptable in terms of highways safety and convenience and will encourage alternative means of sustainable travel (CS20 and DM14). Whilst BREEAM certification is not being sought, it has been designed to ensure minimal energy consumption (CS14). Through appropriate surface water drainage it will not increase the likelihood of flooding (CS15).

#### 2. Site

- 2.1. Park Community School is an existing 900 place community school located within Leigh Park, Havant as detailed on the attached site location plan. The school is attended by pupils aged 11-16 years. There are 125 full-time and 30

part-time members of staff including adult learning tutors. The school is currently open for teaching between 0830 and 1435 Monday to Friday with community uses taking place between 0730 and 2200 daily.

- 2.2. The 6.01 hectare site is bound to the north and west by housing. The Hermitage Stream runs along the southern boundary of the school with housing site beyond. To the east of the site is Middle Park Way. Revised flood modelling identifies that the site lies within Flood Risk Zone 1. Owing to the size of the site a flood risk assessment was completed.
- 2.3. The existing buildings are clustered in the northern section of the school site with the southern area being allocated for outdoor sports facilities such as grass playing fields, tennis courts and a multi-use games area (MUGA).

### **3. Site History**

- 3.1. Planning permission (APP/10/0004) was granted in 2010 for the construction of a new 300m<sup>2</sup> building adjacent to the existing sports hall to provide three seminar rooms, a cyber café and a consultation room for visiting NHS staff. This planning application does not seek to alter this building which has been constructed in accordance with the approved planning permission.
- 3.2. In 2002 planning permission (02/53930/005) was granted for the construction of a 35 x 58 metre bituminous macadam MUGA with 27 metre high welded mesh fencing and 6 x 300 lux lights mounted on eight metre high columns. This planning application does not seek to alter this sports facility.

### **4. Proposal**

- 4.1. The proposed refurbishment and extension is required at Park Community School due to the existing poor building condition, it has been approximated that 70% of the existing building area is very close to the end of its useful life. Accordingly, planning permission is sought to replace buildings and refurbish existing buildings to create a high quality, safe learning environment.
- 4.2. As part of the proposal the buildings of poor condition are to be demolished (plan P9000-101 RevP1). Replacement buildings are to be constructed in addition to the refurbishment of the buildings which are suitable to be retained. The location of the replacement buildings will not match what is currently on site, however the cluster of buildings will remain on the northern section of the site. The existing areas dedicated to sports facilities and playing fields will not be altered. Plan P9000-105 RevP2 details the location of the new buildings and shows that the main teaching facilities are to be moved south, away from the northern site boundary and away from neighbouring houses. The new buildings will be a maximum height of three stories, with a low pitched roof. The façade of the new buildings is to be stepped down towards the street so those rooms nearest to the eastern boundary will be of a single storey (Plan P9000-305 Section/Elevation AA – South Elevation). In places a light buff brick finish has been used to clad the existing buildings. It

is proposed that in the main the new and refurbished buildings will also be finished in a buff brick to match as closely as possible to the existing, where brick is not proposed a timber cladding is to be used. The windows will be of high performance aluminium finish.

4.3. It is proposed that the following facilities will be provided as a result of the refurbishment and extension:

- (i) general teaching classrooms;
- (ii) pupil support and guidance suite;
- (iii) administrative and headteacher's office;
- (iv) art/graphics/photography rooms;
- (v) science rooms;
- (vi) technology rooms;
- (vii) toilet facilities;
- (viii) sports hall;
- (ix) fitness room;
- (x) internal and external sports changing rooms;
- (xi) activity studio;
- (xii) music room and practice rooms;
- (xiii) media suite;
- (xiv) assembly hall;
- (xv) drama studio;
- (xvi) lecture theatre;
- (xvii) discovery centre/library and literacy suite;
- (xviii) dining/café area with adjoining kitchen;
- (xix) I.T. room;
- (xx) Special Education Needs (SEN) teaching areas; and
- (xxi) plant rooms.

