
Site Address:	Havant College, Barncroft Way, Havant, PO9 1QL		
Proposal:	Erection of new three storey teaching building and provision of 8No. additional parking spaces, 14No. cycle spaces, new fencing and landscaping.		
Application Type:	Full Planning Permission		
Application No:	APP/23/00928	Expiry Date:	09/01/2024
Applicant:	Havant and South Downs College		
Agent:	Emily Warner	Case Officer:	Lesley Wells
Ward:	Bedhampton		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 Havant Campus is one of three Havant & South Downs Campuses accessed off Barncroft Way in a prominent position, visible from the busy B2149 roundabout. The Havant Campus is conveniently located near Havant's town centre. The site boasts expansive playing fields, with transport connections with ease of access to buses and train services. Vehicular accesses are off Barncroft Way.
- 1.2 There are trees and hedges, together with fencing along the boundaries of the site.
- 1.3 The surrounding development consists of residential dwellings to the south and north-west, with Havant Borough Council's office opposite to the east.
- 1.4 The site falls within Flood Zone 1 and on current information would remain so in 2115 with climate change.

2 Planning History

02/51057/021 - Erection boundary wall to max height (including pillars) of 2.025m adjacent to Nursery Unit and access to secondary car park area to north of site. (accessed from Barncroft Way)., PERM,26/09/2002

02/51057/020 - Erection of single storey pitched roof building to form extension to refectory., PERM,07/03/2002

01/51057/019 - Single storey extension to south elevation of music suite, PERM,04/06/2001

99/51057/018 - Removal of 17 no. temporary classrooms and the construction of new sports hall and two storey block of 12 no. classrooms, covered way at first floor level, new fire escape and provision of 30 additional car parking spaces and 30 cycle racks, S106,09/07/1999

97/51057/017 - Replacement Artificial Hockey Pitch and associated lighting. Erection of 3.6m high security fence surrounding pitch, PERM,25/09/1997

03/51057/022 - Single storey photographic classroom facility., PERM,06/03/2003

04/51057/023 - Erection of new boiler room and extension to main entrance area., PERM,14/04/2004

04/51057/024 - New sub station and switch room., PERM,10/06/2004

09/51057/026 - Installation of 3No. temporary double classroom blocks and 2No.

single blocks., PERM,19/10/2009

APP/11/00937 - Change of use for sports hall from D1 to a mixed D1/D2 usage to allow evening use by sports organisations (non-compliance with condition 10 to 99/51057/018). , PERM,07/12/2011

APP/12/00345 - New single storey curriculum building to include 6No. classrooms, staff workroom, tutorial room and ancillary facilities. Replacement for temporary portacabins currently on site., PERM,24/05/2012

APP/12/00821 - Discharge of Conditions 2, 5, 6 and 7 of Planning Permission

APP/12/00345., PERM,10/10/2012

APP/13/00309 - Discharge of Condition No. 7 of Planning Permission APP/12/00345., UNK,

APP/13/00385 - Display of 1No. illuminated Triangular Monolith sign., PERM,12/06/2013

APP/13/00794 - Demolition of existing single storey building. Erection of new single storey building to serve as Adult Learning Centre., PERM,08/10/2013

APP/13/01144 - Discharge of Condition No. 2 of Planning Permission APP/13/00794., PERM,15/11/2013

APP/15/00639 - Display of 1No. pole mounted banner system., PERM,04/08/2015

APP/17/00049 - Consultation by Hampshire County Council for one classroom teaching block to the north east of existing schools, a four classroom teaching block to south west of the existing schools, some internal refurbishment, the adaptation and improvement of the existing external play areas, the creation of a new MUGA and the expansion of the existing car park. HCC request to Discharge Condition 6. (08.11.17)., RNO,03/03/2017

3 Proposal

Erection of new three storey teaching building and provision of 8No. additional parking spaces, 14No. cycle spaces, new fencing and landscaping.

The accommodation would comprise of:

10 x general purpose teaching classrooms
Staff office
Pupil and staff toilets
Storage
Plant room

Number of storeys: 3

Gross Internal Floor Area: 810 sqm

Gross External Floor Area: 941 sqm

Red line development boundary area: 5,571 sqm

Parking and Cycling Provision

8 additional parking spaces

14 additional cycling racks, within proposed black steel cycle shelters

The building would be built to a Very Good BREEAM rating.

Landscaping and new fencing around the development

4 **Policy Considerations**

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS1	(Health and Wellbeing)
CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS3	(Skills and Employability)
CS7	()
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Emsworth Neighbourhood Plan Post Examination Version 2020

N/A

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 **Statutory and Non Statutory Consultations**

Arboriculturalist - 1st Comment - Further Information

I wondered if the agent would consider amending the Construction Management Plan (September 2023 Rev00), so that it took into account the Tree Protection Measures listed in the Arboricultural Method Statement, Tree Protection Plan and Arboricultural Impact Assessment prepared by Arbtech. Alternatively it could be requested as a pre-commencement condition?

