

ELAC – Eastleigh Local Area Committee Tuesday 14 September 2021.

Application Number: F/21/90116
Case Officer: Clare Martin
Received Date: Friday 19 March 2021
Site Address: BARTON PEVERIL COLLEGE, CHESTNUT AVENUE,
EASTLEIGH, SO50 5ZA
Applicant: Matthew Chart
Proposal: Construction of a three storey building for business school
with external 2nd floor terrace, parking, external lighting and
landscaping.

Recommendation: **PERMIT**

CONDITIONS AND REASONS

- 1 The development hereby permitted shall be implemented in accordance with the following plans numbered: PL01, PL02 RevA, PL03 RevA, PL04 RevA, PL05, PL06 RevB, PL07 RevB, PL08, PL09, PL10, PL11, 50702 2001 001 Rev P01.
Reason: For the avoidance of doubt and in the interests of proper planning.
- 2 The development hereby permitted shall start no later than three years from the date of this decision.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990.
- 3 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in type and colour those listed within the design and access statement by Grayling Thomas Architects dated 3rd March 2021, unless first agreed in writing by the Local Planning Authority.
Reason: To ensure a satisfactory visual relationship between the new development and the existing.
- 4 The development must accord with the Pre-development Arboricultural Survey and Arboricultural Impact Assessment by Christopher Hoare Tree Services, report number Q891-01, dated March 2021. No excavation, demolition or development related works shall commence until the tree protection measures have been installed as per the tree protection plan contained within the approved arboricultural report. Once installed, no access by vehicles or placement of goods, chemicals, fuels, soil or other materials shall take place within the protected area. Tree protection measures shall be retained in their approved form for the duration of the work and may only be modified subject to written agreement from the Local Planning Authority.
Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.
- 5 No excavation, demolition or development related works shall take place on site until an arboricultural monitoring statement for the works has been submitted to and approved in writing by the Local Planning Authority. The statement shall

cover the supervision activity and inspections of tree protection measures and once approved must be adhered to in full and may only be modified subject to written agreement from the Local Planning Authority. This condition may only be fully discharged upon completion of the proposed development, subject to submission of monitoring reports.

Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

- 6 No demolition or construction work shall commence until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved method statement which shall include:
- a) location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;
 - b) the arrangements for the routing/ turning of lorries and details for construction traffic access to the site;
 - c) the arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials.
 - d) the parking of vehicles of site operatives and visitors;
 - e) measures to control the emission of dust and dirt generated by demolition and construction;
 - f) a scheme for controlling noise and vibration from demolition and construction activities (including any piling);
 - g) provision for storage, collection, and disposal of rubbish from the development during construction period;
 - h) measures to prevent mud and dust on the highway during demolition and construction;
 - i) temporary lighting;
 - j) protection of pedestrian routes during construction;

Reason: To limit the impact the development has on the amenity of the locality

- 7 Notwithstanding the submitted details, no development shall commence until revised details of the proposed means of surface water runoff disposal (to accord with Part H3 of Building Regulations hierarchy) has been submitted to and approved in writing by the Local Planning Authority, in consultation with Southern Water and the Lead Flood Authority. The submitted details should include a technical summary highlighting the changes; updated drainage drawings; detailed drainage calculations; discharge points and rates; and maintenance schedules for each drainage feature type/ ownership and details of protection measures.

Reason: To ensure an appropriate drainage system.

- 8 No development shall commence until details of measures to divert the public sewer has been submitted to and approved in writing by the Local Planning Authority, in consultation with Southern Water. The development shall accord with the approved details.

Reason: To prevent the development from damaging the existing sewer which runs across the site.

- 9 No development shall commence until the following has been submitted to, and

approved in writing by the LPA:

- a) Report of Preliminary Investigation comprising a Desk Study, Conceptual Site Model, and Preliminary Risk Assessment documenting previous and existing land uses of the site and adjacent land in accordance with UK Land contamination risk management (LCRM) national guidance and including BS10175:2011+A2:2017 Investigation of potentially contaminated sites - Code of Practice, and, unless otherwise agreed with the LPA,
- b) Report of a site investigation documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Preliminary Investigation and in accordance with BS10175:2011+A2:2017, and BS 8576:2013 and unless otherwise agreed with the LPA,
- c) Detailed site-specific scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include the nomination of a competent person to oversee the implementation of the works.
- d) Nomination of a competent person to oversee the implementation of the works.

