

DELEGATED OFFICER REPORT

Site Address: North Street House, 6 North Street, Emsworth, PO10 7DD
Proposal: Proposed conversion (and associated works) of 2.5 storey hotel (Class C1) building to form a charitable educational annex (Class F1(a)). Construction of a two-storey 'Real World Learning' building (replacing currently permitted 2-storey café Ref: APP/23/00249). Construction of single storey educational 'pods' (Class F1(a)).
Application Type: Full Planning Permission
Application No: APP/25/00249 Expiry Date: 24/06/2025
Applicant: John & Hilary Pritchard Trust
Agent: Helyer Davies Architects Case Officer: Tina Pickup
Helyer Davies Architects Ltd
Ward: Emsworth

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The application site relates to the Listed Building at 6 North Street, Emsworth and its curtilage, which has been vacant since September 2020 but is currently undergoing refurbishment (see planning history section). The buildings on the site were formerly in use as a doctors surgery, an 'E' use under the 2020 Use Classes Order. It is located on the corner of High Street with Havant Road, on the south west corner of the Emsworth roundabout. There are currently two vehicular access points: one is taken from Havant Road to a car park at the rear, which is enclosed by high brick walls. The other is a dropped kerb serving two parking spaces in front of the entrance to the building, off North Street. The red lined application site also includes a gated pedestrian access alley off West Street.
- 1.2 The principal building on the site is a 2 1/2 storey Grade II Listed Building, the Listing Entry states : *House. Late C18. Stucco, with a tile roof. Symmetrical front (east) of 2 storeys and attic, 3 windows. Hipped roof, with coved and moulded plaster eaves. Sashes in reveals. Doorcase with pediment and Doric fluted 1/2 columns, and 1/2-glazed door. The north side brick wall is bowed, with a sash window.*
- 1.3 This building fronts the High Street but is set back between 2m and 4m with front hard surfaced forecourt enclosed by low wall and railings. The building has had a number of more modern extensions over the years, including a part flat roofed, part pitched roof, single storey link extension attached to the south elevation that provided the pedestrian entrance to the doctors surgery which has recently been demolished (see planning history section). There was also a further brick single storey extension at the rear that extended to the rear elevation of 1 West Street, but this too has recently been demolished with the appropriate Listed Building Consent - see APP/25/00073.
- 1.4 The site lies within Emsworth Conservation Area, the Chichester Harbour NL (formerly AONB), and the Emsworth District Centre and within the Secondary Frontage Area (policy AL3) as defined by the adopted policies map. The site lies outside any current or future flood zone.

2 Relevant Recent Planning History

APP/20/01115 - Works to convert existing doctors surgery (E) to offices (E) plus

erection of a two storey building comprising a retail unit at ground floor and one residential dwelling (C3) following demolition of existing single storey extension. Associated parking and hard and soft landscaping. Request to discharge conditions 3, 4, and 5 (10/11/2021) - PERM,16/04/2021

APP/20/01116 - Listed Building Consent for internal and external alteration and repair works to allow conversion to offices; including associated demolition of existing single storey extensions and hard and soft landscaping. Request to discharge conditions 3 and 4 (16/11/2021) - PERM,28/04/2021

APP/23/00249 - Proposed conversion of 2.5-storey surgery [Class E(e)] building to hotel (Class C1); replacement of single-storey surgery [Class E(e)] building with two-storey café [Class E(b)]. Request to discharge condition 8 (Received 19/12/2024) - PERM,11/08/2023

APP/23/00250 - Listed Building Consent for proposed conversion of 2.5-storey surgery [Class E(e)] building to hotel (Class C1); replacement of single-storey surgery [Class E(e)] building with two-story café [Class E(b)]. (Approved 11/08/2023). Request to Discharge Conditions 2 & 3 (27/01/2025) - PERM,11/08/2023

APP/25/00073 - Listed Building application for (i) Insulating internal side of external walls; (ii) Insulating ceilings; and (iii) Demolition of single storey extension to rear. PERM, 25/03/2025

- 2.1 Planning Permission and Listed Building consent has been granted for 2 different schemes since the doctors vacated the premises in 2020 - the first was for offices with a new building to the south which was to be a cafe/retail unit on the ground floor with flat above. That scheme allowed the demolition of both the single storey side entrance building and the single storey rear link extension. However, this scheme was not implemented and has now expired (APP/20/01115 & /01116).
- 2.2 More recently planning permission and listed building consent has been granted to convert the building into a boutique hotel with the same new building to the south being a two storey cafe (i.e. no residential flat). That scheme allowed the demolition of the single storey side entrance but not the single storey rear link extension which was to be retained (APP/23/00249 & /00250). Relevant conditions have recently been discharged and works have commenced on site implementing these consents, including the demolition of the old side entrance building and rear link extension approved separately under APP/25/00073.
- 2.3 There is also the associated other current application on the site for Listed Building Consent:

APP/25/00250 - Listed Building Consent for proposed conversion (and associated works) of 2.5 storey hotel (Class C1) building to form a charitable educational facility (Class F1(a)) including construction of rear porch; internal alterations (removal of non-original internal partitions and formation of new internal partitions); fenestration changes and general repair works.

3 Proposal

- 3.1 Proposed conversion (and associated works) of 2.5 storey hotel (Class C1) building to form a charitable educational annex (Class F1(a)). Construction of a two-storey 'Real World Learning' building (replacing currently permitted 2-storey café Ref: APP/23/00249). Construction of single storey educational 'pods' (Class F1(a)).
- 3.2 Although works have lawfully commenced on site implementing the Planning Permission

and Listed Building Consent for the hotel use, there is no intention to actually use the building for a hotel. Instead, this application has been submitted to use the building as a charitable off-site education annex for 2 local schools: Park Community & Bishops Luffa. It is to provide additional off-site educational facilities for these schools enabling them to offer an alternative to mainstream schooling for students who would benefit from smaller classes and a more tailored curriculum. It would be used by up to 24 children between the ages of 11 to 16 years with 8 full time equivalent staff.