Finally, I didn't know if the agent would consider locating the drainage storage tank as shown in the 'Proposed Below Ground Drainage Sheet 2 of 2' (reference 21060-C-0501) a little further from the Root Protection Area of T2. Although it is outside of RPA it is close enough that it might fall within the area cordoned off by the Tree Protection measures and therefore wondered if it could be amended?"

Officer Comment: *As to the CMP this has been updated to include compliance with the Arboricultural Method Statement, which includes the Arboricultural Impact Assessment and reference to the Tree Protection Plan. If permission is granted*

conditions are recommended as to compliance with the CMP and the tree protection measures listed in the Arboricultural Method Statement, the Arboricultural Impact Assessment and the Tree Protection Plan.

The applicant's drainage consultant would be content to move the soakaway, but it has been requested to leave this until a contractor is appointed, so that they may put their input into its position. Instead of an amended plan identifying this at this stage, they have requested a condition requiring an updated Below Ground Drainage plan. Such a condition is recommended, (ie condition 10, which includes the relocation of the proposed soakaway), if permission is granted.

Building Control

Building Regulation consent will be needed for this application

Fire Authority access to this section of the site has not be outlined

Bin waste storage provisions are not shown

Disabled provisions to the building regarding level access and routes of travel are unclear

Egress routes from fire exits to places of safety not shown

Additional issues are likely to be raised once an application has been submitted

Officer Comments: *further details have been provided by the agent in respect of the matters raised by BC, which will be relevant when Building Regulations are sought, if permission is granted.*

Former Councillor D Guest - No comment

Councillor Kristine Tindall - Battins - No comment

Councillor Liz Fairhurst - Bedhampton - No comment

Councillor Phillipa Gray - No comment

Councillor T Moutray - No comment

Community Infrastructure - Comment

If there is a S106, there will be HBC monitoring fees see: [Monitoring fees | Havant Borough Council](#)

'Havant Borough Council monitors and discharges all Hampshire County Council Covenants on behalf of the County and the charges below also apply for each Hampshire County Council Head of Term.

From 1 April 2024

- £914 per non-financial head of term (outside the scope of VAT)

- 5% of cost per Havant Borough Council financial head of term (outside the scope of VAT)

This contribution is indexed in accordance with the CPI.'

Officer Comment: *Noted and advised the applicant's agent accordingly.*

Crime Prevention -Minor Apps - No comment

Development Services - Southern Water

Our investigations indicate that Southern Water can facilitate foul sewerage disposal to service the proposed development. Southern Water requires a formal application for connection to the public sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service:

developerservices.southernwater.co.uk and please read our New Connections Charging Arrangements documents which are available on our website via the following link:

southernwater.co.uk/developing-building/connection-charging-arrangements

The supporting documents make reference to drainage using Sustainable Drainage Systems (SuDS).

Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Design and Construction Guidance (Appendix C) and CIRIA guidance available here:

water.org.uk/sewerage-sector-guidance-approved-documents/ciria.org/ItemDetail?iProductCode=C753F&Category=FREEPUBS

Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme.
- Specify a timetable for implementation.
- Provide a management and maintenance plan for the lifetime of the development.

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

The design of the proposed basements and on site drainage system should consider the possibility of surcharging within the public sewerage system in order to provide adequate protection to basements from the risk of flooding.

If the applicant proposes to offer a new on-site drainage and pumping station for adoption as part of the foul public sewerage system, this would have to be designed and constructed to the specification of Southern Water Services Ltd. A secure compound would be required, to which access for large vehicles would need to be possible at all times. The compound will be required to be 100 square metres in area, or of some such approved lesser area as would provide an operationally satisfactory layout. In order to protect the amenity of prospective residents, no habitable rooms shall be located within 15 metres to the boundary of the proposed adoptable pumping station, due to the potential odour, vibration and noise generated by all types of pumping stations. The transfer of land ownership will be required at a later stage for adoption.

We request that should this planning application receive planning approval, the following informative is attached to the consent:

Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water.

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

It is possible that a sewer now deemed to be public could be crossing the development site.

Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Officer Comment: *If permission is granted, it is recommended that a condition as to details of the foul and surface water be imposed on the decision notice.*

Building Control and Drainage have been consulted over the proposal, making no comments on the use of a Sustainable Drainage System.

Southern Water's comments were forwarded to the applicant's agent and would be an

informative on the decision notice.

Basements do not form part of the application.

Ecologist - No Objection

The application is accompanied by an Ecological Impact Assessment (Ethos, September 2023) which provides a sound assessment of the application site and the likely impacts arising from the proposed development. The application site is described as an area of species-poor modified grassland situated at the south-eastern corner of the Havant College site. The area contains no buildings. Several mature trees are present at the boundaries and are considered to offer negligible potential for supporting bat roosts. Overall I am content that the site is of limited ecological interest and that no further ecological assessment is required.

The ecology report includes some useful recommendations for ecological enhancement, entailing the installation of four Common Swift boxes. If you are minded to grant permission, I would recommend that these measures are secured by condition.