Reason: To minimise the risk from land contamination for the safety of the property's occupiers.

- 10 The development hereby permitted shall not be brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 9(c) that any remediation scheme required and approved under the provisions of condition 9(c) has been implemented fully in accordance with the approved details (unless varied with the written permission of the LPA in advance of implementation). Unless agreed in writing with the LPA, such verification shall comply with UK Land contamination risk management (LCRM) and the guidance contained in EA Guidance for the Safe Development of Housing on Land Affected by Contamination - R&D Publication 66: 2008. Typically such a report would comprise:

1. A description of the site and its background, and summary of relevant site information,
1. a description of the remediation objectives and remedial works carried out,
2. verification data, including - data (sample locations/analytical results, as-built drawings of the implemented scheme, photographs of the remediation works in progress, etc.
1. Certificates demonstrating that imported and/or material left in situ is free from contamination, gas/vapour membranes have been installed correctly

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 9(c).

Reason: To minimise the risk from land contamination for the safety of the property's occupiers.

- 11 In the event that any evidence of potential contamination is found at any time when carrying out the approved development that was not previously identified in the approved Phase 2 report, it must be reported in writing immediately to the

Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with a methodology previously approved by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with the immediately above condition.

Reason: To minimise the risk from land contamination for the safety of the property's occupiers.

- 12 No development shall commence above dpc level until a Biodiversity Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include the positions of bat bricks in the new building, bat boxes on trees, swift bricks, bird boxes on retained vegetation, log piles within the boundary vegetation and the replacement tree species. The development shall be carried out in accordance with the approved plan.
Reason: In the interest of ecology.
- 13 Notwithstanding the submitted details, no development shall commence above dpc level until a lighting scheme for the completed development has been submitted to and approved in writing by the Local Planning Authority. The lighting levels for the scheme shall be no greater than 1 lux and shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal. The development shall then accord with the approved details.
Reason: To avoid endangering the safe operation of aircraft and in the interest of bats & birds.
- 14 No development shall commence above dpc level until a landscaping strategy plan (including both hard and soft landscaping and replacement tree planting); full soft landscaping specification & planting details, and a schedule of landscape management and maintenance (for a minimum period of 5 years) has been submitted to and approved in writing by the Local Planning Authority. The landscaping shall be completed in accordance with the approved details, and to the appropriate British standard, by the end of the first planting season following completion of the development.
Reason: In the interests of the visual amenities of the locality.
- 15 For a period of no less than 5 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping and planting schemes.
Reason: In the interests of the visual amenities of the locality.
- 16 The development hereby permitted shall not be brought into use until the area shown on the approved site plan for the parking of vehicles has been made available, surfaced and marked out. The parking areas shall then be permanently retained and reserved for that purpose at all times.
Reason: To make provision for off street parking for the purpose of highway safety.

- 17 The development hereby permitted shall not be brought into use until evidence that the building achieves a BREEAM excellent rating and a 15% improvement in predicative carbon emissions (compared to current building regulations) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.
Reason: In the interests of sustainability.
- 18 Prior to the installation of any fixed plant or equipment on the exterior of the building, or within the application site, details shall first be submitted to and approved in writing by the Local Planning Authority. The details shall include specifications of the plant or equipment to be installed, their cumulative noise emissions and any mitigation necessary to ensure that the cumulative emission of such plant would not have an unacceptable impact on residential properties.
Reason: In the interest of residential amenity.
- 19 No construction, demolition or deliveries to the site shall take place during the construction period except between the hours of 0800 to 1800 Mondays to Fridays or 0900 to 1300 on Saturdays and not at all on Sundays or Bank Holidays.
Reason: To protect the amenities of the occupiers of nearby dwellings.
- 20 The Barton Peveril College Travel Plan (ref. 50702/5500 rev A, July 2021) shall be implemented in full, including the strategies outlined within the report for the ongoing monitoring and review of the travel plan, its targets, measures and actions.
Reason: To increase the use of sustainable transport.