- 3.3 The proposed works involve the refurbishment of the main listed building to provide 6 classrooms and other quiet/sensory space, reception, medical room, meeting room, staff room, counselling/library, toilets and locker space etc. A new glazed entrance porch on the rear door is proposed as this would be the main door serving pupils gaining access from the rear courtyard. Within the rear courtyard it is proposed to site 2 contemporary flat roofed "pods" which would be linked with a glass lobby, to be used as a games room and for catering. These pods would be constructed of vertical timber cladding with a hidden sedum green roof, with aluminium windows. One would measure 7.4m x 4.4m with a 1.6m deep timber framed pergola attached on its east elevation into the courtyard. The other would measure 3m x 7.4m, and both would be 3m high.
- 3.4 The proposal also includes the construction of a detached gable fronted two storey building adjacent the main building. This would be constructed parallel to, and close to, the flank wall of Central Buildings (4 North Street), such that it would visually appear almost attached. It would be set back to be aligned with the main Listed Building, but have a side separation of 1.5m, and have matching eaves and ridge height. Its front elevation would appear as a 'shop' with traditional shop front design. It is proposed to construct this building from a mix of red brick with grey detailing and a red plain tile. It would be used as a Real World learning space for practical lessons.
- 3.5 There are 2 existing vehicular access points which are to be re-used for this proposal: one off the A259 Havant Road which would be used by minibuses bringing children from their host school to the site, as well as for any some parent drop offs outside of the minibus hours. The pods are sited to allow for minibus turning behind, to enable them to arrive and leave in a forward gear. Cycle racks are also proposed in this rear area. The second access point is off North Street at the front of the building, and during the course of determining this application amended plans have been received reducing the number of spaces from 3 to 2. These would also be used for parent drop offs, and small deliveries/servicing. The reduction in spaces has enabled a raised landscaped bed with integrated seating to be incorporated into the frontage.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Emsworth Conservation Area Character Appraisal 2010

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS12	(Chichester Harbour Area of Outstanding Natural Beauty (AONB))
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS4	(Town, District and Local Centres)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM2	(Protection of Existing Community Facilities and Shops)

Havant Borough Local Plan (Allocations) July 2014

DM20	(Historic Assets)
AL1	(Presumption in Favour of Sustainable Development)
DM18	(Protecting New Development from Pollution)
DM21	(Shopfronts, Signs, Security Shutters and Advertisements)
AL3	(Town, District and Local Centres)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Emsworth Neighbourhood Plan Post Examination Version 2020

ENP_M1	(Cycle Storage Provision)
ENP_H1	(Design & Heritage)
ENP_D4	(Design of Public Spaces & External Areas)
ENP_D1	(General Design Policy)
ENP_D2	(Height, Mass & Materials)
ENP_D3	(Layout, Form & Density)
ENP_C3	(Public Realm Design)
ENP_W2	(Strong Economy & Youth Training)

Chichester Harbour Management Plan 2024-2025_

Policy 1 - Conserving and Enhancing the Landscape

Policy 2 - Development Management

Policy 15 - Historic Environment and Heritage assets

Chichester Harbour Planning Principles 2024-2025

PP01 - Chichester Harbour as a Protected Area

PP06 - Conversion of Buildings Inside and Outside of Defined Settlements

PP09 - Dark Skies

Chichester Harbour Area of Outstanding Natural Beauty Joint Supplementary Planning Document, July 2017

Listed Building Grade: Grade 2

Conservation Area: Emsworth

5 Statutory and Non Statutory Consultations

Building Control

None received

Chichester Harbour Conservancy

NO OBJECTION WITH CONDITIONS:-

- 1) Samples of materials and finishes be agreed;
- 2) Planting scheme to the High Street frontage be agreed and secured rather than hard surfacing being approved;
- 3) Ecological enhancements set out in Bat Report be secured

The site is not exposed within the wider AONB Landscape but nevertheless forms a prominent corner site within the village setting of Emsworth and the Conservation Area. We are supportive of the change to an educational use in keeping with the village centre setting.

The proposed design fronting onto the High Street, being similar to the approved café and residential building, is supported as, subject to suitable facing materials and shop front / window designs as shown, it would enhance the character and appearance of the Conservation Area and National Landscape townscape. We do however agree with

the Landscape Architect's concerns regarding the treatment of the High Street frontage to the new building given the public realm improvements under the approved scheme, which now appear to have been replaced with hard surfacing/parking. We would agree that the frontage should incorporate planting (along with possible seating) rather than vehicle parking, given its prominent location within the Conservation Area.

We would also reiterate the comments made by the County Ecologist regarding the need for ecological enhancements to be secured and would again request a suitable condition to require replacement/new planting to the High Street frontage in order to soften the appearance of the development within the street scene.

Overall, the proposals are considered to have little significant visual impact on the wider Chichester Harbour National Landscape and have the potential to enhance the character and appearance of the Conservation Area and village setting within the National Landscape, subject to a planting scheme replacing the currently proposed parking area. Chichester Harbour Conservancy therefore raises no objection to the current submission, subject to the above.

Communities Manager

None received

Conservation Officer

see file for full comments on site and policy background

The following elements of the proposal within this application are assessed below:

Real World Learning Centre:

With regards to the proposed two-storey building – entitled the 'Real World Learning Centre' building, includes a slightly different, more traditional design approach to the front elevation comprising:

- Front elevation to be exposed brick instead of white painted render, comprising 'Lambs Ash glazed headers' with weathered soft red brick quoining and window header detailing and a clay tile roof.
- The GF, front elevation would feature a traditional style shopfront painted white, with low level blue, tiled stall risers (Albert's peacock blue wall tile).
- The FF front elevation would feature 2no. timber framed sash windows.

The front elevation would feature architectural detailing than previous approvals and would therefore, greater reflect the established characteristics of other historic buildings within the Emsworth Conservation Area, such as the blue headers, stallriser tiling and quoin detailing. It would also contrast with the adjacent listed building, however, it would still be set further back, allowing the listed building more prominence within the streetscene.

The sides and rear elevations of the new building would comprise red brick, with the rear elevation featuring a more contemporary approach with aluminium windows and a curved, timber clad panel at GF. This approach is more akin to the wider development of the site including the newly proposed outbuildings which are assessed below.