Development shall proceed in accordance with the ecological enhancement measures as detailed in the Ecological Impact Assessment (Ethos, September 2023) unless otherwise agreed in writing by the Local Planning Authority. Proposed nest boxes for Common Swift are to be installed in appropriate locations as per manufacturer's instructions. Reason: to provide ecological enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Officer Comment: *If permission is granted the above condition is recommended, which has been agreed with the applicant.*

Engineering/Drainage - Final Comment - No Objection

I have reviewed the revised Travel Plan and am satisfied with its contents.

Engineering/Drainage - 1st Comment - Further Information Required.

The Travel Plan is out of date with respect to active travel provision to the site (see (1) and (2) below). The main thrust of the Plan also seems to be about accommodating driven traffic rather than encouraging active travel. Avoiding the provision of the additional parking spaces would encourage alternative travel by walking, cycling, bus or train.

1. The existing shared cycle provision runs from Barncroft Way to the north, past the College entrance and round into New Road where it crosses New Road by means of the toucan crossing, in turn connecting to an onward cycle route along Park Road North into central Havant. This is part of a major cycle route connecting Leigh Park, through Havant, to Hayling Island; plans are in an advanced stage of development to extend this route at its northern end to Waterlooville (paras. 2.2.1, 2.2.2)

2. The recently completed Elmleigh Road cycle scheme has provide a new direct link between Havant railway station and the HSDC east gate using a segregated, dedicated cycle track and an upgrade of the controlled crossing in Petersfield Road to a 'sparrow' layout (para. 2.1.7). This scheme has been specifically designed to encourage active travel from the railway station to the college site.

In light of the Elmleigh Road project in particular, we consider additional cycle parking provision nearer the east gate should be provided. The Council would also be willing to work with the College on measures to encourage active travel and can provide on-campus copies of printed mapping etc. to do so.

Officer Comment: *the proposed location of the cycle provision has been chosen for security purposes.*

Environmental Health Manager, Contamination - No Objection Geotechnical report

Predominantly relates to foundation and soakaway design, but includes basic contamination testing. No environmental desk study has been undertaken, and sample positions were selected for general coverage (non-targeted).

I am not aware of any specific contamination sources in the vicinity of the development land, so this strategy is acceptable.

There are no soil descriptions in the trail hole logs that are a cause of concern, and all soils results are within the range of normal background concentrations.

No objections arise, and no conditions are considered to be necessary to secure further assessment/risk mitigation works.

Drainage Design

I have briefly reviewed the drainage design documents and note that they are preliminary in nature, and subject to further, more accurate soakage tests. The development carries an inherent low pollution risk, and I would consider that the limited pollution control features noted on the design (standard catch-pit with filtered outlet) are considered to be a proportionate provision.

The preliminary design demonstrates an acceptable and feasible solution to drainage & wastewater disposal and, given the relative lack of sensitivity of the shallow groundwater environment at this location, I see no reason to implement a planning control to address the detailed design (i.e. additional to the existing controls of the Building Control and Wastewater connection application processes).

No objections, no proposed conditions.

Environmental Health Manager, Pollution - No Objection

This office has no objection in principle to this application.

Nearest residential receptors to the proposed new building are approximately 75 metres to the south and south east of the site.

The applicant has submitted a Construction Management Plan, which should suitably

cover noise and dust control, and the majority of other aspects that we would normally request to be added to such a plan.

In terms of the Noise Impact assessment carried out by 24 Acoustics (Technical Report: R10194-1 Rev 1 Dated: 20th September 2023), I am satisfied that if the mitigation measures proposed in the assessment are instituted as recommended for the classrooms and other rooms in the new building, these should suffice.

See Item 6.3: The assessment concludes that, based on the measured ambient noise levels, acoustically attenuated ventilation e.g. mechanical ventilation will be necessary to rooms facing New Road and Petersfield Road. The ventilation systems and external façade shall be appropriately specified at the design stage, to ensure that BB 93 internal noise criteria are achieved.

Similarly for any external plant that may be required, the assessment has confirmed existing ambient background noise levels, and has advised what the relevant plant noise levels should be in relation to the background levels during plant operating periods. These are set at 5 dB below background at nearest noise sensitive receptors. See Items 5.10 to 5.13

5.10 In the absence of any specific local authority requirements, an external plant noise limit of 5 dB below the prevailing background noise level at the nearest noise sensitive windows is proposed, during the plant operating hours. Plant noise levels should be assessed using the guidance of BS 4142: 2014.

5.11 In accordance with the above, the following maximum cumulative plant noise levels are applicable for new plant associated with the scheme, during the relevant operating hours, shown in Table 5 below.

Plant Noise Limit

Daytime 07:00 – 19:00 - 49 dB LAr, 1 hour

Evening 19:00 – 23:00 - 44 dB LAr, 15 min

Night-time 23:00 – 07:00 - 30 dB LAr, 15 min

Table 5 – Proposed Noise Limits for Fixed Plant - Properties to the South of New Road.

5.12 If the noise emissions are tonal, or contain other noticeable characteristics, then a suitable correction is applicable, in accordance with BS 4142:2014.

