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My reference

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Date

29th September 2020

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Dear Richard

**Planning Application P/20/0912/OA by Miller Homes Ltd
Land To The East Of Down End Road Fareham
Development of up to 350 dwellings**

I refer to the above planning application.

Thank you for consulting Hampshire County Council as Local Education Authority on 2nd September 2020 regarding the above planning application.

School places

The proposed development of 350 dwellings will generate 105 primary and 73 secondary pupils. This is based on a figure of 0.3 primary age children per new dwelling and 0.21 secondary age children which was derived by conducting demographic surveys of developments that have been completed within Hampshire and calculating the average number of primary and secondary age children on those developments.

This development lies in the catchment areas of Red Barn Primary School and Cams Hill Secondary Academy School. These schools are full and other local schools equally have no spare spaces.

This new housing development, together with others planned in the area, could require the provision of additional school places at both primary and secondary phases of education and the contribution detailed below would be used to meet those additional costs.

Director of Children's Services
Steve Crocker OBE

Planning school places is a complex task and is subject to a number of factors that impact on the ability to produce accurate pupil forecasts. One key element is understanding the housing plans for the area to be able to accurately identify when additional places should be provided. As the Local Plan is being reviewed there is no certainty over the level or timing of any additional housing in the area. It is, therefore, not possible to clarify for certain where any additional school places would be provided at this stage.

It is felt, therefore, that a minimum of 1 form of entry of additional pupil places will be needed at both primary and secondary phases, so the contributions required are based on expanding both primary and secondary schools by one form of entry. In line with the Children's Services Developers' Contributions Policy the following contributions are required

Primary – 105 places at £24,900 per pupil place = £2,614,500

Secondary – 73 secondary places at £25,162 per pupil place = £1,836,826

Total = £4,451,326

The rationale for these amounts together with other background information on seeking developer contributions for educational infrastructure can be found in the County Council's Developers Contributions Guidance using the following link:

<http://www3.hants.gov.uk/education/school/school-places>

In addition, the following contribution should also be provided;

School travel planning

School Travel Plans and monitoring fees - £42,000 which is revenue funding (see explanation below)

Where any development has the potential to generate new/additional school journeys, there will be an impact on the highway and the local environment for both the development and the local schools, if the chosen mode of travel by families is the car. Whilst the development may provide adequate infrastructure to promote non-car modes of travel, it is likely that for various reasons, many families will opt for the car, especially where there is little or no engagement, promotion, education and enforcement of the travel plan.

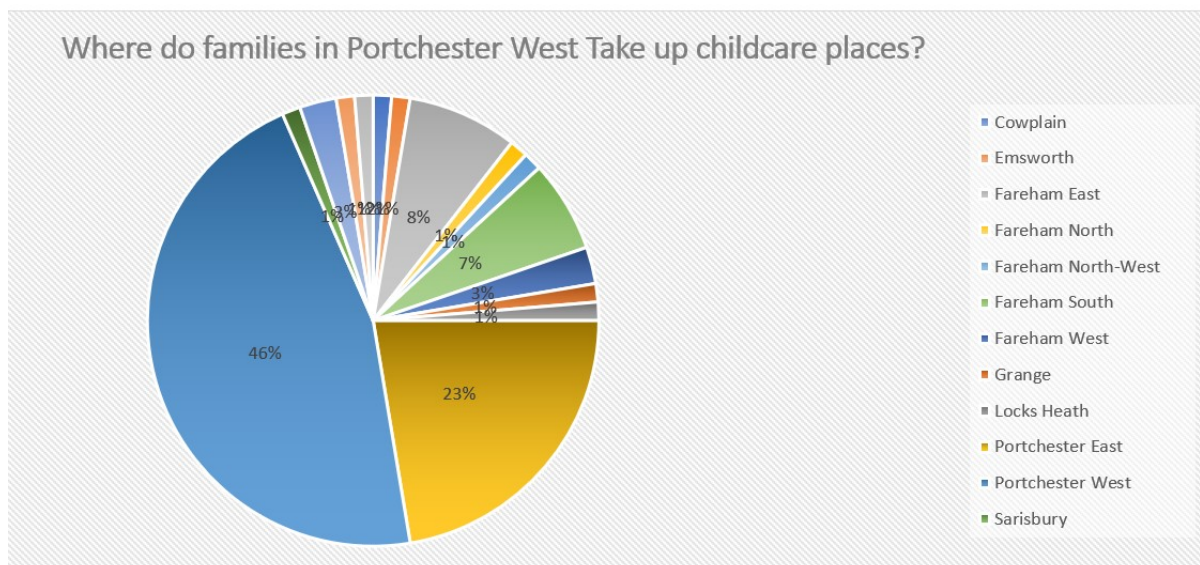
In order to mitigate this impact and promote active travel school travel plans (STP's) should be produced for the local schools serving the development. This should include annual monitoring (through Modeshift STARS accreditation) to ensure that the principles are embedded for the families occupying the new properties. So that the STP can be a meaningful and useful document for the schools, its community and the development, and be delivered, a small resources budget is required for measures such as road safety training (e.g. Balanceability training) and travel to school maps to assist those traveling to the local schools from the development.

