

Site Address:	Glenwood School, Washington Road, Emsworth, PO10 7NN		
Proposal:	Hampshire County Council application (PLAN/WJA/HVE022) relating to installation of a single modular classroom building.		
Application No:	APP/21/00086	Expiry Date:	24/03/2021
Applicant:	Ms Laura Treagus Hampshire County Council		
Agent:	Mr A Withers HCC	Case Officer:	Selina Donophy
Ward:	Emsworth		

1 Site Description

2 Planning History

3 Proposal

4 Policy Considerations

Havant Borough Local Plan (Core Strategy) March 2011

Havant Borough Local Plan (Allocations) July 2014

Submission Version Havant Local Plan

Emsworth Neighbourhood Plan Post Examination Version 2020

ENP_D1 (General Design Policy)
ENP_D2 (Height, Mass & Materials)
ENP_D3 (Layout, Form & Density)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 0

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received:

Comment	Officer Comment
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7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Parking
- (v) Impact on trees and ecology
- (vi) Archaeology
- (vii) Additional points

- (i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The Local Plan supports applications addressing educational needs and the proposed modular building is therefore considered to be acceptable in principle, subject to planning conditions.

(ii) Impact upon the character and appearance of the area

- 7.3 The proposed building would be temporary and will be required for 7 years. The temporary classrooms will allow the school to expand whilst a permanent solution is considered.
- 7.4 The proposed single storey unit would be positioned to the north of the main school building, set back approximately 2.8 metres from the northern boundary, 55 metres from the western boundary where the sports pitches are located and approximately 57 metres from the eastern boundary. The modular building will be green in colour (Moorland Green 12B21) with a shallow pitched roof and clad with pre-finished coated steel panels . This is generally considered to be acceptable in the context of the school setting.
- 7.5 The proposed building would be located to the north of the site, adjacent to the railway line to the rear where there are fields further to the north , meaning the structure would not be readily visible from the street . The building would be set back towards the rear of the school and set approximately 57 metres from Washington Road to the east, meaning impact on the streetscene is deemed to be minimal.
- 7.6 The proposed size, scale and design of the modular building is not prominent nor does it look out of place within its setting. The design and appearance of the proposal is deemed appropriate in context to the main building and therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core strategy). It is considered that the scheme would not result in an adverse impact on the visual amenity of the locality.

(iii) Impact upon residential amenity

- 7.7 Immediately to the north of the site is the railway line, with the closest residential properties located over 80 metres to the east along Washington Road. The building would be sited within the existing school complex and no closer to residential properties than the existing school buildings. The separation distances meet the guidelines recommended in the Borough Design Guide in order to protect amenity levels. The proposed modular building is therefore considered to be acceptable.

(iv) Parking

- 7.8 It is acknowledged that as a result of the proposed modular building, there would be an increase in the number of pupils (with an additional 6 children), bringing the full time equivalent number up to 103 in 2021. Staff members would also be set to increase from 32.4 current full time staff members with an addition 1 full time and 2 part time staff members, bringing the total up to 34.4 full time staff members .The school currently has a total of 18 car parking spaces and 2 cycle spaces. No new parking spaces will be created as part of this development to accommodate the increase in staff numbers.
- 7.9 Havant Borough Council Parking Supplementary Planning Document 2016 (SPD) sets out the Council's requirements for D1 Educational Requirements. For schools there is a requirement for 1 space per teaching member of staff and 2 spaces per 3 non-teaching staff. The SPD also states that all new educational establishments or

expansions of more than 50sqm will require a transport appraisal and school travel plan to determine provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation to staff, students or community users. It is for the County Council as highways authority to consider any potential highway impacts. There would be an increase in staff on site , and whilst the classroom is deemed temporary, it is still proposed to be in use for 7 years. Normally this would require additional parking allocation as specified above and it is unfortunate this has not been provided although the limited space on site as specified is noted. Sustainable transport methods, however are also supported.

- 7.10 The County Council's School Travel Planning team will be working with the school to work towards their Bronze Modeshift STARS (Sustainable Travel Accreditation and Recognition for Schools). This process involves identifying a range of activities and initiatives that the school already engages in to promote and enable active, safe and sustainable travel within the school community. It also requires the identification of transport and travel issues and will prompt a school to identify possible solutions to remove or reduce these. This is needed in order to manage the temporary increase in pupil numbers. This meets with the agreed process with Highways Development Planning where a modular building is supporting a short term bulge in pupil numbers.

(v) Impact on trees and ecology _

- 7.11 The proposal would the result in the removal of a sycamore tree. It is noted that the County Council Arboriculture Team have been consulted and raise no objection. An ecological report has also been received including a Preliminary Ecological Appraisal . The impact assessment summary states that impact may manifest in the form of loss of nesting habitats and disturbance to breeding birds. This impact would be considered further by the Ecology consultee.

(vi) Archaeology

- 7.12 Glenwood School is located in an area with archaeological interest as identified by the County Archaeologist who has not identified any archaeological issues.

(vii) Additional points

- 7.13 The proposed location, in close proximity to the railway line has the potential to result in disruption to occupants when the classroom is in use. For this reason extra measures may be required, for example additional insulation.

8 Conclusion

- 8.1 Subject to the consideration of the above comments and the following conditions , it is recommended that no objection is raised. The building would serve the needs of the school and would have an acceptable impact on both the character of the area and surrounding residential amenity. The following conditions are also recommended :

9 RECOMMENDATION:

That the Head of Planning be authorised to **RAISE NO OBJECTION** for application APP/21/00086

(A) subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

General arrangement and elevations (uploaded 4th Feb)
Proposed location plan
Proposed site plan
Archaeology statement
Design and Access statement
Ecological Assessment
Planning supporting statement
Transport checklist

Reason: - To ensure provision of a satisfactory development.

- 3 The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 No development hereby permitted shall commence until a Construction Traffic Management Plan (to include details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles) and a programme of works has been submitted to and approved in writing by the County Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.

Reason: In the interests of highway safety and having due regard to policies CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework..

- 5 A School Travel Plan shall be submitted to and approved in writing by the County Planning Authority within six months of the proposed modular classroom building being brought into use. The approved measures shall be implemented thereafter.

Reason: To support sustainable transport policy having due regard to policies DM11 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