Report:

This application has been referred to Committee by Cllr Bicknell, Cllr Mann & Cllr Bourne.

Description of Application

1. The application is to provide additional accommodation at Barton Peveril Sixth Form College. The site accommodates over 4,000 students but is looking to enlarge its facilities to keep pace with predicted population growth and future student numbers. The proposal will provide additional capacity for a further 750 students.
2. The planning application comprises a two/ three storey building with a floor area of 2,897m² and will accommodate 28 classrooms. The building is to be used for the business school, which will move from its existing accommodation and allow this area to be reconfigured into larger classrooms and supporting facilities in line with that offered by other comparable six form colleges.

3. The building is to be located on the existing car parking area at the front of the college, next to the main Chestnut Avenue entrance. The proposal includes replacement for 38 of the existing 61 parking spaces, which would be lost as part of the proposal, replacement tree planting and soft landscaping.
4. The application is accompanied by the following reports and technical assessments, which have been updated as necessary throughout the course of the application:
 - Planning statement
 - Design and Access Statement
 - Transport statement
 - Travel Plan
 - Preliminary ecological assessment
 - Arboricultural survey and arboricultural impact assessment
 - Surface and foul water management strategy
 - SuDS maintenance plan
 - Energy Statement
 - Drainage Layout
 - Proposed external lighting drawing
 - Structural planning report

Site Characteristics and Character of the Locality

5. Barton Peveril Collage is located within the settlement area of southern Eastleigh. The site is bounded by Chestnut Avenue to the south, which forms the main access and there is a secondary access from Tennyson Road to the north. To the east of the site lies the college's sport pitches followed by Crestwood Community School and Eastleigh College, otherwise the local area is predominantly residential.
6. The site covers 7.4 hectares and comprises a collection of predominantly two and three storey buildings based around a front car parking area and two central courtyards. There are a number of interconnected smaller car parks along the front and rear boundaries.
7. The proposed building is to be located within the main car park at the front of the site. The site is relatively flat, and the building will be nestled between existing campus buildings to the north, east west. This part of the site is mostly hardstanding, although there are a small handful of young trees that will be removed and replaced to make way for the development.

Relevant Planning History

O/09/64595	Outline: Construction of 2 and 3 storey buildings following demolition of existing buildings (2,782 sq.m net additional gross internal floor space), together with 4 court multi use games area (MUGA), car parking
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	and landscaping. <u>Permitted April 2009</u> <i>Followed by reserved matters application R/12/70729, R/13/72314, R/14/74906</i>
Z/6523/47	Outline: Erection of 2no. two storey buildings to accommodate music, drama and sports facilities, additional classrooms, 12 additional parking spaces following demolition of existing sports hall. <u>Permitted October 2003</u> <i>Followed by reserved matters application R/04/51018</i>
Z/6523/39 & Z/6523/38	New teaching facilities, admin building, reception and refectory, parking and access. <u>Permitted October 2001</u>
Z/6523/33	Two storey information centre. <u>Permitted July 1994.</u>
Z/6523/32	Single storey extension to form fitness suite and associated classroom. <u>Permitted February 1994</u>
Z/6523/22	Proposed extension to the Design Technology suite, proposed teaching block and retention of 5 No. temporary classrooms for the duration of the contract. <u>Permitted July 1980</u>

Representations Received

8. Thirteen letters of objection have been received in relation to the development, which raise the following issues (summarised):
- Overdevelopment within residential area.
 - Building could be better sited on campus. Expansion should be part of a master plan rather than undertaken on a piecemeal basis.
 - Height of proposal out of proportion with existing buildings and will block out light.
 - Additional overlooking, noise disturbance and light pollution from people using building and external terrace.
 - Extra traffic movements (buses and cars) with associated noise and fumes.
 - Student parking on local roads, causing congestion, blocking access to dwellings and visibility at junctions. Nowhere left for residential visitors to park. Park and ride should be considered.
 - Students take over pavements at peak times making it difficult for residents to get passed.
 - Pruning of trees along western boundary reduces screening of building and reduces habitat for wildlife.
 - Relocating car parking along western boundary causing additional vehicle movements, noise, pollution and potential damage to properties.

