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Direct Line	N/A	Your reference	APP/26/00326
Date	21 July 2026	Email	havantdc@hants.gov.uk

For attention of Ms Owusu-Ansah

Dear Madam

Re: APP/26/00326 At Anders House, Milton Road, Waterlooville, PO7 6AW

Change of use of existing nursery hall (Use Class E(f)) to small, not-for-profit independent primary school (Use Class F1(a)) for 48 children; siting of temporary double-decker bus classroom/library and subsequent erection of single-storey rear extension to match existing building.

Thank you for consulting the Highway Authority on the above planning application. This application seeks approval for the change of use of an existing nursery hall (Class E) to a non-profit independent primary school (Class F1 (a)) for 48 children. These proposals will require the temporary siting of a double-decker bus to be used as a classroom and library, which will later be replaced by an extension to the existing building. The Highway Authority wishes to make the following comments.

It is noted that these two uses bare many similarities and subsequently the overall change of use is not considered to be significant. In total, the previous nursery use served up to 40 children, therefore an increase of just up to 8 additional children would be accommodated. Furthermore, the additional current use as a holiday club accommodates up to 48 children, therefore not providing any increase.

Phase 1

Director of Universal Services
Patrick Blogg

The first phase of the site will require a double-decker bus to be transported onto site temporarily to be used as a classroom and library. This will remain in situ for 2-years whilst the permanent extension is constructed. Details on this have been provided in a separate method statement dated 01 July 2026.

The Highway Authority have reviewed this document and are content that suitable pedestrian safety and mitigation measures are to be put in place during the transportation of the double decker bus. Delivery is to be scheduled outside of peak periods with two banksmen to accompany the transit team, securing existing footpath routes and marshalling public movement.

Given this would require manoeuvring over land owned by Havant Borough Council, agreement should be obtained by them with regard to timings and routing proposed as well as measures to protect existing assets within the park.

Swept path tracking for this vehicle has been demonstrated in drawing 25/421/103 Rev P2. There appears ample space within the park to accommodate the movements of the bus and associated towing vehicle. This subject to confirmation from HBC on the proposed routing. HBC should be satisfied that this does not have any implications on the existing trees within the park.

Compliance with the agreed method statement should be secured through a suitably worded planning condition.

Phase 2

The second phase of the site will see the double-decker bus be driven off the site and be replaced by the construction of a 60m² extension off the existing building. It is noted that the method statement does not contain any narrative on the removal of the double decker bus from the site however it is understood that this will be covered under the CEMP for the Phase 2 Extension. The Highway Authority are satisfied that this can be agreed and secured in a CEMP through any future planning consent for its removal and construction of the extension to be agreed prior to commencement. This should consider the measures set out within the Bus Delivery Method Statement.

Trip Generation

As stated previously, this change of use is not considered to be of significant concern given the similarity in scale and uses. The applicant has provided an overview of the current and proposed number of children in section 12 of the Design and Access Statement which has been replicated below:

	Current Usage	Proposed — Year 1	Proposed — Full Capacity (Year 7)
Children on site	Up to 48 (holiday club); up to 40 (historic nursery)	12 school pupils + 48 holiday club	48 school pupils + 48 holiday club
Staff on site	Up to 10 (nursery); 7 (holiday club)	3 (1 walking, 2 by car)	~5–7

As demonstrated, the overall quantum of children and staff will remain very comparable to the existing site usage. However, given that a primary school would deal with older children, it is believed that a reduced number of vehicular journeys to site may occur in comparison to a nursery. The reduced number of staff also would also slightly lower the number of vehicular journeys to site. This has been reciprocated by the applicant, who states that at full capacity, the site should attract 20% fewer vehicles during drop-off periods compared to the existing use.

The applicant has also confirmed that the site will utilise staggered pick-up/drop-offs and has provided a comparison to the existing sites pick-up/drop-off arrangements. In addition to this, the site will provide after school care which will extend the school day until 17:00, further distributing trips to the site over a longer period. Whilst the Highway Authority are content that this change of use will have an overall betterment to the local highway network, some of the provided information appears to be contradictory. For example, it has been stated that morning drop-off will occur between 08:00-09:00 but also avoid 08:45-09:00. It is therefore unclear on the drop off periods and clarity should be provided.