4.4. Low carbon principles have been developed to improve the environmental performance of the buildings. The proposal seeks to utilise passive heating

and cooling with high levels of insulation and air-tightness. Smart metering, smart switching and building management systems are to be installed to reduce energy usage within the buildings. Roofs of the three storey buildings have been designed to enable the installation of photo-voltaic solar panels in the future. It is proposed that 80% of the materials for the development will be responsibly sourced. A brise soleil and canopy have been incorporated into the design of the new building to prevent internal overheating and shading of external areas. The proposed development is following the principles of BREEAM without seeking certification.

- 4.5. The overall number of car parking spaces will be increased to 125 with an additional two accessible and four mini bus spaces. The approved parking standard would require only 75 car parking spaces to be provided. However due to the identified demand it is considered important that the existing level of car parking provision remains. Improvements are to be made to the layout of the car parking; this will accommodate a coach drop off and pick up turning area on site to overcome the existing issue with coaches parking on Middle Park Way.
- 4.6. The pedestrian and cycle entrance is to remain separate to the vehicle entrance. It is proposed that there will be a covered, secure and well-lit cycle storage area adjacent to the pedestrian and cycle entrance which will provide 50 cycle park spaces for the staff and wider community members and 110 spaces for pupils. In association with this changing facilities are proposed. The nearest bus stop to the school is approximately 500 metres away, and benefits from a frequent service which also connects with wider bus routes within Havant.
- 4.7. Following the completion of a fire risk assessment and consultation with the Hampshire Fire and Rescue Service it has been concluded that a sprinkler system will be installed. This outcome was due to the property risk due to the scale of the development. To ensure site security, Closed Circuit Television (CCTV) cameras are proposed on the site and will cover the cycle parking area. It is proposed that the school will shut the school gates throughout the school day to prevent unauthorised visitors entering the school site.
- 4.8. The MUGA, tennis courts and grass playing fields will remain untouched. A new courtyard area is to be created at the centre of the school to provide an area for relaxation, outdoor performance and community events. Landscape proposals seek to screen and soften the new built form, this will incorporate planting along the northern edge of the sports fields and within the new courtyard area. SuDS features are to be incorporated into the development through the provision of permeable paving.
- 4.9. There is a well established community use at the site and this is to continue and it is considered that this will extend with the refurbishment and redevelopment.

## 5. Development plan

- 5.1. The appropriate development plan for consideration is the Havant Borough Core Strategy (March 2011).
- 5.2. The relevant plans are CS7 (Community Support and inclusion), CS14 (Efficient Use of Resources), CS15 (Flood and Coastal Erosion Risk), CS16 (High Quality Design), CS20 (Transport and Access Strategy), DM14 (Car and Cycle Parking on Development [excluding residential]).

## 6. Consultations

- 6.1. **Councillor Buckley** has raised no objection to the proposed development.
- 6.2. **Councillor Fairhurst** is aware of the planning application and will be attending the Regulatory Committee.
- 6.3. **Havant Borough Council** have been consulted on the application, no comments have been received.
- 6.4. **Environmental Health** have been consulted on the application and no comments have been received.
- 6.5. **Environment Agency** have no objection subject to the inclusion of a planning condition requesting the submission of a surface water drainage scheme. Details should be provided regarding how the scheme shall be maintained and managed after completion.
- 6.6. **Highways Authority** raise no objection subject to conditions.
- 6.7. **Leigh Park Community Group** have been consulted on the application, no comments have been received.
- 6.8. **Crime Prevention Design Advisor** has made comments on the planning application relating to the need for robust boundary treatment of at least five feet in height with associated planting. He has recommended that the vehicular and pedestrian gates are fitted with lockable devices to enable the gates to be made secure when the site is not in use. External fittings are not recommended on the doors and where required they should be low profile. Concerns regarding the location of the cycle store have been raised as there is limited overlooking of the store from adjacent buildings. Consequently it is considered that the stored cycles could be vulnerable to theft. It is recommended that the cycle store is re-located and if this is not possible CCTV cameras should be installed to provide images of those using the cycle store.