- The Preliminary Ecology Assessment relates to an earlier development.
- Reduction in property values
- New landscaped garden not needed and could be better used.
- Disruption during building works.
- Added pressure on local infrastructure, including loss of water pressure.
- Expansion will affect health and wellbeing of local residents

Consultation Responses

HCC Highways Officer

9. No objection subject to conditions re: Construction Method Statement and Travel Plan.

Urban Design Officer

10. Previous design advice has been incorporated into amended plans. A full hard and soft landscape plan is needed to illustrate the successful balance of built form, parking and landscape.

Landscape Officer

11. A landscape strategy plan is required to support the application including both hard and soft landscape elements. The plan should strengthen the tree screening along Chestnut Avenue, include a robust tree planting strategy and review the balance between tree planting and car parking. It should also include detail on the design of the rear quad and terraced areas.

Tree Officer

12. No objection to the removal of the young trees within the existing car parking area, providing these are replaced within the landscaping scheme.
13. The area around the proposed development contains a number of trees, but none are protected under Tree Preservation Order legislation. The principal arboricultural feature of the site are the high amenity value trees adjacent to the highway, especially T50, and T54 to – T61.
14. The application contains arboricultural information that satisfactorily details how the majority of trees on site can be retained and protected. Adherence to this document should be conditioned.

Ecology Officer

15. No objection subject to ecology conditions

Environmental Health Officer

16. No objection subject to land contamination and amenity conditions.

17. Air quality implications will be negligible, as the proposal will not generate a significant increase in the annual average daily traffic flow.

HCC Flood and Water Team

18. The submitted information indicates that surface water runoff from the proposed building will be managed through porous permeable and a cellular storage tank. Additionally, surface water will be discharged into the existing surface water public sewer network at a discharge rate of 3.9 l/s. The remainder of the site will be retained predominantly as existing.

19. The surface water system is acceptable in principle. However, evidence is required to demonstrate that southern Water has agreed to the proposed discharge rate and connection. Drainage conditions are recommended.

Southern Water

20. The development lies over an existing public foul sewer, which is not acceptable. It could be possible to divert the sewer providing there is no unacceptable loss of hydraulic capacity. Details for the sewer diversion are required via a planning condition, in order to protect the drainage apparatus.

21. The response indicates that Southern Water can provide water supply and foul sewage connections for the development.

22. Southern Water has undertaken a desk study of the impact of the proposed development on the existing public surface water network. The results of this assessment indicate that there is an increased risk of flooding if the proposed surface water runoff rates are to be discharged at proposed connection points. A revised drainage scheme will need to be approved via condition, along with ownership and maintenance details.

23. Alternatively, the developer may wish to provide proof to demonstrate that the development will not discharge surface water flows any greater than existing levels, at the connection, in order to ensure that there is no overall increase in flows into the surface water system.

24. The submitted drainage layout indicates porous paving and filter drains used for surface water drainage. The design of drainage system should ensure that no groundwater or land drainage enters the public sewers. In addition, land uses (such as hard standings) that may be subject to oil/petrol spillages should be drained by means of oil trap gullies or petrol/oil interceptors.

Southampton Airport

25. The development is close to the aerodrome and in order to meet safeguarding criteria lighting has to be controlled during both construction and operation development. Lighting schemes shall be of a flat glass, full cut off design, mounted horizontally, and there must be no light spill above the horizontal.