In summary, the contributions detailed are necessary to provide additional pupil places in the locality and encourage families to utilise active travel methods for the school journey. The contributions are directly related to the development. The level of contribution being sought is based on the number of children expected to be living on the development and the expected impact as detailed and therefore is fairly and reasonably related in scale and kind to the development. This information is supported by the County Council's 'Planning for School Places Guidance Document' which sets out the methodology for assessing the impact of development on education infrastructure.

Childcare provision

46% of Families living in this ward (Portchester West) access their Early Education funded places in the same ward.

23% travel to Portchester East and the families remaining access their Early Years Funding across 13 districts in Hampshire. Parents who are working may choose to use childcare close to their workplaces, hence the number who travel to use childcare. These figures capture childcare for 2, 3 and 4 year olds who are eligible to claim Government Early Years Funding. These do not include babies and children under 2 and those who are not eligible for Government Early years Funding.



Data collected in Spring 2020 suggests that the existing childcare provision in Portchester is currently meeting demand from local families. Children were able to access their Early Years Funding in a registered setting close to their home. Demand for additional childcare places to be developed at a ratio of 500 homes equates to 44 childcare places. The Downend development plans are for up to 350 dwellings and if all these dwelling types are likely to attract young families an extension to existing provision is needed to meet demand. Consideration for childcare is made at a Ward rather than a catchment to a primary or secondary school. Other factors which will affect overall capacity in childcare settings are

multiple local housing developments and new business development in the area which, collectively are considered when looking at the demand for childcare. In the Childcare Sufficiency Audit Portchester West was identified as an area to be closely monitored due to the planned housing developments in the area.

Existing Registered Early Years Funded Provision

Portchester west

Northern Pre-school
Red Barn Community Pre-School

Portchester East

Andy Pandy Pre-School
Big Discoveries Ltd
Portchester Campus Day Nursery
Portchester Campus Generations Pre School

If careful consideration is made to paths and cut throughs parents could walk to Red Barn and Northern Schools but these are the only 2 within reasonable walking distance. Provision should be made as part of the development to provide additional childcare provision due to the predicted additional demand in the local area. Existing provision will need to be extended by up to 40 places or possibly new provision will be needed on the western border of the area.

Dependent on routes available/access and footpaths the closest settings to the Downend Development would be a 16-30-minute walk and a 4-5-minute drive for families with access to transport. A bus service is available along the A27. When considering developers plans it is preferable for childcare to be easily accessible by foot to reduce impact on local traffic and to meet the needs of those families without access to a car. Preference would be to ensure walking time to be as short as possible for young children and along safe and pushchair accessible routes.

A contribution towards additional places should be made at a cost of £500,000.

Recommendation

The County Council, as Local Education Authority, raises no objection to the planning application subject to:

The applicant entering into a section 106 agreement to secure a contribution of £4,451,326 towards education infrastructure, £42,000 (which will be classed as revenue funding) for provision of school travel plans and monitoring fees and £500,000 to provide additional childcare places.

The contribution for school infrastructure is needed to mitigate the impact of the development on educational facilities to accommodate the additional children

expected to be generated by the development. Costs are based on 4Q2018 price base (BCIS All-in TPI Index 322). The contribution will be index linked to this base date until the contribution is paid.

The contribution for school travel plans is to ensure the promotion of active travel and to reduce the reliance on the car for the journeys to and from school and is not subject to index linking.

The childcare contribution is required to provide additional places in the local area arising from the development.

Without the provision of a contributions towards the provision of additional school infrastructure, school travel plans and childcare places the County Council, as Local Education Authority, would object to the proposal on the grounds that the impact on the existing infrastructure cannot be sufficiently mitigated and therefore the development is unacceptable in planning terms.

If you have any queries concerning the above, or wish to discuss this matter, please do not hesitate to contact me on (01962) 846664.

Yours faithfully,

Yours sincerely

Glenn Parkinson
Strategic Development Officer
Children's Services Department