5.13 Noise from proposed plant should also not exceed 30 dB LAeq,T within existing or new teaching rooms .

The above mitigation measures and plant noise levels as advised in this noise assessment can be conditioned as such.

If this application is to be viewed favourably by the Planning authority, I would ask that the following conditions be included with any decision notice:

Condition 1: External lighting

No floodlighting or other form of external lighting scheme shall be installed unless it has been approved by the Local Planning Authority. Such details shall include, Location, height, type and direction of light intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

Reason: To protect the occupants of any nearby residential properties from light disturbance / nuisance.

Condition 2: Piling

If any piling is envisaged for this site during ground works /construction phase, full details must be submitted to the Local Planning Authority, with regard to the proposed method/s to be employed, and the probable duration of these operations, prior to the ground works starting. The least intrusive noise and vibration method of piling shall be employed at this site. This should be accompanied by a justification as to the reasons why a particular piling method has been chosen, and additionally the proposed mitigation methods to be employed.

Reason: To ensure minimal impact on nearby residential, office and education receptors

Officer Comment: *Conditions as to compliance with the Noise Impact Assessment, the Construction Management Plan and a lighting condition are recommended.*

The agent has confirmed that no piling will be undertaken as part of the development and therefore a condition covering this matter is not required.

Hampshire Fire & Rescue - Comments

Building Regulations: Access for Firefighting

Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations.

Hampshire Act 1983 Section 12 – Access for Fire Service

Access to the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (Access to buildings within the site will be dealt with as part of the building regulations application at a later stage). Access roads to the site should be in accordance with Approved Document B5 of the current Building Regulations.

Fire and Rescue Services Act 2004

The following recommendations are advisory only and do not form part of any current legal requirement of this Authority.

Fire Service Access

The plans provided appear to indicate that the Fire Tender Vehicle Route is on a proposed track road surface of reinforced grass. Please ensure that the proposed reinforced grass route can support the carrying capacity of a 15 tonne Fire and Rescue appliance.

Access for High-reach Appliances

High reach appliances currently operated by the HIWFRS exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high-reach appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for fire fighting may be necessary. You should contact the Water Management Team, Hampshire & IOW Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (hydrants@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HIWFRS would strongly recommend that consideration is given to installation of an Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises.

HIWFRS is fully committed to promoting Fire Protection Systems for both business and domestic premises. Support is offered to assist all in achieving a reduction of loss of life and the impact of fire on the wider community.

Testing of Fire Safety Systems

HIWFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles.

Firefighting and the Environment

Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place. This of course could lead to the total loss of the building and its contents.

Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Officer Comments: *The Fire & Rescue Service's comments have been forwarded to the applicant's agent and would be an informative on the decision notice if permission is granted.*

Hampshire Highways - 1st Comment - Further Information Required

Hampshire Highways provided a detailed response, requesting further details including walking and cycling information, personal injury accidents, parking and cycling provision/demand, staff and students' travel choices and a revised Travel Plan. Full details of their response may be viewed via the following link:

http://dmsbst23a.havant.idox:8080/IDOXSoftware/IG_display/1902451.pdf?docid=190

Hampshire Highways - Final Comment - No Objection

In response to previous comments raised by the Highway Authority dated 28 February 2024, and a meeting held on 20 March 2024, the applicant has submitted a revised Transport Statement (hereafter, TS) dated April 2024. The Highway Authority have reviewed the submitted TS and have the following comments to make.

Policy Status

The TS has been updated to refer to the revised NPPF dated December 2023.

Additionally, reference has been made to Hampshire County Council Local Transport Plan 4. The applicant should be made aware this is now adopted policy and will be relevant when determining this planning application.

Walking and Cycling

The Highway Authority requested a WCHAR and Healthy Streets assessment to be undertaken to support this application. Due to the scale of the development, it was agreed with the applicant that the assessment scope should audit the pedestrian and cycle infrastructure within a 200m radius from the site and cover all access points into the college. The WCHAR should identify any deficits in the infrastructure that would benefit from improvements to improve the walking and cycling connectivity to the site.

The TS and WCHAR is conflicting when suggesting whether pedestrian or pedestrian and cycle access is available into the college from the accesses located along New Road and Petersfield Road. The applicant has however confirmed that cycle access is also available from these pedestrian access points. This is considered acceptable.

The WCHAR assessment provides a more in-depth review of the pedestrian and cycle infrastructure which was summarised within the initial TS. The WCHAR concludes that the pedestrian and cycle infrastructure within the vicinity of the site is generally good. However, there are some clear off-site deficits that require improvements which are discussed further within this response.

The Highway Authority also requested that the WHCAR considered the internal connectivity of the site with several internal routes identified. It appears that the Petersfield Road pedestrian gate is better connected internally to the proposed new teaching block and cycle parking. A clear deficit has been identified for the south pedestrian gate from New Road with opportunities to provide an improved pedestrian connection which the applicant notes could be provided as part of a future landscaping strategy. The Highway Authority disagree and consider that this should be implemented to support this planning application. The proposed connection shown however conflicts with the location of the additional parking to be provided as part of this planning consent. An alternative pedestrian connection should be considered to the rear of the additional parking bays. This will be secured through an appropriate planning condition with the strategy to be agreed and implemented prior to occupation.