Policy Context and Designations Applicable to Site

- Within Built-up Area Boundary
- Within Established Residential Area
- Within Airport Safeguarding Zone
- Within 2m Sewer Buffer

Development Plan Saved Policies and Emerging Local Plan Policies

Eastleigh Borough Local Plan Review (2001-2011) Saved Policies:

- 25.NC (Promotion of biodiversity)
- 32.ES (Pollution control)
- 34.ES (Reduction of greenhouse gases/ sustainable construction)
- 35.ES (Contaminated land)
- 36.ES (Lighting design)
- 37.ES (Energy efficiency)
- 45.ES (Sustainable drainage)
- 59.BE (Design criteria)
- 100.T (Sustainable transport)
- 103.T (Green travel plans)
- 104.T (Off-highway parking)
- 186.IN (Community facilities)
- 190.IN (Infrastructure)
- 191.IN (Developers Contributions)

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014

26. The Eastleigh Borough Local Plan 2011-2029 was submitted for examination in July 2014 but the Inspector concluded that insufficient housing was being provided for in the Plan and that it was unsound. While this has not been withdrawn and remains a material consideration, it can therefore be considered to have extremely limited weight in the determination of this application.

Submitted Eastleigh Borough Local Plan 2016-2036

27. The 2016-2036 Local Plan was submitted to the Planning Inspectorate on 31st October 2018 and the examination hearings concluded in January 2020. The Council received the Inspector's post-Hearing advice on 1 April 2020. The Council has completed its consultation on its main modifications (consultation ended 21.7.21) and adoption of the plan is anticipated late 2021/early 2022. Given the status of the submitted plan, overall it can be attributed considerable weight. The most relevant policies are:

Strategic policies:

- S1 (Sustainable Development)
- S11 (Community Facilities)

Development Management policies:

- DM1 (General Development Criteria)
- DM2 (Environmentally Sustainable Development)
- DM3 (Adapting to Climate Change)
- DM5 (Managing Flood Risk)
- DM6 (Sustainable Surface Water Management and Watercourse Management)
- DM8 (Pollution)
- DM9 (Public Utilities and Communications)
- DM10 (Water and Waste Water)
- DM11 (Nature Conservation)
- DM13 (Transport)
- DM14 (Car Parking)
- DM38 (Community, Leisure and Cultural Facilities)
- DM40 (Funding Infrastructure)

Supplementary Planning Documents

- Quality Places (November 2011)
- Environmentally Sustainable Development (March 2009)
- Biodiversity (December 2009)
- Planning Obligations (July 2008, updated 2010)

National Planning Policy Framework

28. At national level, the National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and sets out a general presumption in favour of sustainable development unless material considerations indicate otherwise.

29. Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so that development responds to the different opportunities for achieving sustainable development in different areas.

National Planning Practice Guidance

30. Where material, the Planning Practice Guidance which supports the provisions and policies of the NPPF should be afforded weight in the consideration and determination of planning applications.

Assessment of Proposal: Development Plan and / or Legislative Background

31. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan comprises the Saved Policies of the Eastleigh Borough Local Plan Review 2001-2011 and the Hampshire Minerals and Waste Plan 2013 (which is not applicable in this case). The NPPF and the Planning Practice Guidance constitute material considerations of significant weight.

Principle and Need for the Development:

32. Barton Peveril Sixth Form College is one of two further education facilities located within the borough. Post 16 education has no catchment areas and so the college takes students from both Eastleigh Borough and further afield (including Southampton, Test Valley and Fareham). Barton Peveril is well regarded with progress made by students on A-Level course being in the top 20% of national education providers. The college is in a good position to tailor education to provide the right skills to meet the needs of local employers and provide a route onto university.
33. The site is located within the urban edge where the principle of development is acceptable, subject to compliance with planning policies. In particular Saved Policy 186.IN & Draft Policy DM38 look to support the expansion of community facilities within the urban edge, providing these do not unacceptably harm the amenity of residential properties and are readily accessible by a variety of modes of transport (which will be considered in a later section of the report).
34. In terms of national policy, paragraph 95 of the NPPF expects *“sufficient choice of school places (including further education) to be available to meet the needs of existing and new communities.”* The NPPF goes on to require *“Local Planning Authorities to take a proactive, positive and collaborative approach to meeting educational needs and to developments that will widen choice in education”* ... by ... *“giving great weight to the need to create, expand or alter schools in planning applications”* and to *“work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues”*.
35. The Submitted Local Plan recognises that natural population growth, as well as new housing development, is leading to increasing pressure on education facilities at all levels. As such there is a need to increase the number of places available to keep pace with student numbers. At Barton Peveril student numbers have continued to grow year on year, typically this has been 3-4%, although there was a sharp increase of 12% in 2019.
36. Barton Peveril is currently oversubscribed providing places for 4,020 students this year, while the Schools Funding Agreement is for 3,577 students. As a