Overall, given that high quality materials for the building are proposed, (set out in the submitted 'Materials Schedule'), which would result in an attractive, high quality, interesting building within the historic setting, it is considered that the real-world building, would not result in harm to the setting of the listed building, nor the Emsworth

Conversation.

Learning Pods:

These comprise a lightweight, flat roof timber clad, 'L' shaped structure, comprising two sections connected with a glazed link. It would be located within the previous parking area for the site, facing into the rear of the listed building, creating a courtyard style arrangement. The front elevation of one section of the structure would feature a timber pergola and both sections would feature a green sedum roof.

The contemporary design of the pods would contrast with the traditional character of the listed building however, they are lightweight in appearance and design and therefore do not overly compete with the architectural status of the listed building, which has been improved with the removal of the non-historic rear extensions. They would be located within part of the immediate setting of the listed building however, this comprises a former gravel car park, whilst the more formal and to some extent, more significant setting, in the form a lawned area to the immediate north of the listed building, would still be retained.

The proposed pods, along with the real-world building (which includes a rear entrance) and the new glazed entrance at the rear of the listed building, would form a new courtyard setting, which would enhance the rear elevation of the listed building compared to its previous use.

Overall therefore, whilst the proposed pods would encroach on the spacing about the listed building by being located within its immediate setting, resulting in a low level of less than substantial harm, such harm would be offset by the enhancements to the rear of the listed building and the formation of the courtyard setting which, given the careful design of the contemporary buildings, does not detract from the architectural significance or the ability to appreciate the listed building.

The pods would be mainly obscured from view when looking into the site from Havant Road and would therefore not be highly visible. Taking this into account and given the high quality of the proposed design, it is considered that the pods would not have a harmful impact on the significance of the Emsworth Conservation Area.

Hard Landscaping:

The existing railings and York stone to the front of the listed building would remain. The existing car parking spaces (two of which would remain) would be repaved with block paving, which would be a visual uplift and therefore improvement to the visual context of the conservation area.

A new gate is also proposed to replace the existing timber gate on West Street, which provides a pedestrian entrance to the rear of the site. The new gate would be steel with a timber handrail and include the name for the educational use. Whilst a steel gate is a more modern material compared to a timber gate, it would be the same height as the existing gate and adjacent wall and would not overly detract from the West Street streetscene, to point of resulting in harm to the significance of the conservation area. As such, no objection is raised to this element of the proposal.

In summary, whilst the proposed pods would impose of the setting of the listed building, resulting in a low level of less than substantial harm, several aspects of the overall scheme outweigh this harm including; bringing the vacant listed building back into a viable use, the removal of the non-sympathetic rear extensions, the creation of the courtyard setting and the uplift to the North Street frontage of the Conservation Area.

Therefore, on balance, the proposed scheme is not considered to result in harm to the setting of the listed building, given the benefits outlined above, nor the significance of the Emsworth Conservation Area. As such, the proposal is considered to accord with tests set out in S16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("1990 Act"), along with the relevant policies in the NPPF, Local Plan and Emsworth Neighbourhood Plan.

NO OBJECTION subject to the details within the Materials Schedule, Heritage Statement and landscaping plans being secured by conditions.

Councillor Charles Robert

None received

Councillor Grainne Rason

None received

Councillor Reuben Mychaleckyj

None received

County Archaeologist

With regard to below ground archaeology, although located within the historic core of the settlement, in view of the existing development on site I would not raise any archaeological issues. With regard to the built fabric I would defer to your conservation officer.

Crime Prevention

None received

Southern Water

Comments from our previous correspondence dated the 14th of March 2022 remain valid regarding the connection application and no surface water scheme provided.

Additional comments:

Not within our Supply area - please contact Portsmouth Water

Request formal notification of demolition prior to works

Exact position of public asset sewer must be determined in consultation with SW before layout finalised.

Officer Note

Demolition already occurred under previous approvals which only had Informatives added; indicative sewer locations some distance from operational development and unlikely to be affected - and would be a Building Regs matter.

Ecologist

The application is accompanied by Bat Survey Report (HES, January 2025). This report updates previous assessments of the site carried out since 2020. The initial internal and external assessment concluded that the building offers suitability for roosting bats, and further bat survey works were carried out in May and June 2023. These surveys recorded no bats roosting within the site and it is concluded based on these surveys and the January 2025 update inspection - that roosting bats are not currently a constraint. No further ecological survey work is required.

The Bat Report includes some sensible and proportionate recommendations for ecological enhancements, specifically bird nest boxes. These are welcome and should be secured.

I am content that this proposal would meet the de minimis exemption for Biodiversity Net gain and no further information is required.

If you are minded to grant permission can I suggest that ecological mitigation and enhancement measures are secured by condition.

Development shall proceed in accordance with the ecological mitigation and enhancement measures within the Bat Survey Report (HES, January 2025) specifically a minimum of two Common Swift nesting boxes, installed as per manufacturers instructions - unless otherwise agreed in writing by the Local Planning Authority.

Reason: to provide ecological enhancement in accordance with the Environment Act 2021, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Education Department - HCC

There is no comment from the LEA on this application.

Emsworth Residents Forum – original comments

We believe that an opportunity should be taken to improve the local environment for pedestrians and cyclists at the junction between the A259 and North Street. This is an opportunity to align the car-parking provision for three cars at the front of this property with the aspirations set out in strategic proposals by Hampshire County Council in its LTP4 strategy, and set out by the Healthy Streets initiative, as well as the LCWIP.

Basically this should be applied to the treatment of the pavement between the converted property and North Street where three parking places are provided and will require some measures to slow traffic to permit the safe use of this parking provision without inconveniencing pedestrians and cyclists. These measures, which could include a raised platform at this point in North Street, need to ensure that there are no further barriers placed in the way of a safe environment for pedestrians and cyclists at this critical point in central Emsworth.

We also think that it is important that this rather harsh interface between the private and public realms at this junction could be softened by the inclusion of sensitive landscaping at the front of the property up to the actual junction with the A259.