In any case, the trip generation is anticipated to be reduced in comparison to the previous nursery use. This is aimed to be reduced further in future via encouraging sustainable transport use as a result of the implementation of a travel plan which shall be discussed further within this response.

Parking

Vehicular:

This site only contains a singular existing on-site parking space which is reserved for a minibus. Outside of this, it is expected for parents and staff to utilise the adjacent Jubilee Park public car park which contains a total of 61 parking spaces including 3 disabled parking bays. The Design and Access Statement confirms that the parking area is under-utilised and therefore, as parents will not remain parked for long-term periods and a maximum of 7 staff would remain parked for the working day, this not a concern as parking demand would easily be able to be accommodated within the car park without having knock on implications on the local highway network. In addition, a

secondary area of car parking is also available to the north of Jubilee Park via London Road should this be necessary.

Whilst the Highway Authority are content with the parking and drop-off/pick-up arrangements for the proposed school, the LPA in their capacity as the local parking authority should confirm whether these arrangements are acceptable or not.

Cycle:

This site will provide a sheltered cycle store with 4 Sheffield stands, accommodating approximately 8 bicycles. The Highway Authority note that the location of this parking appears to be somewhat awkward to get to as it appears to be fenced off, requiring cyclists to ride onto the grass in order to access. It is requested that hardstanding or an alternative layout is sought allowing cyclists to access via the hardstanding adjacent to the entrance.

Additionally, it would appear that there is significant additional space to provide more cycle parking to the southeast. The Highway Authority would suggest that an overprovision of parking is provided to encourage the widespread use of sustainable modes of transport amongst children and staff. This should also consider scooter parking. The LPA should however confirm that the level of parking proposed is suitable.

Travel Plan

The applicant has provided a small-scale travel plan within the Design and Access Statement which aims to significantly increase the amount of sustainable transport usage amongst staff and parents/children (50% in year 1 rising to 70% by full capacity). This will include the following measures which have been replicated below:

- Walk to school: Parents and children will be actively encouraged to walk. The school will draw its intake from the local community, and safe pedestrian routes via the four accessible park entrances will be publicised to all families at the point of admission. This should also be provided on the Growing Places website and on a school noticeboard. Details on walk to school routes should also be provided in a printed welcome pack on induction to the school.
- Cycle to school: A covered cycle shelter providing a minimum of 8 cycle spaces (4 Sheffield stands) will be installed near the main entrance. This provision could be increased to match demand. Bikeability, g cycle maintenance classes and cycling confidence training for children and families. Bike racks with security chains will be available inside the school gate.

- Reference should be made to scooter parking available (if provided) to encourage sustainable transportation
- Public transport: The site is on a local bus route, with a bus stop on Milton Road approximately 200 metres from the park entrance. Families travelling from further afield will be directed to available bus services. Details of access to the school via bus should also be provided on the Growing Places website and on a school noticeboard. Details of local bus routes should also be provided in a welcome pack provided on induction.
- Staggered arrival: A breakfast club from 08:00 spreads drop-off across a one-hour window, avoiding any single peak and avoiding duplication of mainstream school arrival times.
- Staggered departure: After-school care to 17:00 further distributes pickup movements and avoids the 15:00 mainstream school peak.
- Staff travel: Of the initial 3 staff, 1 will travel on foot. All staff will be encouraged to walk, cycle or use public transport and will be offered Bikeability support where helpful.
- Monitoring: Mode of travel for pupils and staff will be recorded termly and reported against targets. The Travel Plan will be reviewed and updated annually.
- The Highway Authority are generally content with these proposals however additional narrative should be provided as requested above before this can be agreed to support this planning application.

Given the scale and location of the site these arrangements appear to be both reasonable and achievable, however should be provided in a separate document so that its compliance can be conditioned as part of any future planning consent.

Recommendations

As such, the Highway Authority recommends a holding objection until further information has been provided which addresses the issues raised in this response.

Yours faithfully,

Louis Aplin-Haynes
Assistant Transport Planner - Highway Development Planning
Universal Services