temporary solution the College has secured six classrooms on the Stoneham site (ten minutes walk away) in order to assist the immediate growth in students until a new building can be delivered on the current site. This new building will be able to accommodate predicted student numbers until 2023 and is the subject of this planning application. Alongside this Barton Peveril is continuing to work with other further education providers to increase capacity and standards elsewhere and thus ease pressure on the growth in student numbers in the longer term.

37. The proposed building will accommodate an additional 750 students on site and will be used by the business school. The building will comprise 27 classrooms with associated facilities (such as study zones, admin offices/ staff rooms, toilets and includes an external terrace). 15 of these classrooms are new and 12 will be moved from the existing business school, thus freeing up space for the learning support department, admin offices and extra dining facilities. In addition, the development will allow 10 of the existing under sized classrooms to be reconfigured into 6 larger classrooms, thus bringing these classrooms up to standard in line with other educational establishments.
38. In conclusion, there is a recognised need for additional further education places within the locality and the proposed planning application will support the delivery of these additional places through the expansion of its campus. The proposal will also enhance the quality of the teaching environment at Barton Peveril by providing a modern bespoke building and by reconfiguring many of its undersized existing classrooms and facilities. The planning application is strongly supported by national and local planning policies that place a requirement on Local Planning Authorities to work with education providers to expand facilities in order to meet educational needs. The proposal is therefore considered to be acceptable in principle.

Siting and Design

39. Saved Policy 59.BE of the Local Plan requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting and have a high standard of landscape design.
40. The proposed building is located at the front of the site opposite the main Chestnut Avenue entrance on an area currently used for car parking and will follow the established building line. The building will be nestled between the Rose building to the east and the Chestnut building to the north and west. The siting of the building is considered reasonable and the proposal includes some replacement car parking and landscaping to compensate for that lost (*which is covered in later sections of the report*).
41. In terms of its scale, the main part of the building is three storeys and supports a shallow pitched roof with solar panels. The building has a smaller two storey element to its eastern side, which has a flat roof that provides the base for the third-floor external terrace. The proportions and height of the proposal are of a comparable scale to existing buildings already on the site.

42. The building's design is of a high-quality and has a good level detailing, such as the including of the external colonnade. The building is predominantly of white render with brickwork and teal features, which enhance its appearance and reflect materials already present on the site. The proposal includes large areas of external glazing and louvre vents to provide light and ventilation and there are externally mounted louvre blinds on the southern façade that moves automatically to the angle of the sun giving shade.
43. Overall, the new building will form an attractive entrance/ focal point to the college, which will enhance the appearance of the site and approach from Chestnut Avenue. A full landscaping and planting scheme is to be secured via condition to further enhance the setting of the building.

Sustainable Transport and Parking:

44. Saved Policy 59.BE of the Local Plan requires development to have a satisfactory means of access and layout for vehicles, cyclists and pedestrians. Whilst Saved Policy 100.T expects development to be well serviced by public transport, cycling and walking and to include measures to minimise its impact on the existing transport network, with sustainable transport requirements being reiterated within Draft Policy DM13 and paragraph 104 of the NPPF.
45. The proposed development introduces a new servicing and delivery drop off area in front of the building, which is accessed from the entrance on Chestnut Avenue. A tracking analysis has been undertaken to demonstrate that delivery, emergency, and other large vehicles can safely manoeuvre within the site entering and exiting in forward gear. Otherwise, no changes are proposed to the existing vehicular access or servicing arrangements.
46. In terms of car parking, it is Barton Peveril's policy that on site car parking is only available for staff, except for a few places each year allocated to students with mobility and health needs. There are currently 302 staff members, half of whom are part time, with the average number of staff on site each day being approximately 243.
47. A travel survey undertaken in October 2020 revealed that 76% of staff drive, whilst the remainder walk, cycle or use public transport. As such the average daily parking demand equates to 185 spaces, with an anticipated 15 members of staff being taken on as part of the expansion taking the potential average daily parking demand to about 200 spaces.
48. The proposed building will be located on an existing car park which will result in the loss of 23 spaces (with 38 spaces being relocated to other parts of the site). Following the development there will be a total of 238 on site car parking spaces (including 11 disabled and 4 EV spaces), which is comfortably able to accommodate predicated future staff parking needs and fluctuations through the week.

