

Planning and Rights of Way Panel 14th December 2021
Planning Application Report of the Head of Planning & Economic Development

Application address: Itchen College, Middle Road, Southampton			
Proposed development: Erection of a two-storey extension to the south elevation of Itchen College to provide 5 x classrooms and 2 x offices.			
Application number:	21/00653/FUL	Application type:	FUL
Case officer:	Anna Lee	Public speaking time:	5 minutes
Last date for determination:	21.12.2021 (ETA)	Ward:	Sholing
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors	Cllr Baille Cllr Guthrie Cllr Vaughan
Applicant: Itchen College - Mrs Susan Carter		Agent: Ghd Partnership Ltd	

Recommendation Summary	Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	Not applicable
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. Policies – CS6, CS7, CS11, CS13, CS18, CS19, CS20, CS24 and CS25 of the of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP, 7, SDP9, SDP10, SDP11, SDP13, SDP14, SDP15, SDP16 , SDP17, SDP22 and HE6 of the City of Southampton Local Plan Review (Amended 2015).

Appendix attached			
1	Development Plan Policies	2	Relevant Planning History
3	Highway Comments		

Recommendation in Full

1. Delegate to the Head of Planning & Economic Development to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:

- i. Either the developer enters into an agreement with the Council under s.278 of the Highways Act to undertake a scheme of works or provides a financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted Developer Contributions SPD (April 2013);
- ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
- iii. Submission and implementation of a Travel Plan.

2. That the Head of Planning & Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning & Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1. The site and its context

- 1.1 The application relates to works to Itchen College within the northern part of the college grounds where the main college buildings are grouped together. Within the main buildings is an open courtyard area currently laid out for informal seating through the provision of hard and soft landscaping. This forms the location for the works. Site access is provided from Middle Road and Whites Road. A children's nursery is located to the west of the playing fields, that lie to the south of the site and with residential properties in Spring Road abutting the western site boundary. Sholing Junior School is located to the south. Middle Road bounds the site to the east with residential properties located on the adjacent side of Middle Road. Mature trees, hedgerow and railings enclose the site to Middle Road.
- 1.2 Unrestricted on-street parking is available within Middle Road and adjoining streets with parking restrictions in place at the college and school entrances and adjacent to road junctions.

2. Proposal

- 2.1 The proposal seeks to provide an extension at ground and first floor within the existing courtyard, whilst retaining existing temporary classrooms. The

extension provides five additional classrooms and two offices to allow the expansion by students and 1 additional member of staff. Currently the number of students attending the college is approximately 1350 and the number of staff is 240 with half of those working part-time. Last year the number was 1409 and initial indications by the college suggest that it will increase back up to over 1400 next year. The state that they are under capacity and could (logistically) accommodate up to a maximum of 1450 and have therefore sought an additional increase of 135 students (to 1585 students).

- 2.2 In terms of the built form of the proposed development, at ground floor the extension will still maintain existing access to the remaining courtyard area and provide a new office and two classrooms. All of these new rooms will be accessed via the existing corridor that serves the main building via the provision of internal doors. Fire doors are provided fronting the courtyard area of the two classrooms.
- 2.3 At first floor, a further three classrooms are proposed together with works to create an additional office following the removal of an existing external balcony and staircase on the east elevation. Once again, the rooms are accessed via the existing corridor. The extension is an infill and at its widest (first floor) is approximately 26 metres and 6.2 metres deep. The overall height of the extension 7.5 metres at its highest but slightly slopes towards the existing building to approximately 7 metres.
- 2.4 In terms of materials, the main works within the north elevation are proposed to be finished in render with fill in works on the east and west elevation to be matching face brick. The proposal does not result in any alteration to either existing vehicular accesses or parking areas within the site.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 All developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. **Relevant Planning History**

- 4.1 A schedule of the relevant planning history for the site is set out in **Appendix 2** of this report which consists of works and extensions to the existing buildings, none of which are relevant to this proposal.