## 7. Representations

- 7.1. No representations have been received.

## 8. Commentary

- 8.1. The principle of the development is considered appropriate as it is a redevelopment of an existing educational facility. The proposal will make a significant improvement to the teaching facilities at Park Community School and is therefore supported by policy CS7.
- 8.2. Policy CS14 requires non-residential development over 500 square metres to achieve a BREEAM standard 'very good' on completion, unless proven to be financially or technically unviable. Work on this project was initiated prior to Havant Borough Council adopting their Core Strategy and consequently the adoption of this policy. As a result of this it is not technically possible for the project to achieve BREEAM certification however it is proven that the principles of BREEAM are to be followed. The new and refurbished buildings will have low carbon management systems in place to ensure the energy usage on site is low. In addition to this it is considered that the location of the new buildings, their orientation and design will ensure minimal energy consumption. The potential for the future installation of photo-voltaic panels is also supported.
- 8.3. The Environment Agency are satisfied that the proposed development will not significantly increase the surface water runoff and the principle of incorporating SuDS into the development is supported however to ensure the full requirements of policy CS15 are met it is important that the features will be appropriately managed and maintained. Therefore it is recommended that if planning permission is granted a condition should be attached requesting a surface water drainage scheme which specifically includes details on the maintenance and management post completion of the SuDS features.
- 8.4. The design of the proposed buildings is considered to be of a high standard which will help create a place which the pupils and teachers of Park Community School are proud of and a facility which the local community will want to utilise. The height and massing of the existing school have appropriately informed the design of the replacement buildings and the step down in façade is supported as it respects the height of nearby residential properties. The movement of the main building footprint south, away from the northern school boundary is a positive change to the existing layout of the site as it reduces the potential for overlooking and loss of privacy. Through the use of buff brick and wooden cladding it is considered the new development respects the local context. The hard and soft landscaping proposed will positively contribute to the existing street scene thereby improving the school's relationship with the public realm. The landscaping on site is of a high quality which will contribute to the enjoyment and use of the school site. The Crime Prevention Design Advisor has provided guidance on specific elements of the design and finish of the building to ensure it is secure and prevent vandalism, the applicant has been made aware of this and has stated that they will work to ensure the comments are incorporated into the detailed end design. Therefore proposed development complies with the requirements of policy CS16.

- 8.5. The numbers of staff and pupils attending Park Community School are not to alter as a result of this development and will consequently not increase congestion. In addition to this alternative methods of travel to the school such as cycling and walking are to be promoted. To accommodate an increase in those cycling to school a significant amount of cycle storage is to be provided to accommodate the demand. Through the redesign of the car park and the introduction of a turning area coaches associated with the drop off and collection of pupils can be taken off Middle Park Way thereby overcoming the existing issues around highways safety. The car parking provision has been increased from the existing number; five additional spaces are to be provided. This accommodates the equivalent of all full time members of staff and is considered appropriate for the redevelopment of the school.
- 8.6. It is noted that the Crime Prevention Design Advisor has concerns about the security of bikes stored in the cycle store. However, the school have requested that the store remains in its proposed location. CCTV cameras will be installed and will cover the cycle store and ensure that the store area is secure. Accordingly the requirements of policy CS20 and DM14 have been met.
- 8.7. It is considered that the proposal would be in accordance with the development plan (summary attached) as it is a redevelopment of an existing school site. The redevelopment will improve the existing educational facility (CS7), the high quality of design will ensure that the development fits with the character of the area (CS16). The proposal is considered acceptable in terms of highways safety and convenience and will encourage alternative means of sustainable travel (CS20 and DM14). Whilst BREEAM certification is not being sought, it has been designed to ensure minimal energy consumption (CS14). Through appropriate surface water drainage it will not increase the likelihood of flooding (CS15).