As raised within the previous response issued by the Highway Authority and discussed directly with the applicant, the site benefits from a recent TCF scheme which provides improved pedestrian and cycle connections from the College to Havant Railway Station. To a point, the site is already well connected to both Havant and Bedhampton railways stations and Havant Town Centre which has been identified within the supporting WCHAR assessment.

Notwithstanding, there is a clear deficit in the infrastructure with an identified capital scheme which remains unfunded. This deficit has not been identified within the supporting WHCAR assessment. The capital scheme provides improvements to the pedestrian and cycle infrastructure along New Road from Barncroft Way to tie in with the existing infrastructure along with improvements to the existing toucan crossing on New Road. The college provides a key emphasis on sustainable travel to and from site however, sustainable travel and the measures secured within the travel plan can only be encouraged if there is appropriate infrastructure to facilitate this.

The Highway Authority acknowledge that the proposed extension of the TCF works benefit a wider range of users accessing the town centre, railway station, leisure centre and other services that can be accessed via this provision, which is greater

than the additional footfall generated by the additional teaching block. Therefore, a fair and proportionate contribution has been calculated offsetting this against the wider benefit.

The Highway Authority have agreed with the applicant a financial contribution of £35,000 towards these works. The agreed contribution figure equates to 4.5% of the total scheme cost, which is considered reflective of a reasonable assumption that the demand for the college from this direction of travel based on the increased occupancy and reduced parking provision.

Whilst the applicant has raised additional deficits in the walking and cycling infrastructure within the WCHAR assessment which would benefit from improvements, the Highway Authority consider that this identified scheme has a long-term wider benefit and therefore based on the scale of the development no further improvement works are to be sought from this application.

Personal Injury Accidents (PIA)

The Highway Authority requested that the applicant obtained PIA data from Hampshire Constabulary directly for the most recent 5-year period. However, due to the tight timescales of the project the applicant would not have received the required data in time consequently putting the secured DfE funding to provide this building at risk.

In this instance, and in the interests of moving matters forward, the Highway Authority have undertaken their own internal review of the accident data for the most recent 5-year period (01 January 2019-31 December 2023) utilising the study area provided within the initial TA and extending this to cover Havant Station. Therefore, the applicant does not need to obtain any further data sets.

In total 44 PIA's (1 fatal, 11 serious and 32 slight) occurred within the study area over the study period identified. The fatal accident occurred at the B2149 Petersfield Road and The Drive junction whereby a pedal cyclist egressing The Drive and collided with a moving vehicle along Petersfield Road.

The Highway Authority have reviewed the accident data in detail and note a cluster of accidents at the Bancroft Way/New Road junction and on the Park Road North approach of the Elmleigh Road/Park Road North/New Road/Petersfield Road roundabout. Notwithstanding, the Highway Authority is content that these are isolated accidents with no particular trend which is unlikely to be exacerbated by this development.

Trip Generation

Existing Staff Travel choices:

A new staff travel survey was undertaken in March 2024 for staff who solely work at the Havant campus. Travel choices and postcode data were provided for analysis from a total of 128 staff (85% of the FTE equivalent).

The survey outlines that 101 staff currently drive a private car equating to 78.9% of total respondents. More importantly, the survey outlined that staff would consider utilising alternative more sustainable modes including bicycle, bus and train which is promising when encouraging shift to more sustainable modes.

Whilst the allocation of parking spaces for staff is less of a concern than students, the travel plan secured as part of this planning application includes measures to encourage sustainable transport modes to the college for both staff and students. The improvements to the sustainable travel infrastructure, of which this site is to contribute

towards, also further increases the sustainable connectivity of the site particularly to the bus stops and railway stations to increase the accessibility of sustainable modes reducing the reliance on the private car.

Existing Student Travel choices:

Student travel surveys have been updated for those students who study at the Havant Campus. In total 147 students responded to the survey which has been extrapolated to estimate the current travel arrangements for the 1,038 enrolled students at the college.

The extrapolated data suggests that most students currently travel to and from the college via sustainable transport modes (773 students) which equates to 74.5%.

Notwithstanding, 192 students (18.5%) still rely on the private car to access the college which based on the existing parking quantum along with the staff travel patterns causes the demand to exceed capacity by 25%. It is evident that effective measures are required to manage the existing parking demand, notwithstanding the additional demand generated by the further college building. The travel plan implemented to support this planning application includes measures to encourage sustainable transport modes to access the college. The travel plan, along with the car parking management plan, will provide suitable mitigation to minimise any overspill parking occurring on the local highway network.

Proposed Staff and Student Travel Choices:

The proposed development has the potential to increase student numbers of up to 267. The TS has considered an additional 10 FTE staff to ensure a robust assessment on staff travel.

Staff Travel:

Using the travel patterns based on the staff travel survey, it is estimated there are to be 8 additional car drivers with the remaining 2 staff utilising sustainable transport modes or car sharing.