ERF – Follow up comments

We now understand that this education facility is not a self-contained stand-alone school, but one which is linked to the two schools from which pupils will be drawn. It is intended that the pupils from those two schools will be transported by school transport, such as a minibus, to the Emsworth facility, which will decrease the level of parking and drop-off provision which would be required of a normal “independent” school. Obviously that situation will have to be monitored but on the face of it, the normal parking standards applied to schools should not apply to this “remote facility” with direct transport available from the two feeder schools to take groups of pupils to and from Emsworth.

The Emsworth Residents Forum is supportive of this re-use of the former doctors surgery, whose parking requirements were more demanding than those of this proposed use. Indeed the parking requirements of the boutique hotel and café for which a planning consent was obtained, would also be in excess of those of this proposed facility.

Environmental Health

None received

Hampshire Highways

The development proposals are for the conversion of the existing building to an education use, the construction of a two-storey building and the construction of single storey educational pods. The buildings would form a 24 place SEND school with 12 equivalent full-time staff.

Site Access

The Application Site is located within Emsworth town centre, adjacent to the A259/North Street/High Street four arm roundabout junction. Access to the site is currently gained via the A259 Havant Road and High Street, with both accesses taking the form of dropped footway crossings. There are no concerns with the continued use of these accesses in relation to the development proposals in principle.

Traffic Generation

The submitted Transport Statement includes a comparison of the existing and proposed development traffic generation. The existing development trip rates (based on a 9 doctor surgery) have been taken from the TRICS database, and calculate that the existing site could generate between 27 and 33 trips during the weekday AM and PM peak hours. A first principles assessment has been used to calculate the proposed development traffic generation. This has been split between assumptions made for teachers, teaching assistants and pupils. Precise figures have not been provided in relation to staff and pupil trips, however, it is considered that the proposed development is unlikely to result in a material increase in trips when compared to the existing use.

The Transport Statement states that the majority of pupils would arrive by 12-seater minibus or taxis, and all drop-off / pickup activity will take place within the site. It goes on to say that as the majority of pupils will arrive by arranged transport, there will be minimal parent / pupil drop off or pickup activity taking place on-site. The parking spaces on High Street will be reserved for pupil drop offs, whilst the minibus would access the site via the Havant Road access.

No supporting information has been provided which demonstrates that the majority of pupils will arrive by minibus or taxi, and evidence is therefore requested. Regardless of the split between minibus and car trips, it is unclear how the situation would be managed in the event that the three spaces on High Street are already taken. This concern is discussed in more detail below.

Internal Layout

The Transport Statement includes parking calculations and assumes a ratio of 50% teachers and 50% non-teaching staff. Applying this to the local parking standards, would equate to a requirement of 9 parking spaces. No evidence has been provided to justify the 50/50 split between staff, however, the town centre location of the site is acknowledged. The development is considered to be in a sustainable location in close proximity to good public transport links and public parking facilities. It is also noted that allocated staff parking will not be provided within the site. Overall, the approach to staff parking is considered to be acceptable, and this element of the proposals is unlikely to cause any on-street parking issues on the local highway network.

The proposals include the retention of three spaces adjacent to High street, for the purposes of pupil drop-offs / pick-ups. Bollards would be removed to facilitate the third space, and there is concern that vehicles reversing or exiting out of bay 3 could result in pedestrian conflicts, due to the proximity of the adjacent building and limited intervisibility, as shown *in diagram in full response*.

As previously mentioned, there is concern that pupil drop-offs / pickups could lead to undesirable congestion either within the car park or on the highway in the morning and afternoon periods, but particularly during the afternoon pick up period. Evidence and/or first principles calculations should be provided which demonstrates the split of pupil trips between minibus / taxis and cars.

Information which demonstrates that three spaces are sufficient to accommodate parking demand is also requested. Details of how this will be managed should also be provided.

The proposed level of cycle parking provision is considered to be acceptable.

The supporting information includes a swept path analysis plan which demonstrates that a minibus can turn within the site, and enter and exit the site in a forward gear, which is acceptable. There are no concerns with the proposed refuse collection arrangements.

Recommendation

Further information is requested to address the issues which have been raised in this response

Hampshire Highways - on response for additional information

Traffic Generation

Additional information has been provided in relation to pupil trips. This confirms that the school expects the majority of pupils to arrive by minibus, whilst 2 – 3 pupils would arrive by public transport or by car. It also states that some may walk, and a travel plan has been provided. This outlines measures to reduce car dependency and promote active and sustainable travel for students and staff. The plans objectives seek to encourage sustainable travel modes and staff car sharing, while providing a daily minibus service for student travel.

Overall, it is accepted that staff trips can be adequately controlled, particularly given that staff parking will not be provided on-site. It is also accepted that the provision of the minibus will have a positive impact on minimising pupil-related car trips, and the location of the site is also a material consideration.

However, it is inevitable that some pupils will arrive/depart by car. The provision of a 'no drop off' policy unless in exceptional circumstances is noted, but it is unclear how this will be managed or controlled in practice, particularly given that three spaces are allocated for drop offs. It is also unclear what would happen if more than 3 pupils were being dropped off or picked up by car, could this be controlled within the car park, for example.

It is also noted that reference has been made in relation to another SEN school in Thruxton. It is important to note that each application is assessed on its own merits but in any event, no further information has been provided in relation to the Thruxton SEN school.

In summary, the provision of the minibus and location of the site is noted, but further information is requested regarding the pupil drop-off and pick up procedure.

Internal Layout

The amended plan shows the three existing parking spaces being relocated slightly to the north, with raised planting being introduced. This would slightly increase visibility, however the achievable intervisibility splay should be shown on a plan for the avoidance of doubt

Recommendation

Further information is requested to address the issues which have been raised in this response.

Hampshire Highways – following provision of additional information

The Highway Authority previously recommend refusal for this application in a response dated 20 July 2025. The reason for refusal was as follows:

• Lack of Safe and Suitable Access for all users:

In the opinion of the Highway Authority the lack of safe drop off and pick up facilities does not provide safe and suitable access for all users leading to highway safety concerns which cannot be appropriately mitigated to comply with the National Planning Policy Framework paragraph 115 and 116 and HBC Policy CS20.

The applicant has engaged directly with the Highway Authority to resolve issues raised and provided an updated suite of documents which is discussed within this response.