## 9. **Recommendation**

- 9.1. That planning permission for the construction of replacement buildings alongside the refurbishment of existing buildings at Park Community School (APP/12/00177) be granted, 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

To provide replacement buildings and to refurbish existing accommodation at Park Community School, Middle Park Way, Havant, Hampshire PO9 4BU

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.

### Hours of Working

2. There shall be no access to the development site by any traffic associated with the construction/demolition (i.e. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0800 and 0845 and in the afternoon between 1330 and 1445.

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

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 0730 or after 1800 Monday to Friday inclusive, before 0800 or after 1400 on Saturday and not at all on Sunday or recognised public holidays.

Reason: In the interests of amenity of local residents.

### Highways

4. For the duration of the construction of the development measures shall be taken to clean vehicles leaving the site to prevent mud and spoil from being deposited on the public highway. These measures shall be implemented before the development commences. Once the development has been commenced, these measures shall be used by all vehicles leaving the site and maintained in good working order for the duration of the construction of the development. No vehicle shall leave the site unless it has been cleaned sufficiently to prevent mud and spoil being carried on to the public highway.

Reason: In the interests of highway safety.

5. Details of provision to be made for the parking and turning on site of operatives' and construction vehicles during the contract period shall be submitted to and approved by the Local Planning Authority in writing and fully implemented before development commences. Such measures shall be retained for the duration of the construction period.

Reason: In the interests of highway safety.

## Materials and Finishes

6. No development shall take place until samples and details of the materials to be used in the construction of all external surfaces hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out 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 Havant Borough Core Strategy policy CS16.

## Landscaping

7. 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, unless the Local Planning Authority gives written consent to any variation.

The scheme should include:

- (i) full details of soft and hard landscape works including planting plans; written specifications; schedules of plants, noting species, plant size and proposed numbers/densities;
- (ii) 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 Havant Borough Core Strategy policy CS16.

## Drainage

8. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include details of how the scheme shall be maintained and managed after completion.

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

of the surface water drainage system in accordance with Havant Borough Core Strategy policy CS15.

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

**HAVANT BOROUGH CORE STRATEGY (MARCH 2011)**

**CS7 – Community Support and Inclusion (pg53)**

Planning permission will be granted for development that:

1. Has been informed and shaped by community and local stakeholder involvement in accordance with the Statement of Community Involvement.
2. Provides educational and training improvements including Building Schools for the Future.
3. Provides services for older people and other valuable groups, including Extra Care Facilities.

**CS14 – Efficient Use of Resources (pg74)**

Planning permission will be granted for development that:

1. Provides adequate land or funding for waste management infrastructure.
2. Locally contributes to the delivery of the PUSH target of 100MW of renewable energy by 2020 for the whole of the PUSH area. Major areas of development must ensure that their on-site renewable energy production is maximised and resource efficiency is maximised.
3. On completion, unless proven to be financially or technically unviable, meets the following standards:  
Residential development – Level 3 of the Code for Sustainable Homes;  
Multi occupation homes and non-residential development over 500sqm – BREEAM standard 'very good'.  
Improvements to these standards throughout the plan period will be encouraged.  
Particular attention should be paid to water efficiency measures.
4. Allowable Solutions' may be used to achieve higher levels of carbon reduction where on-site proposals are not feasible or viable.

**CS15 – Flood and Coastal Erosion Risk**

Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:

1. It meets the sequential and exception test (where required) in relation to PPS25.

2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.
3. A site-specific flood risk assessment demonstrates that the development will be safe including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.
5. Appropriate flood warning and evacuation plans are in place.
6. New site drainage systems are designed taking account of events which exceed the normal design standard.

All development will be required to ensure that there is no net increase in surface water run off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that area required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

### **CS16 – High Quality Design**

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:
  - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
  - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
  - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
  - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
  - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
  - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
  - b) New streets are not dominated by vehicular traffic;
  - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.
5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

### **Policy CS20 – Transport and Access Strategy**

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
2. Does not increase congestion and promotes better use of existing transport networks.
3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

7. Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

**DM14 – Car and Cycle Parking on Development (excluding residential)**

Development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.