49. In terms of student transport, Barton Peveril is within a sustainable location close to bus and rail links as well as cycle routes. In order to encourage the use of public transport, the college offers significantly subsidised bus passes to all of its students. The bus services provide dedicated college services, with routes designed around the intake of its students. The buses are easily accessible with 10 bus stops provided directly outside the main entrance. As such two thirds of students (67%) regularly use the bus service to travel to college, (according to a November 2020 travel survey). Furthermore, the bus companies have indicated that they can provide additional capacity for the increased number of students and where possible this will involve larger buses in order to limit the impact on the road network.
50. The travel survey also revealed that a further 17% used other sustainable transport methods such as trains, walking and cycling. Both secure cycle storage and motorbike parking are provided at the Tennyson Road entrance and as part of the development the college is providing an additional 48 cycle parking spaces. The proposal will also make provision for pedestrians maintaining the existing access routes through the campus and including zebra crossings and footpath links through the main Chestnut Avenue car park.
51. The travel survey highlighted that the remaining 16% of students current travel by car, with many of these being dropped off by parents. It is recognised that some students will choose to park on local roads when traveling to college and this can disrupt the free flow of vehicles, restrict visibility, or make it difficult for residents to access their properties. Concern has been raised by third parties that the increase in students related to the planning application will exacerbate these existing parking problems.
52. In response Barton Peveril is actively discouraging students (and staff) from driving into college, and with input from the Council's Sustainable Transport Planner, has put together a travel plan with methods to encourage sustainable transport options. This includes cycle training courses, discounts at local cycle stores, providing students with information on sustainable transport options and advertising sustainable transport initiatives / campaigns on social media and on notice boards around the site.
53. Barton Peveril will appoint a travel plan coordinator who will monitor and update the travel plan accordingly and this will be overseen by the Council's Sustainable Transport Planner. The college has committed to ongoing meetings with a new travel plan user group (including Council representatives) and meetings with local residents in order to tackle travel related matters. No objection has been raised by Hampshire County Council's Highways Team.
54. Furthermore, it is important to note that the current planning application is in response to the existing increasing demand for further education places and so provision will need to be made for these students in some form in order to provide a good skill base for the local workforce. A collaborative approach to promoting sustainable transport, and tackling parking and other issues as they

arise, is likely to be a reasonable way forward and this would be in line with national and local planning policies.

Drainage

55. Saved Policy 45.ES of the adopted Local Plan requires that development provides for adequate drainage. Whist Draft Policy DM6 now requires development to incorporate sustainable drainage systems.
56. The proposed drainage design incorporates porous paving and filter drains to collect run-off from the roof areas and external surfaces of the new development. The surface water is then collected in attenuation crates to be located under the disabled parking area. This will then be discharged using a flow control device into a Southern Water sewer in Chestnut Avenue.
57. While design of the system is acceptable in principle, Southern Water has indicated that the discharge rate of 3.9 l/s, at the connection to the public sewer, could lead to an increase risk of flooding. However, it is recognised that the building is on an existing developed site, containing a large area of hardstanding which is poorly drained. As such the proposed drainage system would be acceptable if it can be demonstrated that the development would not increase the flow of surface water into the sewer system, when compared to the existing site. The drainage information is to be secured as part of a pre-commencement planning condition.
58. A further issue is the presence of the sewer pipe across the development site, which would need to be diverted to make way for the proposed building. Southern Water have indicated this could be possible, as long as it does not result in a loss of hydraulic pressure, and the agent has approached Southern Water to discuss this issue. Details for the diversion of the sewer are also required via condition.

