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Date

15th September 2020
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Dear Peter

**Planning Application P/20/0522/FP
Land to the north of Stubbington (East of Crofton Cemetery and West of Peak
Lane)
Development of 209 dwellings**

I refer to the above planning application.

Thank you for consulting Hampshire County Council as Local Education Authority on the above planning application, which has been passed to me for comment.

The proposed development of 209 dwellings (of which 4 are one-bed units) will generate 61 primary and 43 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 Crofton Anne Dale Infant and Junior Schools and Crofton Secondary schools. These schools are full. There is no requirement to expand these schools but a contribution is required to improve infrastructure and to secure funding to undertake school travel plans for each school as well as to be used for investment in sustainable travel, through additional cycle and scooter storage as well as improving any relevant footpath/cycleways associated with travel to school from the development.

Director of Children's Services
Steve Crocker OBE

Even where there is apparently sufficient capacity to cater for all, or part, of the additional demand, there may still be a need for additional facilities at a school. The reason for this is that the method of assessing capacity does not take full account of the need for schools to have dedicated space for specialist facilities, such as ICT (Information and Communications Technology). Also, the inclusion of children with SEND in mainstream schools means that schools need spaces which can be used for individual or small group teaching, which is unlikely to have been provided in the original room allocations. In other words, schools which have theoretical spare capacity will be using those spaces for legitimate educational uses, which will need to be rehoused before those teaching spaces can be brought back into use for general teaching purposes.

There may also be factors, such as an undersized hall, the need to provide a music/drama room as the school grows or other factors, which would mean that it would be difficult to meet present day educational requirements if the school was full to its assessed capacity. These can be referred to as "suitability" issues.

Developers' contributions will be expected where it is necessary to remove limitations to the delivery of the curriculum, so that existing nominal capacity can be fully used to meet additional demand from a development. The cost of alleviation will vary and will need to be assessed on a case by case basis and needs to be identified for these schools,

As noted above, the cost of alleviating suitability factors will vary, depending on individual circumstances. Where a specific facility can be identified and costed, for example where a primary school lacks an adequate school hall or other suitability issues, the contribution will be based on the projected cost.

Should additional pupil places have been needed, in line with Children's Services Developers' Contributions Policy then to provide an additional 61 primary places would cost £874,923, and for secondary 43 secondary places £1,081,966 giving a total of £1,956,889.

As there is a requirement to address suitability issues as detailed above, fifty percent of this figure should be provided i.e. £978,444.

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 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 address suitability issues at schools in whose catchment area this development is situated 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.

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 £978,444 towards education infrastructure and £42,000 (which will be classed as revenue funding) for provision of school travel plans and monitoring fees. 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.

Without the provision of a contributions towards the provision of additional school infrastructure and school travel plans 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,



Glenn Parkinson
Strategic Development Officer
Children's Services Department