5. **Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners with respect to the initial application and further following the receipt of additional information and erecting a site notice **07.05.2021**. At the time of writing the report **19 representations** have been received from surrounding residents (18 objections including one from Itchen Residents Committee). The following is a summary of the points raised:

- 5.2 ***The proposal indicates that the existing vehicular access points to the entrance of the college will alter resulting in the closure/restricting of the Deacon Road/White's Road entrance.***

Response

The initial supporting information supplied with the application indicated that a wider College strategy would be to potentially restrict the use of this access, but this does not form part of the current proposal.

- 5.3 ***Increased traffic on Middle Road including buses.***

Response

There will be an increase in traffic due to the increase in potentially 150 students but the impact will be spread across the day and the retention of the Deacon Road/White's Road access will reduce the impact and no objection is raised on highway grounds with respect to this aspect.

- 5.4 ***Confusion over whether the proposal would alter the vehicular access and if the proposed classrooms would be a replacement or additional spaces.***

Response

Agreed, and officers have sought clarification that no access points will alter due to this proposal and that the application will result in a net gain of five additional classrooms. Previous information indicated that a number of temporary classrooms would be removed but this is not the case. This has resulted in the College being required to provide further transport information in order for the scheme to be fully assessed.

Consultation Responses

5.4

Consultee	Comments
<p>SCC Highways Development Management</p>	<p>The level of impact is not considered to be detrimentally harmful with mitigation measures to be secured via the S106 legal agreement and suggested conditions seeking the following;</p> <ol style="list-style-type: none"> 1) Construction Management Plan 2) Cycle Parking 3) A condition to restrict capacity of students in order to allow for the impact assessment to be accurate and applicable <p>The full comments from the Highway Engineer are included as Appendix 3.</p>
<p>SCC Archaeology</p>	<p>The site is in Local Area of Archaeological Potential 16 (The Rest of Southampton), as defined in the Southampton Local Plan and Core Strategy. The possible site of a Bronze Age barrow lies some 215 metres to the south, so the area has some archaeological potential. The proposed development involves the construction of an extension within an internal courtyard of the early 20th century school. It is quite likely that the location has been disturbed during construction works, landscaping and installation of services.</p> <p>Therefore, on current evidence and given the relatively small scale of the development, officers do not require any archaeological conditions to be attached to the planning consent.</p>
<p>SCC Historic Environment Officer</p>	<p>Parts of the college campus dates to the 1920/1930`s although the buildings have been much extended to the north and west. Therefore, although the proposed 2-storey extension would affect the northern elevation of an original wing of the building, it would be attached on to the existing fabric, and as such, it would not disrupt the cellular plan form of the original design, and it would be completely reversible. The new unit would also employ modern contrasting materials and finishes to match a previous extension added to the north which also fronts the current quadrant arrangement. Consequently, no objections would be raised from a conservation perspective at this time.</p>

SCC Design Officer	No objection as the extensions are on the inside of the courtyard so therefore not visible from any public streets.
SCC Ecologist	No objection is raised to the proposed development. Any vegetation that needs to be removed should be cut down outside the breeding season to avoid impacts on nesting birds.
SCC Environmental Health	Environmental Health have no objections to the proposed development and should the planning application be approved recommend the following planning condition: - <ul style="list-style-type: none"> • Construction Environment Management Plan
SCC Sustainability	As the proposed development is below 500m2 in size BREEAM would not be required.
SCC Trees & Open Spaces	It is not exactly clear what vegetation is currently in the courtyard where the proposal is but there doesn't appear to be any significant trees. Therefore no objection is raised to the proposal.
Southern Water	There could be public sewers within the site and conditions and an informative are suggested to secure further details of their location, how they are going to be safeguard and the means of foul and surface water disposal for the proposed development.
Aerodrome Safeguarding	The proposal has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. Therefore, have no objection is raised to this proposal. Given the nature of the proposed development it is possible that a crane may be required during its construction. Therefore, draw the applicant's attention to the requirement within CAP 1096 the Guidance to crane users on the crane notification process and obstacle lighting and marking.
SSC Employment and Skills	An Employment and Skills Plan Obligation will not be required for this development. Discussions have been engaged in with the Agent; which provided evidence that minimum build cost thresholds are