Student Travel:

Paragraph 4.3.3 of the TS estimates that only 45% of the additional 267 students will be utilising the building at any given time equating to 120 students. Transport mode choice for these additional students has been based on the travel patterns for existing students extrapolated for this quantum.

Of the 120 students, an estimated 22 are to travel to the college by private car with the remainder utilising sustainable modes or being dropped off at the college directly. Notwithstanding, an agreed car parking management plan and travel plan will be in place prior to occupation of the new college building

and therefore there will be management measures in place for these additional students predicted to travel by car. The predicted demand will therefore be managed appropriately with details of this to be agreed prior to occupation through an appropriate planning condition.

Parking Provision

Surveys of the existing parking demand have been undertaken to establish the existing car parking demand at the college. The survey is to inform the car parking management measures to manage the available parking on site and justify whether the proposed additional 8 parking spaces is considered acceptable.

The parking survey results are shown within Table 5 of the submitted TS with parking counts taken in both the AM (10:30) and PM (14:30) periods where parking demand is

at its greatest. The parking survey demonstrates that there are periods (Monday, Tuesday and Wednesday) where the south car park is over 100% capacity, and one occasion (Wednesday) where the north car park is also fully occupied within the AM peak periods. On average the parking occupancy for the south car park decreases in the PM peak periods, albeit the north car park increases but continues to remain below full capacity.

The TS suggests that the proposed 8 parking spaces is considered appropriate to accommodate the additional teaching demand based on the modal split for the 10 FTE equivalent staff. It is noted that the TS still refers to these being available subject to detailed design. Whilst this is usually not considered an acceptable approach, considering the implementation of a car parking management plan to manage parking, the Highway Authority are content that there will be appropriate management measures in place to ensure appropriate parking will be available for staff or students that require parking on site.

The applicant has not confirmed whether the proposed parking accords with Havant Borough Council's Parking SPD for staff. It is Havant Borough Council's responsibility as the Local Parking Authority to confirm whether the proposed quantum is considered acceptable.

Notwithstanding, as raised previously, the concerns of the parking quantum more relate to the allocation of student parking rather than staff. A car parking management plan is to be secured as part of any future planning consent to ensure that parking on site is managed appropriately to not lead to overspill parking on the highway. A TRO contribution of £12,000 has also been agreed to be secured which will be implemented should any nuisance parking onto the local highway network related to the college become a concern.

Following direct discussions, the applicant has confirmed the proposed parking spaces measure 2.4m X 4.8m to comply with HBC parking standards.

Cycle parking:

The applicant has confirmed through direct discussions that the existing cycle parking on site to be 31 cycle spaces. The LPA parking standards require cycle parking provision for educational establishments to be based upon travel data. Of the revised survey data undertaken, 3.9% of staff and 4.2% of students (45% on site at one time) are expected to cycle. Based on the travel data 26 cycle spaces would be required therefore the existing cycle parking exceeds the standards by 6 cycle spaces.

For proposed cycle parking, based on travel data figures as laid out above, a minimum of 6 cycle parking spaces would be required. Notwithstanding, given the need to increase the uptake of sustainable modes to the site to reduce reliance on the private car, 14 secure and covered cycle spaces are proposed. The Highway Authority consider this quantum to be acceptable given the proposed and existing cycle parking over provides in accordance with the parking standards.

The cycle parking facilities are to be located to the west of the business block and south of C block both existing buildings on the college campus. This additional cycle parking can be accessed from all 3 entrance points into the college (New Road, Barncroft Way and Petersfield Road) towards the proposed teaching block. The Highway Authority agree that this appears to be an appropriate location to accord with desire lines of cyclists accessing the college and the proposed teaching block.

Design and Mitigation Measures

Design Measures:

The Highway Authority have agreed with the applicant that the parking management plan can be secured through appropriate planning condition. This should be submitted to and agreed in writing with the Highway Authority prior to occupation of the new college building. The requirements of the car parking management plan to satisfy the Highway Authority will be outlined within the condition.

Policy Measures: -

The revised TS continues to provide a summary of the relevant student policies from the South Downs campus travel to learn strategy (TTL).

The car parking demand survey has outlined the current demand across the current week with the proposed student demand clearly demonstrated within the trip generation as discussed above. It is currently not clear whether the 3-day week is currently in operation and has been assessed as part of the car parking demand survey and this should be clarified within any car parking management plan. Measures to ensure the car park and allocation of permits can accommodate the proposed 3-day week will be secured and agreed within the car parking management plan prior to occupation.

The Highway Authority previously requested further clarity on the permit only scheme, how the transition was to be proposed and how students were to be notified of this change to consider alternative modes of transport to access the college. Additionally, confirmation was requested as to where the acceptable 40-minute journey distance had been derived from when allocating permits for students. This has not been provided within the revised TS however clarity on permit allocation can be secured through the car parking management plan to be agreed prior to occupation.