Proposed Use

It has since been confirmed that the site is to be utilised as an off-site education annex jointly affiliated with (and serving) Bishop Luffa School and Park Community School. Given the broad use class the applicant is seeking

consent for (F1(a)) which covers a wide range of education establishments, the Highway Authority would seek for a site specific condition to be placed on the application for use as an annex facility for Bishop Luffa School and Park Community School only. This should also restrict the use of the number of pupils being assessed at this time being 24. The Highway Authority welcome engagement with the Planning Authority and applicant on agreeing appropriate enforceable condition wording.

The previously submitted Transport Statement (now dated August 2025) has been updated to refer to this revised position removing reference to a SEND provision and also mirroring minor changes discussed with the applicant and included within the revised Sustainable Travel Plan since the issuing of the previous formal response.

Sustainable Travel Plan

A revised Sustainable Travel Plan (Rev C) has been submitted incorporating previous comments raised by the Highway Authority through direct correspondence. The Highway Authority have reviewed this document and have the following comments to make.

It appears that there are opportunities for how children can travel to the school, either being picked up from their current education establishment via minibus or with an option to be dropped off and picked up from the site by parents directly. It is noted that the intention is for the majority of trips to occur via minibus.

The staggered pickups and drop off policy referenced within Section 4 Point F may be problematic but given children have been specified to not have an EHCP then this is unlikely to cause any issues as it is understood children will not be entitled to nor reliant on free transport provision being provided by HCC. This has been confirmed by the applicant.

An additional 4 parking spaces have been provided within the rear courtyard which is beneficial to address the concerns that were raised. Clarity has been provided within the Travel Plan on the availability of these spaces and coordination around the minibus pick up and drop off given the minibus is reliant on the full parking area to undertake their manoeuvre to access and egress in forward gear. The Travel Plan confirms that utilisation of the spaces to the rear by parents for drop-off and pick-up will only be available prior to 8:40am and after 2:35pm outside of the minibus hours. Parents will be offered a designated time slot within these periods to utilise the spaces at the rear as well as the spaces at the front of the site, albeit these will remain available for use during the full hours of operation.

The minibus tracking shown within drawing 24132-102 Rev 2 appears to conflict with a gate. The Travel Plan however confirms that the drawing shows the gate in a partially open position on the drawing and it can open fully to not impede the manoeuvrable area for the minibus. This is noted.

Parking space dimensions have been confirmed to measure 2.4m x 4.8m which accords with HBC's Parking SPD minimum standards. HBC in their capacity as the local parking authority should confirm whether the use of minimum dimensions is acceptable.

The ability for cars to access the spaces in the rear courtyard will be tight, and therefore it is essential that there is due consideration in the narrative provided and managed if necessary. Reference to a staff member being on hand to

manage parking to the rear is welcomed to manage arrivals and departures during these periods. This will be monitored over the monitoring period to ensure these does not lead to any blocking back onto the A259 impeding is operation. This is acceptable to the Highway Authority.

Reference to the use of local public pay and display car parks should parents pick up and drop off outside of the allocated windows should the spaces to the front not be available is noted, however the walking route whilst subject to safe and suitable crossing provision of the A259 does rely on a subway which is not ideal and may deter use or encourage crossing without utilising the subway facility. It is also some way away and parents may choose to park on the highway for ease and convenience. Given the above, the applicant has included a commitment as a management measure to fund a TRO along the A259 and surrounding side roads at the request of the Highway Authority should any overspill parking occur as a result of the development become an issue an issue given the distance of the closest public car park to the site and the proximity of the site to the A259 roundabout and along the A259 corridor. This is acceptable.

The commitment to conduct an annual travel survey and review and update the plan in line every 12 months with the survey data and feedback from parents is welcomed and considered necessary to ensure that the travel plan remains effective year on year as different cohorts with travel patterns attend this education facility. A suitable monitoring period of 5-years has been identified at which point beyond this, the facility would be required to comply with the final form of the travel plan. This is acceptable.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following conditions:

- The development hereby approved shall operate in accordance with the approved Sustainable Tavel Plan (Rev C) with all management measures implemented and maintained prior to first use of the education facility unless otherwise agreed in writing by the Highway Authority

Reason – In the interests of providing safe and suitable access to the site for all users

- The approved lines of site splays on drawing 24132-102 Rev 2 for the parking spaces accessed via North Street shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason – In the interest of Highway Safety

- A suitably worded condition should be placed on the consent to restrict the use of the site as an off-site educational annex for up to 24 pupils serving Bishop Luffa School and Parking Community School only

Reason – In the interest of Highway Safety

Historic England

On the basis of the information available to date, in our view you do not need to notify or consult us on this application under the relevant statutory provisions, details of which are attached.

Landscape Team

Planning application APP/23/00249 which was granted permission proposed public realm improvements to the frontage of the site which abut High Street and improved the character of the area, which given the sites prominent location at the gateway to the conservation area was welcomed. The removal of this public realm improvements

and introduction of 3 no. parking bays is deemed to be inferior design and will diminish the landscape character of the conservation area, through the proliferation of parking bays to the frontage of the site.

Coreten gate is not deemed to be in character with Emsworth Conservation area.

Comment on green roof specification:

Having reviewed the proposed construction detail and planting I am satisfied with what is being proposed.

Comment on frontage landscaping:

While I welcome the inclusion of soft landscaping into any scheme, I cannot help but feel the small planter hidden behind a row of parked cars is not going to offer any significant improvements to the amenity and help to soften the frontage of the development site.

That being said I understand the pressures of trying to appease the statutory parking requirement and the limitations of this site.

No objections

Leisure Officer

None received

Natural England

No objection - consider that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Planning Policy

Proposed Uses: Educational Facility and Residential Conversion

The Emsworth Neighbourhood Plan, through policy C2 supports 'commercial, business and service uses (class E)' on the High Street. Policy AL3 of the Local Plan supports main town centre uses, in particular those that generate pedestrian activity. Education facilities (class F1) are not Class E uses, and are not considered to be 'main town centre uses' in the NPPF.