	unlikely to be met to justify the inclusion of the ESP obligation.
Hampshire Constabulary Design Crime Team	<p>The new classrooms will be within an internal courtyard, which can only be accessed via a controlled gate, this reduces the opportunities for crime and disorder. However, I would recommend that the new extension is extended to the hall at the ground floor level. As proposed a small sheltered area is created by the extension, there is very little natural surveillance of this space from which it is possible to access a door and windows.</p> <p><i>Officer comment – Noted, however, this retains access to the courtyard from this part of the site and the courtyard area is a positive space/break out area for students and staff.</i></p>
City of Southampton Society	<p>We fully support this application for additional classroom/office space that will free up space for parking or other uses and also remove traffic congestion along White's Road.</p> <p>We are also mindful of the good reputation of the college in the local community.</p> <p><i>Officer comment – These comments were received prior to additional information confirming that the existing temporary classrooms would not be removed.</i></p>

6.0 Planning Consideration Key Issues

6.1 The key issues for consideration in the determination of this planning application are:

- The principle of development;
- Design effect on character and residential amenity;
- Parking highways and transport; and,
- Mitigation of direct local impacts.

6.2 Principle of Development

6.2.1 The proposal seeks to modernise and improve teaching facilities within the city for the benefit of students and teaching staff. CS11 of the Southampton Core Strategy recognises the importance of education provision in the city and supports the provision of new facilities. It is clear from the information received

that there is a need for further spaces to meet the demand for further education within the City and wider area. This is shown in the submitted Department of Environment City Wide Solution for Itchen College (October 2021) which shows an increase in demand of approximately 25% in each subject area within the next ten years.

6.2.2 In terms of justifying the need for the expansion specifically, comments have been sought from colleagues in SCC Education regarding the need for the additional classrooms. These comments will be reported via verbal update to Members at the Panel. Notwithstanding those comments, the provision of additional facilities for education is supported by the Development Plan and the National Planning Policy Framework (Section 8). The provision of a greater choice of facilities and development to meet educational needs, generates significant social and economic benefits to the community, as such the principle of the development is strongly supported, subject to the individual impacts of the development being considered acceptable particularly in respect of how the expanded education offer sits within the existing community.

6.3 Design, effect on character and residential amenity

6.3.1 The proposal, due to its location within an internal courtyard would not be seen from the wider streetscene. Although the fenestration design would not mimic the existing layout it would appear similar in terms of size/scale albeit resulting in an altered fenestration layout. No objection is raised to the alternative fenestration layout by the Council's Historic Environment Team nor the Council's City Design Officer, notwithstanding, the existing attractive nature of the College buildings given the proposal is screened. On this basis the proposed extension would be appropriate in terms of its size, scale, design and appearance and its relationship with the existing buildings of the College.

6.3.2 The built form of the proposal would not have an adverse impact on neighbouring occupiers as it would not be seen, and given the nearest neighbouring rear elevations at Deacon Road are 45 metres away from the proposed siting of the extension. As such, it is considered that the development would not have a harmful impact on neighbouring residents in terms of outlook, overshadowing or loss of light, nor cause any harmful overlooking. The proposal therefore complies with policies SDP1(i), SDP7 and SDP9 of the adopted Local Plan Review (2015).

