

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Regulatory Committee
<b>Date:</b>	20 June 2012
<b>Title:</b>	Proposed Extension and Refurbishment of Cupernham Infant and Junior Schools with Associated Works to Landscaping, Car Parks and Entrances at Cupernham County Junior and Infants School, Bransley Close, Romsey, Hampshire SO51 7JT (Application No: 12/00590/HCC3S) (Site Ref: TVE042)
<b>Reference:</b>	4051
<b>Report From:</b>	Head of County Planning

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#### 1. Executive Summary

- 1.1. Planning permission is sought for the extension and refurbishment of Cupernham Infant and Junior Schools with associated works to landscaping, car parks and entrances.
- 1.2. The main points for consideration are impact on the tree root protection area of a mature oak which is important in the public realm, highways safety, car parking provision, high quality design and proposed hard and soft landscaping.
- 1.3. It is considered that the proposal would be in accordance with the development plan as it would provide an extension to ensure there is sufficient provision of school places (summary attached). The proposed development is of a high quality design which is similar in scale, height and massing to the existing school buildings (DES02, DES05, DES06, DES07). The landscaping of the site will ensure the new development integrates appropriately with the existing school site (DES10). The health of the mature oak tree will be preserved (DES08). The car parking and cycle parking spaces to be provided meet the aims of policy TRA02. The proposal is acceptable in terms of highways safety and convenience (TRA01 and TRA09).

## 2. Site and proposal

- 2.1. Cupernham Junior and Infant Schools are situated on one site measuring approximately 3.12 hectares in area within the settlement boundary of Romsey. The school grounds are bound by the rear gardens of residential properties in Bramley Close to the north, Woodley Lane to the west and Fairview Drive to the south. To the east lies a public recreation ground. Adjacent to the school's main entrance there is a car park which is owned by Hampshire County Council but used as a public car park and provides 19 car parking spaces.
- 2.2. The existing schools are similar in form and scale but vary slightly in the materials and finish. There is a combination of single and two storey buildings on site. At present there are 34 car parking spaces and one disabled space on site with 12 cycle parking spaces. The school is located within 300 metres of a bus stop to the south and 400 metres of a bus stop to the north. The infant school currently employs a total of 14 full time staff and 10 part time staff and the junior school employs 25 full time staff and two part time staff. In addition to this there are seven meal supervisory assistants. There are existing ponds on the school site, no great crested newts have been recorded on site but there is a large population of smooth newts and palmate newts (these do not receive statutory protection).
- 2.3. At present the schools are two form entry, however they were originally designed to be three form entry. Due to a decline in the number of pupils attending the school the vacated classrooms were used for ancillary functions i.e. a library. Due to new housing being developed to the north of the school it has been identified that there will be an increased demand for additional school places. Consequently there is a need to extend the existing Cupernham Infant and Junior School to a three form entry. An increase of 210 pupils attending the school is proposed thereby providing for a maximum capacity of 630 pupils. There is a pre-school which operates from the school site, approximately 30 children attend and numbers are not proposed to change. The expansion will result in approximately 13 additional staff being employed on site.
- 2.4. The extension and refurbishment of the school will include the following alterations:
  - (i) re-planning of internal layout;
  - (ii) flat roof extension of junior school to the east to provide a new multi-use studio for both the junior and infant school to use;
  - (iii) addition of a covered walkway between the junior and infant school main entrances;
  - (iv) flat roof single storey infill extensions to the infant school;
  - (v) addition of three new entrance gates, two providing access to the school site (Waverley Close and Fairfield Drive) and one provide access to solely the pre-school (off the recreation ground);
  - (vi) increase in car parking spaces from 34 to 44 to include two disabled parking spaces;