However, the overarching objective of the town centre policies in both the Local Plan and the Neighbourhood Plan is to support the vitality and the viability of the town centre. The proposed educational use would bring activity to the centre. In addition, the fact that the site lies at the end of the High Street in the secondary frontage, rather than in its retail core, points towards some flexibility being appropriate.

In addition, policy DM2 of the Local Plan also seeks to protect existing (or sites last used for) community facilities and shops. The building in question was last used as a doctor's surgery, and the supporting text to DM2 explicitly includes health facilities in the uses to which this policy applies (paragraph 10.08). The proposed use can be considered a community use, and as such community use would be retained on the site. In any case, the loss of the surgery or similar community use has already been accepted through a previous permission granted for conversion to a hotel.

Overall, while not strictly policy compliant, it is considered that the proposed use would be, in principle, capable of support in this location.

Parking

It is noted that just 3 spaces of on site parking are proposed for the 12 anticipated staff. This falls short of the standard required for educational facilities / schools in the Council's Parking SPD, of 1 space /per teaching member plus 2 spaces per 3 non-teaching staff.

The applicant has provided a justification for the amount of parking proposed. While not

policy compliant, the justification, citing the under provision at the previous use, the accessible town centre location and ample alternative public parking is nearby is considered acceptable. This conclusion has also had regard to the fact that the same level of parking was considered acceptable in granting the permission for hotel use. It is noted that cycle parking is also proposed.

Southern Gas Network

None received

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: 115

Number of site notices: 1

Statutory advertisement: 09/05/2025

Number of representations received: **1 - of Support**

Comment	Officer Comment
There were no particular issues when a doctors surgery and don't expect any for new Launchpad use; it's a town centre site well served by buses; there is a lay-by opposite & public car parks; Would be disappointed if the development did not go ahead.	Noted

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 and use
- (ii) Impact upon Listed Building, Conservation Area and National Landscape (formerly AONB)
- (iii) Impact upon neighbouring amenity
- (iv) Access and parking
- (v) Landscape, Ecology and BNG

(i) Principle of development and use

7.2 The application site is located within the urban area, as defined by Policy AL2 of the Havant Borough Local Plan (Allocations) and Policy CS17 of the Core Strategy. Therefore development is considered acceptable in principle, subject to development management criteria. Since the site lies within a Conservation Area and affects a Listed Building, Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are relevant to the determination of this application requiring special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest, as well as the desirability of preserving or enhancing the character or appearance of a conservation area. The associated internal and external alterations to the Listed building are considered under APP/25/00250.

- 7.3 The site falls within Emsworth District Centre and within the Secondary Frontage Area (Policies CS4 and AL3) where main town centre uses are supported. Similarly Policy C2 of the Emsworth Neighbourhood Plan supports commercial, business and service uses (Class E) on the High Street. However, a school is not a main town centre Class E use, but a community Class F1(a) use. Notably policy DM2 also seeks to protect community uses, and since the site was last used as a doctors surgery, which is also a community use, then the site would remain in a community use compliant with policy DM2.
- 7.4 It is also noted that an education use would bring activity to the centre and therefore could be considered to be complimentary and further promote the vitality and viability of Emsworth District Centre in accordance with the overarching objectives of policies CS4 and AL3, and Emsworth Neighbourhood Plan policy C2. This particular annexed education facility use is small scale, focusing on just 24 children who need additional curriculum support, and would be sited on the fringe of the High Street, and as such would not displace a core Class E unit in the centre.
- 7.5 Additionally regard must be had to the fact that this Listed Building has stood empty for 5 years and deteriorated in this time. This application provides the opportunity to bring the building back into active use with associated refurbishment. Overall, it is considered that the proposed annexed educational use would be an appropriate use of the building and site, to compliment and help support Emsworth town centre.

(ii) Impact upon Listed Building, Conservation Area and National Landscape (formerly AONB)

- 7.6 The significance of the Listed Building has been set out in the List Entry in section 1 of this report. The proposed two storey development adjacent the Listed Building is similar in size and scale to that previously approved under both APP/20/01115 and APP/23/00249, although the materials proposed now differ. Instead of a simple white render gable end to North Street, it is now proposed to construct it of red brick with grey detailing, with increased architectural detailing to reflect the design of other buildings such as Star Butchers, Lorreta Coffee, Borlands Estate Agents etc, in Emsworth. It is also proposed to add a single storey curved timber clad corner at the rear, to link with the rear pods.
- 7.7 The proposed building would be sited in line with the Listed Building but separated by about 1.5m. Its height, eaves and fenestration proportions would match the Listed Building and would replace a former attached single storey linked entrance extension that was of no particular merit. As such the proposed detached building would allow the original architectural and historical significance of the symmetrical front of North Street House to be more clearly viewed and appreciated. The siting would not dominate or detract the view of the front of the Listed Building in the wider streetscene from either the north or south. The proposed brick finish would provide a contrast to the white render of the Listed Building and provide a high quality building. As such it is considered that the siting, scale and traditional design with architectural detailing of the detached building would compliment the appearance of the Listed Building when viewed from the High Street, and would not result in any harm to the setting of the Listed Building.
- 7.8 The proposed pods would be sited to the rear of the Listed Building, in a courtyard arrangement with new hard and soft landscaping. Following the demolition of the non-historic rear extensions, the rear of the Listed Building has been opened up and the proposed layout would allow the rear of the building to be better appreciated. The pods themselves are lightweight contemporary structures which would be removable in the future. They are sited within the immediate setting of the Listed Building, which by itself does result in a low level of 'less than substantial harm'. However, the proposal as a whole does result in a new courtyard setting which would help preserve and appreciate the setting of the rear of the Listed Building. Some weight must also be given to the fact

that both the side building and pods are helping to secure a viable use of the Listed Building which has some public benefits, in accordance with paragraph 215 of the NPPF.