6.4 Parking highways and transport

6.4.1 This has become the key issue for consideration with this application as it has evolved. Car parking is a key determinant in the choice of mode of travel. The Local Plan aims to reduce reliance on the private car and encourage alternative modes of transportation such as public transport, walking and cycling. A travel plan will be secured via a section 106 legal agreement, in the event of an approval, which will seek to encourage staff

and students to use alternative modes of transport other than the car. However, there will be a number of students and staff travelling via car. The application will result in an increase in trips due to the proposed increase in students due to the expansion in number of classrooms and increase in the number of students. This increase will have an impact on the residential amenity of the area as well as an impact on highway safety if not carefully considered and managed. On this basis a car parking stress survey was requested in order to assess the current and projected as well as details on the modal split which is set out below.

Students mode of transport	Current data	Forecasted data in 4 years
Car (driver)	3.2%	3.0%
Car (Passenger)	6.5%	6.2%
Walk/Cycle	44.5%	45%
Bus	42.2%	42.2%
Taxi/motorbike/other	3.6%	3.6%
	100%	100%

6.4.2 In terms of staff parking overspill, the survey indicates that there is availability currently onsite to enable the one additional member of staff to park. With respect to parking overspill within the surrounding area although it does show available space the most effected roads; Middle Road had an average of 70% whilst Deacon Road had 67%. The Council's Highways team advises that given that 9.7% of the current pupils on enrolled drive this will increase with the additional 135 students proposed to be accommodated by the new classrooms. They conclude the following *'The local streets will likely reach near or at full capacity depending on how it is dispersed through the streets. However, considering the additional number of available spaces in the surveyed area, the survey would indicate that the likely levels of parking can be accommodate during its peak hours and even more so outside those hours'*.

6.4.3 With respect to the number of trips, driving would not be the main mode of transport even when the bus numbers are included. This indicates that the number of trips will not greatly increase resulting in highway concerns. However, the number of students travelling by other means such as walking, cycling; riding motorcycles/mopeds and catching the ferry/train is still substantial. Highway officers indicate that the increase in number of students when assessed against the local accident data is a concern. Improvements to the pedestrian and cycle environment within the vicinity of the site by means of mitigation would improve the current situation, however the increase in the number of students needs to be carefully managed. In this regard, the College have sought to increase overall capacity through the new classrooms from 1450 (the current maximum capacity) to 1600 students. However, the submitted Transport Statement uses an increased capacity figure of 135 students, therefore it is more appropriate to limit the number of students to 1585 in line with the assessed capacity.

6.4.4 In conclusion, officers recognise the concerns raised by neighbours of the college and accept that the proposed expansion will result in additional demand for localised on-street parking. The applicant's parking survey indicates that given the road capacity there will not be a detrimental overspill in parking within the nearby roads. However, mitigation measures to provide improvements to the pedestrian and cycle environment within the vicinity of the site will be required to improve highway safety and make the development acceptable in terms of highway safety. These measures will be secured through a Section 106 agreement as well as a condition restricting the increase in students. Therefore, subject to the mitigation measures the proposal is acceptable in highway terms.

6.5 Mitigation of direct local impacts

6.5.1 The application needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with the current NPPF, Development Plan policies and the Council's adopted Planning Obligations SPD (2013). Given the wide ranging impacts associated with a development of this scale, an extensive package of contributions and obligations would be required as part of the application if the application were to be approved. The main area of contribution for this development, in order to mitigate against its wider impact, is for highway works and these works are to be secured via a Section 106 legal agreement with the applicant. In this case the contribution will be towards public highway improvements to strengthen the safety and environment for sustainable transport modes. Including (but not exhaustive) footway crossing, cycle route facilities and bus route facilities.

7. Summary

7.1 The proposal seeks to promote high educational standards and ensure fair access to educational opportunity. The provision of an extension to provide further classrooms would meet an identified need in the city and is designed to respect the character of the existing buildings and minimise its impact on existing adjacent residents. The proposal is consistent with adopted local planning policies and the National Planning Policy Framework.

8. Conclusion

8.1 It is recommended that planning permission be granted subject to a Section 106 agreement and conditions set out below.