Landscaping and Trees

59. Saved Policy 59.BE & Draft Policy DM1 requires development to provide a high standard of landscape design; take account of trees worthy of retention and replace any trees lost to the development with features of equivalent or enhanced value.
60. The existing high value trees along the site frontage with Chestnut Avenue are to be retained. Arboricultural information has been provided, which details how these trees will be protected during the building works and this has been approved by the Council's Tree Officer, subject to conditions.
61. The proposed building will result in the loss of 15 small to medium sized hornbeam and red oak trees, which are located in the car park to the front of the existing structures. These trees are approximately 15 years old and, although for the most part have successfully established, they are young trees that are able to be replaced. No objection has been raised by the Tree Officer, subject to all of the trees being replaced elsewhere on the site.

62. The site plan indicates the position of the new tree planting, which is predominantly around the edge of the proposed building, within the rear landscaped area, and along the front boundary with Chestnut Avenue. Full landscaping, planting and maintenance details are required via condition.

Ecology

63. Saved Policy 25.NC requires development to not adversely affect a habitat or feature of importance for wild fauna and flora. Since adoption of the local plan, ecology polices have strengthened and now require developments to provide biodiversity enhancements as set within Draft Policy DM11 of the Submitted Local Plan and paragraph 174 of the NPPF.

64. The application is accompanied by an updated Preliminary Ecological Assessment for the current development. This assessment outlines how the development can incorporate enhancements for bats, birds and reptiles. As recommended by the Ecology Officer, a Biodiversity Management Plan is to be secured by condition to show the positions of the bat bricks in the new building, bat boxes on trees, swift bricks, bird boxes on retained vegetation, and log piles within the boundary vegetation. A further condition requiring the submission of a revised lighting plan is to be imposed to ensure that the bat roosts and bird boxes are kept dark, with light levels of no greater than 1 lux.

Residential Amenity:

65. Saved Policy 59.BE requires proposed development to avoid unduly interfering, disturbing or conflicting with adjoining or nearby uses, with Paragraph 130 of the NPPF setting out that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

66. The proposed three storey building is in the centre of the campus, nestled between existing buildings on its north, eastern and western sides. To the south, the new building with its external second floor terrace will be visible from the houses on the opposite side of Chestnut Road. However, with a separation distance of over 60m between the proposed building and existing dwellings, the proposal is not considered to have an unacceptable impact on the outlook, daylight or privacy of these residents.

67. Furthermore, the use of the building is unlikely to generate significant levels of noise, light pollution or general disturbance over and above that of the existing busy sixth form college.

Sustainability

68. The NPPF (para 154), Saved Policies 34.ES and 37.ES of the Local Plan, and Draft Policies S1, DM2 and DM3 of the submitted Local Plan require

development to be sustainable in terms of resource use, climate change and energy use.

69. The building has been designed to meet the BREEAM excellent rating and includes a 15% improvement in predicated carbon emissions compared with current building regulations. The submission includes an energy statement setting out ways these requirements are intended to be met including the use of photovoltaic panels for onsite electricity, energy efficiency building form, fabric u-values significantly better than the building regulations, heat pump technology for heating and hot water, and energy efficient LED lighting.

Other material considerations

Equalities Implications:

70. Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

- A public authority must, in the exercise of its functions, have due regard to the need to:
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

71. When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It's considered that this application does not raise any equality implications.

Conclusion

72. As outlined within the report, there is a growing need for additional further education places within the locality and the proposed planning application will support the delivery of these places through the expansion of the Barton Peveril campus, along with the reorganisation and improvement of existing college facilities.

73. While it is recognised that there are parking issues in the locality, the college is putting in measures to encourage students and staff to travel sustainably through its Travel Plan, which will be monitored and reviewed with oversight from the Council's Sustainable Transport Officer. With these initiatives in place the proposal is not considered to lead to a significant additional impact on the highways network.

74. The proposal meets the necessary planning policy and supplementary planning guidance requirements in terms of layout and design, amenity, trees & ecology, sustainability, and drainage. Furthermore, the new building will form an attractive entrance to the college, which will enhance the appearance of the site and approach from Chestnut Avenue. As such the

application is recommended for permission, subject to the conditions as set out at the beginning of the report.