- 7.9 In terms of preserving or enhancing the character of the Conservation Area, the development includes replacing the former unsympathetic single storey building at the front with a more traditional high quality building, which would positively enhance the visual appearance of the Conservation Area. The amended plans have secured a small raised landscaping bed at the front of the site, which, together with replacing the existing tarmac surface for block pavers, would represent a visual improvement to the front of the site in this prominent location. The proposed pods to the rear would be screened behind the high boundary wall and would therefore have a neutral impact on the character of the Conservation Area.
- 7.10 The comments of the Landscape Officer that the proposed Corten steel gate is not appropriate for the Conservation Area is noted, but the Conservation Officer has carefully considered this and disagrees. The gate would be sited in West Street, adjacent the more art-deco style Central Buildings, and as a replacement gate of the same height, considers that it would not result in any harm to the significance of the Conservation Area. The other gate fronting the A259 Havant Road would be constructed of cedar cladding which is also considered visually appropriate to the Conservation Area.
- 7.11 The site is also within the Chichester Harbour National Landscape (formerly AONB) and the Conservancy note it is not exposed within the wider AONB Landscape and would have little significant visual impact on the wider National Landscape.
- 7.12 The Council's Conservation Officer has carefully assessed the proposal and concludes that the low level of 'less than substantial harm' to the setting of the Listed Building is outweighed by the benefits of bringing the building back into a viable use, the removal of the non-sympathetic previous extensions, the creation of the rear courtyard setting, and uplift to the North Street frontage of the Conservation Area. Therefore, the proposal is considered to be acceptable, meeting the requirements of Policies CS11, CS12, and CS16 of the HBLP (Core strategy) and policy DM20 of the HBLP (Allocations).

(iii) Impact upon neighbouring amenity

- 7.13 There are first and second floor flats within Central Buildings to the south of the site, with some windows looking over the site. These generally appear secondary in nature and are already dark with poor outlook due to the presence of adjacent buildings. The former single storey side building would be replaced with 2 storey so the enclosing and overshadowing effect would increase slightly. Due to orientation the actual additional harm to loss of light or outlook is considered to be marginal. It must also be noted that a building of very similar size and scale could be constructed under extant permission APP/23/00249.
- 7.14 A traditional school can have associated amenity concerns relating to noise and disturbance arising from children in the playgrounds and arriving and departing at the end of the school day. However, this is not a self-contained school and is an off-site education 'annex' serving 2 local schools, to provide additional classrooms and facilities that the linked schools can send some pupils for additional support. It would accommodate just 24 pupils from the age of 11 to 16 years. It is anticipated that the majority would arrive and leave by minibus via their feeder school (Park Community or Bishops Luffa) and taken directly into the rear of the site, behind the pods. They would then walk round into the courtyard to access their relevant classroom where each class size would be very small, just groups of 3 or 4 children. Some of the children will have found the larger feeder schools overwhelming in terms of noise and activity levels, and need the quieter, calmer, environment to be provided here. As such it is considered unlikely that the noise and disturbance levels from the small number of pupils attending the site would be harmful to

the amenity of any neighbouring residents in this town centre location, where the background noise and activity levels are already greater than a quiet residential area.

- 7.15 Consequently, it is considered that the proposal will not appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is noted no letters of objection were received with respect to the scheme.

(iv) Access and parking

- 7.16 When operating as a busy doctor's surgery the site had 2 spaces available at the front of the site for patients, and the rear was for staff, but operated with a significant shortfall of 15 spaces compared to that required by the Parking SPD for doctors' surgeries. The amended plans now provide 2 spaces at the front of the site and have demonstrated adequate pedestrian intervisibility. To the rear, the access off the A259 Havant Road would be re-used for minibuses bringing children to the school, as well as having 4 spaces available for parents to drop off outside of the times when the minibus is in use. Additionally, the rear has cycle parking available. The rear gate would be manually operated and locked via a keypad, with the first member of staff arriving to open it, and it would remain open until registration is complete, and then closed; and repeated at the end of the day.
- 7.17 In terms of trips the amended Transport Statement notes the previous doctors surgery had the potential to generate 33 traffic movements in the AM peak, 27 in the PM peak and around 415 daily traffic movements. In comparison the trip movements of the proposed 24 pupil annex education facility would be minimal with the majority of pupils arriving by minibus from their feeder school, and staff encouraged to use public transport with the lack of any on-site staff parking discouraging the use of private cars. The 2 frontage spaces, would be available for small deliveries and parents, with a staggered pick up and drop off policy included as part of the supporting Sustainable Travel Plan.
- 7.18 The adopted Parking SPD standards for schools require 1 space per teaching member of staff plus 2 spaces per 3 non-teaching staff. The proposed use is likely to have 8 full time equivalent staff (4 teachers & 4 assistants) triggering the need for 6 spaces, and it is noted that the amended plans now show 6 spaces - 2 at the front and 4 at the rear. Notably the Sustainable Travel Plan indicates that the 4 spaces at the rear would only be available when the minibuses are not in use, i.e. before 8:40am and after 2:35pm; and the front 2 spaces would be subject to a programmed staggered drop off and collection system. The Sustainable Travel Plan pledges to appoint a Travel Coordinator, an annual travel survey to monitor and review for 5 years, and in the event that any overspill parking causes an issue, then a TRO would be funded.
- 7.19 It is noted that the site lies within an accessible town centre location served by bus and train, and staff could readily use public transport, cycle, walk, or use public car parks if travelling by car. The lack of on-site staff parking is not therefore considered inappropriate. Most children would be arriving by minibus but also have public transport options or parent staggered drops offs available.
- 7.20 Following submission of the amended documents clarifying the exact nature of the use, i.e. being an off-site annexed facility linked to local schools, and not a separate "school" in its own right; together with the provision of 4 parent drop-off spaces at the rear, Hampshire Highways have acknowledged that the use could operate from the site without causing harm to highway safety. They raise no objection on the amended details, provided 3 conditions are imposed, which can be included.
- 7.21 Overall it is considered both highway safety and amenity impacts arising from the

proposal are acceptable, and the development meets adopted policy DM14.