Local Government (Access to Information) Act 1985 Documents used in the preparation of this report Background Papers

1. (a) (b) (c) (d) 2. (b) (c) (d) (e) (f) (g) 4.(f) (g) (vv) 6. (a) (b) 7. (a)

Case Officer **ARL** for 14/12/2021PROW Panel

PLANNING CONDITIONS

1. Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Details of building materials to be used (Pre-Commencement Condition)

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings including ridge tiles. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include presenting alternatives on site. Development shall be implemented only in accordance with the agreed details.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality.

3. Occupancy restriction (Performance)

Unless agreed otherwise in writing by the Local Planning Authority the occupancy level of the College as whole shall not exceed 1585 students in line with the supporting information submitted as part of the application.

Reason: To ensure the development the development complies with submitted parking impact assessment to prevent issues of highway safety.

4. Cycle storage facilities (Pre-Commencement Condition)

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved.

Reason: To encourage cycling as an alternative form of transport.

5. Construction Management Plan (Pre-Commencement)

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Plan for the development. The Construction Management Plan shall include details of:

- (a) parking of vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials, including cement mixing and washings, used in constructing the development;

(d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
(e) measures to be used for the suppression of dust and dirt throughout the course of construction;
(f) details of construction vehicles wheel cleaning; and,
(g) details of how noise emanating from the site during construction will be mitigated. The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason: In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

6. Protection of nesting birds (Performance)

No clearance of vegetation likely to support nesting birds shall take place between 1 March and 31 August unless a method statement has been agreed in writing by the Local Planning Authority and works implemented in accordance with the agreed details.

Reason: For the safeguarding of species protected by The Wildlife & Countryside Act 1981 (as amended) and the conservation of biodiversity.

7. Hours of work for Demolition / Clearance / Construction (Performance)

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of:

Monday to Friday	08:00 to 18:00 hours
Saturdays	09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of the occupiers of existing nearby residential properties.

8. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning.

NOTE TO APPLICANT

Southern Water requires a formal application for any new connection to the public sewer to be made by the applicant or developer. To make an application visit: southernwater.co.uk/developing and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

Crane Advice

Given the nature of the proposed development it is possible that a crane or tall construction equipment may be required during its construction. Therefore the requirement set within the British Standard 'Code of practice for safe use of cranes' are relevant for crane operators to consult the aerodrome before erecting a crane or tall equipment in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues', available at

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.aoa.org.uk_wp-2Dcontent_uploads_2016_09_Advice-2DNote-2D4-2DCranes-2D2016.pdf&d=DwlGaQ&c=pbUzoxRZCRvayVvkYvkiMO6u1jPMdBrTZxWyx_2PsKs&r=E_GbQSaRMExEzL-2Vmtui9pO-MEfVbYuRNtQhMcOOK8&m=S_Oeo1eU-i8jLhDb1zmxxUpfngxAIAka9gtgxqYIRJY&s=zdYj1QII9OKUTBOF7H2j7816UX3_sBKrx4HI3XArNEw&e=

POLICY CONTEXT

Core Strategy – (as amended 2015)

CS6	Economic Growth
CS7	Safeguarding Employment Sites
CS11	An Educated City
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (as amended 2015)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
SDP22	Contaminated Land
HE6	Archaeological Remains

Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)