- (vii) additional 24 secure and covered cycle spaces to the rear of the site with scooter storage, additional 24 covered spaces to the front of the school. This is in addition to the 12 existing cycle spaces;
  - (viii) upgrading of hard and soft landscaping on site to include the removal of approximately 14 trees and the planting of replacement trees to create a tree-lined route between the north and south gates, clear pedestrian crossing points demarcated, secure fencing along the length of the on site vehicle route and car parks to separate pedestrians and vehicles, additional hard surfaces play and external learning spaces.
- 2.5. The proposed materials are a white acrylic insulated render for the walls of the single storey buildings with dark grey powder coated metal doors windows and screens. The multi-use studio is to have areas of the facades clad in hardwood (cedar) and a resilient hard wood natural timber deck to the outside performance area.
- 2.6. A draft Travel Plan has been submitted with the planning application.

### **3. Development plan**

- 3.1. The appropriate Development Plan Document is the Test Valley Borough Local Plan 2006.
- 3.2. The relevant policies for consideration are:  
TRA 01 (Travel Generating Development), TRA 02 (Parking Standards), TRA 09 (Impact on the Highway Network), DES 02 (Settlement Character), DES 05 (Layout and Siting), DES 06 (Scale, Height and Massing), DES 07 (Appearance, Details and Materials), DES08 (Trees and Hedgerows), DES10 (New Landscaping).
- 3.3. The National Planning Policy Framework (NPPF) is a material consideration when determining planning applications.

### **4. Consultations**

- 4.1. **Councillor Cooper** has been informed about the proposed development.
- 4.2. **Romsey Town Council** raise objection to the proposed development on the grounds that there is inadequate access for cars and coaches.
- 4.3. **Test Valley Borough Council** raise objection to the proposal on the grounds that there is insufficient information provided to demonstrate that the proposed extension to the car park can be achieved without harm to the large mature oak on the northern boundary of the site, adjacent to the footpath in front of 8-34 Bransley Close. The oak has high public amenity value and harm to it would be contrary to Test Valley Borough Local Plan 2006 Policy DES08.

- 4.4. **Environment Agency** have responded stating they have no comments to make on the proposal.
- 4.5. **Highway Authority** - There are no objections to the above referenced application subject to the imposition of recommended conditions.

## 5. Representations

- 5.1. Three letters of objection have been received. The main issues raised were in relation to:
  - (i) increase in parent pick-up and drop-off;
  - (ii) highways safety.

## 6. Commentary

- 6.1. The need for the proposed development is understood and the principle of the extension on the school site is supported to ensure there is sufficient provision of school places available to meet the needs of the area.
- 6.2. The proposed location of the extension is appropriate as it integrates well with the existing school buildings. The scale, height and massing of the buildings reflect the existing school buildings. The design of the building and the proposed materials are of a high standard and are attractive in appearance thereby adding visual interest. Consequently the proposed buildings are considered to be in keeping with the existing buildings on the site, with the alterations to the front of the school buildings positively contributing to the character of the area. The proposal is in accordance with policies DES02, DES05, DES06 and DES07.
- 6.3. The mature oak tree on the northern boundary has high public amenity value and with the proposed car park extension there are concerns about the impact of the development on the tree. Policy DES08 seeks to ensure developments are designed and located to ensure that the trees health and future retention is no likely to be prejudiced. The concerns of Test Valley Borough Council are supported and the importance of retaining the Oak Tree and the need to ensure the health of the tree is not prejudiced is understood. The additional information submitted has not appropriately addressed the concerns of Test Valley Borough Council who continue to raise objection to the proposal and therefore the proposal does not currently meet the requirements of DES08. Ongoing discussions are being undertaken with specialist independent advice being sought. It is the intention that the issue will be resolved prior to Regulatory Committee and the full details submitted so they can be conditioned to ensure works can be carried out without prejudicing the health of the oak tree in the future.