The applicant has submitted travel heat maps to support this planning application however no key has been provided on the drawings. The Highway Authority are therefore unclear as to the numbers of students that would travel from the areas on the heat map that qualify for a permit. Notwithstanding, as part of the car parking management plan the method for allocating permits will be established and agreed with the applicant to be agreed prior to occupation. The travel heat maps should be included within the car parking management plan. This may require careful management depending on the availability of realistic alternative sustainable transport modes, the number of permits available and not just be based on a blanket 40-minute journey distance.

Travel Plan

The Highway Authority have reviewed the revised full travel plan R3 dated April 2024 and are satisfied that no further amendments are required. The full travel plan is therefore agreed and will be secured through the S106 agreement along with the associated approval and monitoring fees for the development.

Construction Traffic Management Plan

The applicant has submitted a Construction Management Plan (hereafter, CMP) to support this planning application. Compliance with the agreed CMP will be secured through an appropriate planning condition.

An initial CMP was submitted to the Highway Authority where a number of comments were raised. In response to these comments a revised CMS has been submitted. The Highway Authority have reviewed this document and are content with the measures and the submitted information in managing construction activities and associated movements. The following comments however made as Additional measures may be considered appropriate to be included within the CMP as construction activities

commence due this being a live document.

The location of the site compound as shown within drawing BSB-HAV-002 Rev 1 leads to a temporary loss of 9 existing parking spaces at the college. On balance considering A-level students are due to be finishing or considered to not be on site as often, and due to the site constraints, this is considered acceptable. Additionally, ahead of the Autumn term in September 2024, the applicant can begin to implement the measures within the agreed travel plan to manage parking demand on-site into the new academic year. Should the Highway Authority be made aware of spill parking because of the construction activities to be an issue (either contractor, staff, or student) additional measures may need to be included to manage parking.

The Highway Authority note the arrangements regarding scheduling of deliveries to ensure more than one does not occur at the same time; however, the CMP is conflicting when suggesting 'appropriate arrangements' will be made should more than one vehicle require access. The applicant is reminded

that under no circumstances should any waiting occur on the highway. Additional delivery management measures may be considered necessary should any waiting on the highway occur because of the construction arrangements.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following S106 obligations and conditions.

S106 Obligations: _

- Prior to occupation a financial contribution of £35, 000 with respect to walking and cycling improvements within Havant Town Centre.
- Prior to occupation a financial contribution of £12,000 with respect to a traffic regulation order
- Prior to occupation, the full travel plan to be submitted to and agreed in writing with the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect of approval (£750) and monitoring (£5,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit of £11,000 in respect of measures within the travel plan

Conditions: _

- Prior to occupation a car parking management plan to be agreed in writing with the Planning Authority in consultation with the Highway Authority. The car parking management plan should include the following measures to ensure any spill parking on the highway is avoided:
 - a) Number of allocated parking spaces for students and staff
 - b) Summary of the allocation of the parking permits and the method as to how these are to be allocated based on travel heat maps and access to sustainable transport opportunities
 - c) Reference to a constant review of the parking permit allocation and parking management measures

Reason – In the interests of Highway Safety

- The applicant is to comply with the measures in accordance with the agreed Construction Management Plan Rev 02 dated April 2024

Reason – In the interests of Highway Safety

- An internal footway connection from the South Gate to be agreed in writing by the Highway Authority in consultation with the Planning Authority and to be implemented prior to occupation.

Reason - In the interest of improved sustainable transport connections into the site.

Officer Comment: *If permission is granted this would be subject to a S106 agreement securing the above and the three recommended conditions.*

Landscape Team, Havant Borough Council - Comments

From a landscape perspective we have the following comments:

- The introduction of a 3 no. storey unit fairly close up to boundary is deemed to have a detrimental impact on the existing open character. To mitigate this visual impact we require significant boundary screening to screen the views, which should be in the form of UK native trees.
- Given the recent upgrades to Elmleigh Road off road cycle routes we would advocate the inclusion of additional cycle storage facilities to encourage sustainable transportation inline with HBC policies.

Officer Comments: *The withdrawn Local Plan identified within the campus:*

"The provision of a landmark or gateway feature on the south-eastern corner of the site due to its prominence adjacent to the Petersfield Road (B2149) and New Road roundabout."

Therefore, the suggestion to add further screening to the site has not been taken forward, as the proposal is a landmark feature, which would be prominent in the street scene, which was the aim of the withdrawn Local Plan and which is appropriate for its setting.

The existing level of cycle provision exceeds the current SPD requirements, which would be enhanced by the eight additional spaces secured by the proposal.

Policy Team

Policy CS14 of the Havant Borough Local Plan (Core Strategy) sets out that non-residential development schemes such as the one proposed must meet the 'very good' level of the Building Research Establishment's Environmental Method (BREEAM).

The assessments provided with the application indicate that the application is estimated to achieve a target score of 58.60%, achieving all necessary mandatory credits to achieve that score. The minimum level to achieve a 'very good' standard is 55%, as such, the application is providing a pragmatic buffer above the minimum so that should a small number of credits not be achieved, it should not threaten the ability to achieve the 'very good standard'. Furthermore, the report clarifies that there are

additional credits which can be targeted should replacement credits be needed.