Relevant Planning History

Case Ref	Proposal	Decision	Date
1108/35	Open air swimming pool	Conditionally Approved	29.04.1957
1218/44	The erection of an extension to existing premises	Conditionally Approved	30.03.1962
1410/P13	Siting of classroom	Conditionally Approved	07.04.1971
1425/P18	Erection of a covering structure over existing swimming pool and new changing room, lavatories and an ancillary building	Conditionally Approved	26.10.1971
1450/C2	The erection of the proposed Sholing middle school on land at Middle Road Sholing (including the sites of 177-183 (odd) Middle Road	Conditionally Approved	09.01.1973
1454/C1	Retention of a temporary classroom unit	Approved	13.03.1973
1456/27	Retention of a store building	Approved	17.04.1973
1462/C1	The detailed plans of the proposed Sholing Middle School	Conditionally Approved	31.07.1973
1495/CC1	Retention of one double and one single Classroom unit	Conditionally Approved	18.11.1980
1523/CC1	Erection of one single "Andover" and one double "Andover" Temporary classroom unit	Conditionally Approved	26.04.1977
1616/CC1	Erection of two single and one double temporary classrooms and replacement of one double unit with a similar structure	Conditionally Approved	29.06.1982
901384/EH	In filling of undercroft of the three storey block	Conditionally Approved	12.11.1990
931130/E	Erection of 2 storey classrooms	Conditionally Approved	24.11.1993
950061/E	Erection of a new sports hall extension to College social centre and new Seminar/activities room	Conditionally Approved	24.02.1995
951147/E	Erection of a single storey extension to Boiler room	Conditionally Approved	17.11.1995

990023/E	Construction of a two-storey art block	Conditionally Approved	22.03.1999
00/01282/FUL	Installation of new rear entrance and offices.	Conditionally Approved	29.12.2000
03/01008/FUL	Erection of two temporary classrooms	Conditionally Approved	23.09.2003
09/00661/FUL	Erection of a single storey double classroom, a single storey single classroom and a storage container	Temporary permission	21.08.2009
11/01119/FUL	Erection of a single storey building to provide a new pre school nursery following relocation of existing mobile classrooms/storage container and demolition of existing nursery.	Conditionally Approved	05.09.2011
12/01667/FUL	Erection of conservatory style extension to existing student centre	Conditionally Approved	20.12.2012
13/00351/FUL	Erection of a 2-storey building to provide Public Services and Essential Care teaching accommodation with associated alterations (to replace existing temporary accommodation)	Conditionally Approved	04.06.2013
13/00687/FUL	Erection of a single storey extension to existing gym/dance studio and recladding rear and side elevation	Conditionally Approved	28.06.2013
13/00721/FUL	Erection of a 3-storey extension to south facing elevation within court yard to provide new teaching and office accommodation	Conditionally Approved	05.08.2013
14/00495/FUL	Erection of 1 x two-storey side and 1 x single-storey rear extension to the existing gym/dance studio plus re-cladding of 3 elevations.	Conditionally Approved	04.06.2014
15/01254/FUL	Extension of existing dropped kerb to main entrance by a total of 4 metres (1metre one side and 3 metres the other)	Conditionally Approved	29.07.2015
18/00520/FUL	Proposed installation of a 3G football turf pitch with associated fencing, 6 x flood lights and 2 x storage containers (Additional information received regarding hours, parking, litter, drainage and noise)	Conditionally Approved	14.09.2018

Highway Engineer Response

Firstly, it is important to note that since the application was first submitted and reviewed, there has been on-going dialogue with additional information since being submitted. These comments relate to the latest information at the time of writing this report.

Principle and Location

The proposed development is an intensification of an established use located within the current site boundary. Therefore both in terms of its location and in principle, the development is considered acceptable.

Access

There are no physical works to which will alter any access points or the public highway. There has been some mention from letters of representations regarding a closure of the access on White's Road. The applicant has since responded that this was considered as a potential development but is no longer going to be pursued. Regardless, this planning application does not include this as part of the proposal and therefore will carry limited weight as the application will be considered as presented before me.

Car Parking

There are no changes to the proposed parking levels on site due to the temporary classrooms being retained. An on-site parking survey has been provided where staff may choose to park. The survey shows that availability is limited on site varying between 1 to 5 spaces depending on the time of day. However, it is important to note that this survey was carried out since the college has recruited additional staff to cover the smaller classrooms during the pandemic period. It is suggested by the applicant that as class sizes (or staff to student ratio) increases to 'prior pandemic' levels, the additional staff that is currently on site will be redeployed for the expansion. It is suggested that only one additional FTE staff will be needed in total. From this, it is considered in terms of staff parking needs, there will be negligible impact on the highway.