- 6.4. As a result of this proposal a few trees are to be lost, however the provision of new planting will appropriately mitigate against the loss of existing vegetation. The landscaping to the front of the site will ensure the creation of an attractive school entrance and the new landscaping around the school will positively contribute to the teaching environment. It is considered that the proposed hard and soft landscaping within the site, in conjunction with the retention of important existing landscaping is sufficient to enable the development to integrate successfully into the local environment. The proposal is in accordance with Policy DES10.
- 6.5. Within the Development Plan document that the proposed development must be considered against, policy TRA02 states that there should be a maximum parking limit of 1.5 spaces per classroom. Based on this policy, the level of parking proposed exceeds the policy requirement which would allow for 33 spaces. Given the current demand for parking within the site and the proposed increase in staff numbers the need to exceed the maximum parking limit with 44 spaces is considered acceptable. It should also be identified that the spaces immediately outside the school access, within the ownership of Hampshire County Council, could provide additional parking capacity. It is considered that the overall level of parking available will prevent school staff parking on the public highway. The provision of cycle parking spaces is also acceptable and it is recommended that by way of a condition the full details of the cycle parking are submitted for approval. The proposal is deemed to be in accordance with policy TRA02.
- 6.6. On the basis of current drop-off and collection arrangements it can be assumed that the additional vehicles will utilise Bransley Close, Fairview Drive and Waverly Close. The additional pedestrian access points to the school will support the variation of drop-off and collections points thereby reducing the reliance on Bransley Close, and it is also considered that they will encourage travel to the school by sustainable modes by providing shorter and more direct links into the site. It is not considered that there are any identified safety issues that will be significantly exacerbated by the proposed expansion of the school, this is due to the low vehicle speeds on the roads surrounding the site. The proposal accords with the aims of Policy TRA01 and TRA09.
- 6.7. The increase in pupils will occur gradually over four years, as a result of this there is the opportunity to manage the parent drop-off and collection through the School Travel Plan. The draft Travel Plan which has been submitted develops upon the existing School Travel Plan for the site. The full Travel Plan and its implementation will need to be secured by a planning condition if planning permission is recommended for approval.
- 6.8. It is considered that the proposal would be in accordance with the development plan as it would provide an extension to ensure there is sufficient provision of school places (summary attached). The proposed development is of a high quality design which is similar in scale, height and massing to the existing school buildings (DES02, DES05, DES06, DES07). The landscaping of the site will ensure the new development integrates

appropriately with the existing school site (DES10). The health of the mature Oak Tree will be preserved (DES08). The car parking and cycle parking spaces to be provided meet the aims of Policy TRA02. The proposal is acceptable in terms of highways safety and convenience (TRA01 and TRA09).

**7. Recommendation**

- 7.1. The planning permission in respect of the extension and refurbishment with associated works, landscaping, car parks and entrances at Cupernham County Junior and Infant School, Bransley Close, Romsey, Hampshire SO51 7JT (Application No: 12/00590/HCC3S) (Site Ref: TVE042) be approved for the above reasons, 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.)**

<u>Document</u>	<u>Location</u>
Proposed Extension and Refurbishment of Cupernham Infant and Junior Schools with Associated Works to Landscaping, Car Parks and Entrances at Cupernham County Junior and Infants School, Bransley Close, Romsey, Hampshire SO51 7JT (Application No: 12/00590/HCC3S) (Site Ref: TVE042)	County Planning, First Floor, Elizabeth II Court West, The Castle, Winchester

## CONDITIONS

### Commencement

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

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 (i.e. no delivery vehicles, no contractors' cars, nor plant and machinery) in the morning between 0830 and 0930; and in the afternoon between 1500 and 1600.

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 1300 on Saturday and not at all on Sunday or recognised public holidays.

Reason: In the interests of amenity of local residents.

### 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 highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety

6. 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

7. The Travel Plan and Action Plan shall be implemented in accordance with the *Cupernham Infant and Junior Schools' Framework Travel Plan 2012-2014* and the *Action Plan for Cupernham Infant (CIS) and Junior Schools (CJS)* as Appendices C1 and C2 of the planning application.