(v) Landscape, Ecology and BNG

- 7.22 The previous scheme, APP/20/01115, included a green wall on the flank wall of the Central Buildings, and APP/23/00249 proposed just hard landscaping with traditional metal railings for the front of the site. In response to the comments from both the Emsworth Residents Forum and the landscape officer, the amended plans for this application now include a raised landscape bed at the front which incorporates seating, and block paving for the parking area. Overall, the frontage of the site would be a vast improvement on the existing tarmac and bollard arrangement and would be visually appropriate in the town centre and as a setting for the Listed Building.
- 7.23 Importantly the Listed Building would retain its garden area to the north, which appears on historic maps and provides a key setting of the site. Furthermore, the rear would be transformed from an open gravelled car park to a landscaped courtyard comprising a mix of hard and soft landscaping. Overall, the landscaping proposal is considered appropriate and details have been provided of the sedum roof and frontage landscaping, so only maintenance conditions are required.
- 7.24 A bat survey report has been undertaken which updates previous reports. No roosting bats were recorded at the site. To limit any effects on foraging and commuting bats, the report suggests limiting external lighting, providing 3 bat boxes, and other enhancement measures for other species, including encouraging nesting birds through provision of 2 swift boxes.
- 7.25 With respect to Biodiversity Net Gain (BNG), this is a legal requirement for planning permission introduced for small sites such as this on 2nd April 2024. In this case the applicant has claimed a de-minimis exemption from the BNG requirements due to the fact that the only area of any biodiversity value is the garden to the north of the site which is to remain as existing and would not be impacted by the proposal. The Council's Ecologist has confirmed the de-minimis exemption.
- 7.26 Overall the landscaping and ecological impacts of the proposal are considered appropriate and with a suitable condition to ensure the mitigation and enhancement measures in the report are secured, then the Council's Ecologist raises no objection.

8 Conclusion

- 8.1 The proposed development to enable the Listed Building to be re-used as a small annex education facility, linked to local schools, is considered to represent an appropriate town centre use and the detailed proposal including siting of pods and new building to the side with landscaping, would result in a low level of 'less than substantial harm' to the setting of the Listed Building. The harm to the significance of the Listed Building is outweighed by the public benefits of bringing the building back into a viable use. Furthermore, the removal of the non-sympathetic previous extensions and the creation of the rear courtyard setting would preserve the and improve the appreciation of the setting of the Listed Building and would uplift to the North Street frontage of the Conservation Area and therefore would provide an enhancement to the Conservation Area. The proposal would not harm the National Landscape.
- 8.2 Highways movements would be reduced from the previous doctors surgery; 6 spaces are provided on site and the accessible location of the site would provide sustainable travel options for staff and pupils. Notably this assessment has been based on the fact that the use would be for a specialised annexed Class F1(a) education use, for just 24 pupils. It is therefore considered appropriate to condition the use of the site to such and limit pupil numbers, as any other Class F1 use, or increase in pupil numbers, would need to be

further assessed. With such conditions, the proposal is considered acceptable and compliant with all relevant policies and recommended for approval.

9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/25/00249 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:

1:1250 Site Location Plan

Amended Heritage Statement by Helyer Davies Rev B

Amended Design & Access Statement by Helyer Davies Rev C

Bat Survey Report by Hampshire Ecological Services Ltd, Rev 7 dated 20/1/25

Amended Transport Statement by Nick Culhane dated August 2025

Sustainable Travel Plan Rev C

Materials Schedule

Planting Schedule

Proposed Green Roof Details for Learning Pod

Air Source Heat Pump Details

Existing Floor Plans, Drawing Number 24132 - 100

Existing Elevations, Drawing Number 24132 - 101 Rev A

Site Plan, Drawing Number 24132 - 102 Rev D

Proposed Floor & Block Plans, Drawing Number 24132 - 103 Rev C

Proposed Elevations, Drawing Number 24132 - 104 Rev C

New Timber Window Details, Site Plan, Drawing Number 24132 - 027 Rev C

2d Sliding Gate Details, Drawing Number A101 Rev B

3d Sliding Gate Details, Drawing Number A10 Rev B

Reason: - To ensure provision of a satisfactory development.

- 3 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and the Town and Country Planning (General Permitted Development)(England) Order 2015, or any subsequent equivalent orders, the hereby approved development at the site (including Learning Pods and Real World Learning Building) shall only be used as an off-site educational annex for education purposes for up to 24 pupils at any one time, and shall at no time be used as a self-contained school or other educational establishment.

Reason: To accord with the terms of the application and to maintain control over future uses and intensification in the interests of heritage, highway safety and amenity, having due regard to Policies CS11, CS16, CS20, DM12 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

4. The development hereby approved shall operate in accordance with the approved Sustainable Tavel Plan (Rev C) with all management measures implemented and maintained prior to first use of the education facility unless

otherwise agreed in writing by the Highway Authority

Reason – In the interests of providing safe and suitable access to the site for all users in the interests of highway safety and amenity, having due regard to Policies CS20, DM12 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

- 5 The approved lines of site splays on drawing 24132-102 Rev 2 for the parking spaces accessed via North Street shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway and shall be subsequently maintained so thereafter.

Reason – In the interest of Highway Safety having due regard to Policies CS20, DM12 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The external materials used for the development, including Learning Pods, Real World Learning Building, repair to main Listed Building, and hard landscaping, shall be undertaken in strict accordance with the hereby approved 'Materials Schedule' on the Council's website dated 2 July 2025, unless otherwise first agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenities of the area and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The hard and soft landscaping works, including sedum roof and front raised planter, shown on the hereby approved plans, shall be carried out in accordance with the approved 'Planting Schedule' and 'Proposed Green Roof Details for Learning Pod' details within the first planting season following first use of the development hereby permitted. Any plants or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 Development shall proceed in accordance with the ecological mitigation and enhancement measures within the Bat Survey Report (HES, January 2025), specifically a minimum of two Common Swift nesting boxes, and three bat boxes, shall be installed on site as per manufacturers instructions - unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide ecological enhancement in accordance with the Environment Act 2021, NPPF, NERC Act 2006 and Policy CS11 of the Havant Borough Core Strategy March 2011 and the National Planning Policy Framework.

INFORMATIVES

In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

Offering a pre-application advice service, and ·

Updating you of any issues that may arise in the processing of your application and

where possible suggesting solutions, and,

In this instance: · You sought and were provided with pre-application advice, · You were updated about issues after the initial site visit, amended details and plans requested and forthcoming, making your proposal acceptable.