In regards to on street parking throughout the day, a parking survey was conducted which covered a reasonable area around the college site and immediate streets in the near vicinity where vehicles related to the college would likely occur. The parking survey covers the morning and afternoon peaks as well as a lunch time in order to show the new timetable and helps with highlighting any staff or long term parking which takes place during the day. The parking survey does indicate that the overall area does have a reasonable amount of spare capacity from a stress level perspective. However, it is also important to consider actual number of spaces available on the two most likely affected roads – Middle Road and Deacon Road. The average of the three peak hours was used in order to determine a robust and reasonable 'average' stress figure for the purpose of this assessment. Middle Road had an average of 70% whilst Deacon Road had 67%. This equates to an average of 18 kerbside spaces (2 of which are disabled spaces) and 17 spaces available respectively.

From the revised student travel survey conducted during 2021's enrolment, it is suggested that 9.7% of students arrive either as a car driver or car passenger. The proposed expansion suggests an increase of 135 students (although indicate a potential capacity for 150). The local streets will likely reach near or at full capacity depending on how it is dispersed through the streets. However, considering the additional amount of available spaces in the surveyed area, the survey would indicate that the likely levels of parking can be accommodate during its peak hours and even more so outside those hours.

Cycle Parking

The applicant has indicated to improve on site cycle parking facilities and that they will agree to a travel plan with ongoing reviews. The travel mode survey suggests only 3%-4% of students currently cycle to the college and therefore there is scope to really improve on this as it is relatively low.

Trip generation and Impact Assessment

The latest travel mode survey captured almost 75% of the students within the last two weeks of enrolment. This is considered to be a reasonable figure and is representative of likely travel patterns for the overall site.

In terms of vehicular traffic and congestion, the proposal is considered to be acceptable as only roughly 10% of students arrive by car and although 42% arrive by bus, the level of bus movements is not considered to change significantly due to the capacity each bus can accommodate.

However, there will still be significant amount of students arriving by other means such as walking; cycle; motorcycle/moped and ferry/train then walk/bus. This makes up nearly half of the modal split and therefore is quite significant. The local streets do have a notable number of reported accidents in the last 5 years (available data running between 2016-2020). Middle road has 9 (with 3 being serious) with an additional 4 around the junctions with Deacon Road and Heath Road. There are other various collisions in the near vicinity of the site but is very difficult to determine from available data if there was any real pattern or obvious cause and the fact if any of these were related to college traffic. However, the level of collisions could be symptomatic of the level of traffic along these popular connecting roads linking up with the A3024. Therefore, the additional trips generated by the expansion could exacerbate this issue and should be considered carefully because of this. It is noted that the local highway network does have a few areas whereby pedestrian and cycle environment is quite poor. Improvements should be considered as part of the mitigation measures to improve pedestrian and cycle safety which will also further encourage and have a more direct impact on encouraging sustainable travel. The Transport Team will be happy to support in agreeing the detailed designs and level of mitigation measures during the Section 106 process stage.

Summary

In conclusion, the proposed development is considered acceptable in principle. The parking survey indicates that although there may be a couple of hours which could see parking stress reaching capacity, this would have to depend on all vehicles concentrating on one particular road. Furthermore, the wider surveyed areas indicates that any overspill parking can be accommodated and is not considered significantly

harmful. There is a notable highway safety concern from the number of reported collisions in the area. Increase of multi-modal trips therefore could be quite significant and therefore mitigation measures will be required as part of the Section 106 agreement. Overall, the application is being recommended for Approval subject to the following standard conditions:

- 1) Construction Management Plan
- 2) Cycle Parking
- 3) A condition to restrict capacity of students in order to allow for the impact assessment to be accurate and applicable