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

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. P919405RevB 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 and promoting sustainable travel.

### **Landscaping**

9. No works shall commence until full details of all the hard and soft landscaped areas, including the proposed car park, have been submitted to and approved 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.

### **Nature Conservation**

10. The habitat clearance and provision of new log piles shall be carried out in accordance with the recommendations detailed within para 4.3 and 4.4 of the Cupernham Schools Great Crested Newt Survey Report (May 2012).

Reason: To ensure the satisfactory creation of habitats and appropriate habitat clearance.

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

**TEST VALLEY BOROUGH LOCAL PLAN 2006**

**Policy TRA01 – Travel Generating Development**

Development which results in an increase in the need to travel will be permitted provided that it:

- a) does not have an adverse impact on existing pedestrian, cycle or public transport users of the highway; and
- b) includes measures that minimise its impact on the transport network; and
- c) its location is well served by public transport; and
- d) is accessible to pedestrians and cyclists

**Policy TRA02 – Parking Standards**

Development (including changes of use) will be required to provide parking for cycles, motorcycles, cars and commercial vehicles in accordance with the standards set out in Annex 2.

**Policy TRA09 – Impact on the Highway Network**

Development will be permitted provided that it does not have an adverse impact on the function, safety and character of the highway network.

**Policy DES02 – Settlement Character**

Development will be permitted provided that:

- a) the overall design responds positively to the character and appearance of the surrounding townscape or settlement;
- b) it would not result in the loss or harm to open areas, woodlands and other landscape features that contribute to the character of an area;
- c) it would not disrupt a view from a public place which forms part of the distinctive character of an area;
- d) it does not breach or otherwise result in the removal of clearly recognisable boundary features, such as hedgerows, walls, trees or watercourses which help to define the edge of a settlement; and
- e) it does not require on or off-site infrastructure (for example overhead pylons or off-site highway works) which will have an adverse impact on the character or amenity of the surrounding area or adversely affect the countryside.

### **Policy DES05 – Layout and Siting**

Proposals for development within or adjoining a settlement will be permitted provided that:

- a) the scheme integrates with the form and structure of the existing settlement or surrounding area;
- b) any public spaces are well-defined, usable and connected;
- c) the scheme is laid out to provide a clear distinction between public and private spaces;
- d) buildings are laid out and relate positively to streets or other public spaces; and
- e) the positioning of doors and windows enables adjoining streets or others public spaces to be overlooked.

### **Policy DES06 – Scale, Height and Massing**

Development will be permitted provided that:

- a) any building is in scale with other buildings in the immediate vicinity in terms of its height and massing, unless a greater scale is necessary to reflect the development's function or to create a landmark in an appropriate location; and
- b) its scale does not detract from the dominance of, or interrupt important views of, key landmark buildings or features.

The extension of existing buildings will only be permitted provided that the scale, height and massing of the proposed extension does not detract from the character or setting of the original building.

### **Policy DES07 – Appearance, details and Materials**

Development will be permitted provided that the design of any building or structure:

- a) is of a high standard and attractive appearance which adds visual interest;
- b) expresses its purpose, unless this would detract from the character of the surrounding area; and
- c) complements local building styles and the colour, pattern and texture of local building materials.

Where the development comprises an extension or alteration to an existing building, it should not detract from the character or setting of the original building. The roof form of any extension or alteration should respect the form and symmetry of the original building.

### **Policy DES08 – Trees and Hedgerows**

Development will be permitted provided that it would not result in the loss of individual trees, groups of trees, woodlands or hedgerows of amenity or landscape value.

Where development is proposed close to existing trees or hedgerows, it should be designed and located to ensure that their health and future retention is not likely to be prejudiced.

**Policy DES10 – New Landscaping**

Development will be permitted provided that new hard and soft landscaping, in conjunction with the retention of existing landscape, wildlife and amenity features where appropriate, is sufficient to enable the development to integrate successfully into the local environment.