As such, the application is supported in terms of its compliance with Policy CS 14 specifically. In order to secure this standard through the construction process, two conditions the following two conditions are needed which are recommended if permission is granted:

1) Prior to the commencement of development in each phase (excluding site clearance and demolition), written documentary evidence demonstrating that the development will achieve at minimum 'Very Good' against the BREEAM Standard (or equivalent if not available), in the form of a design stage assessment, shall be submitted to and agreed in writing by the Local Planning Authority for that phase. The development in that phase shall be carried out in accordance with the approved details.

Reason: To ensure the development contributes to sustainable construction having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

2) Within 6 months of each phase of the development first becoming occupied (or such other date as may be agreed in writing by the Local Planning Authority), written documentary evidence proving that the development has achieved at minimum Very Good against the BREEAM Standard (or equivalent if not available) in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval for that phase.

Reason: To ensure the development contributes to sustainable construction having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Officer Comment: *If permission is granted the two conditions are recommended.*

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 0

Number of site notices: 2

Statutory advertisement: Not applicable.

Number of representations received: 0

7 Planning Considerations

- 7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) BREEAM assessment
- (iii) Impact upon the character and appearance of the area
- (iv) Impact upon residential amenity
- (v) Access and parking
- (vi) Impact on trees
- (vii) Impact on ecology
- (viii) Landscaping
- (ix) Flood Risk & Drainage
- (x) Developer Contributions & Legal Agreement

- (i) Principle of development

- 7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria.

Havant Borough Local Plan (Core Strategy) 2011 (Core Strategy) states that:

"Havant College, recognised as a Centre of Excellence, provides a successful further education facility for the borough and its surrounding area. This includes providing adult education opportunities."

- 7.3 Policy CS1 in the Core Strategy *"Supports improving the educational and life chances for young adults especially by facilitating access into employment"*. The proposal would accord with this aim by enhancing and expanding the educational facilities on this campus, with the potential to facilitate access into employment.

- 7.4 Policy CS7, criterion 2, supports development which *'provides educational and training improvements'*

- 7.5 Paragraph 99 of the NPPF provides that local planning authorities should take a proactive, positive and collaborative approach to meeting school place requirements, and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools.

- 7.6 Within the withdrawn Local Plan it was recognised that whilst the college was not included within the Civic Campus there *"... is scope to provide new educational facilities to integrate public facing parts of the college's courses with other facilities in the Civic Campus area"*. The proposal would provide scope for new educational facilities.

- 7.7 As to the application site the withdrawn Local Plan also identified within the 'Site Opportunities and Constraints' for the campus:

"The provision of a landmark or gateway feature on the south-eastern corner of the site due to its prominence adjacent to the Petersfield Road (B2149) and New Road roundabout."

- 7.8 The proposal would be a landmark feature, due to its design and prominent location at this corner site, which would be visible from outside of the site, which is the aim of the proposal, which is acceptable.

- 7.9 The principle of the proposal is therefore acceptable, subject to the development management matters set out below.

(ii) BREEAM Assessment

- 7.10 Policy CS14 of the Core Strategy sets out that non-residential development schemes such as the one proposed must meet the 'very good' level of the Building Research Establishment's Environmental Method (BREEAM).
- 7.11 The assessments provided with the application indicate that the application is estimated to achieve a target score of 58.60%, achieving all necessary mandatory credits to achieve that score. The minimum level to achieve a 'very good' standard is 55%, as such, the application is providing a pragmatic buffer above the minimum so that should a small number of credits not be achieved, it should not threaten the ability to achieve the 'very good standard'. Furthermore, the report clarifies that there are additional credits which can be targeted should replacement credits be needed.
- 7.12 As such, the application is supported in terms of its compliance with Policy CS 14 specifically. In order to secure this standard through the construction process, two conditions are needed, which would require in summary, documentary evidence that the development will and has achieved a minimum 'Very Good' against the BREEAM Standard. Such conditions are recommended.

(iii) Impact upon the character and appearance of the area

- 7.13 The proposal is for a three storey building, located at the junction with Petersfield Road to the east and New Road to the south, with a maximum height of 14 m, dropping down to 12.2m, either side of the central circulation areas and hallway. The main body of the building would not be symmetrical in layout, with a central feature, incorporating an asymmetrical roof, with flat roofs either side. The design of the proposal is contemporary in nature, which is reflected in the choice of colour and materials, which would be grey brickworks and aluminium cladding, windows, doors and rain water pipes. The college's illuminated logo (ie HSDC) (which requires separate advertisement consent) with red and black lettering is proposed to be sited on the south elevation on the third floor. The design of the building, is considered acceptable in this location.
- 7.14 There is residential development opposite the site to the south in the form of four storey flats. To the east is the Council offices which are three storey. Therefore whilst the proposal would be higher than existing building within the campus, which are generally single or two storey, the proposed height of the building would not be out of keeping with the general character and appearance of the locality and would secure a landmark building in this location within the campus.
- 7.15 The proposal would be in a prominent location at the junction of Petersfield Road and New Road, reflective in size of other development within the locality, which would be visible from the surrounding area. The proposal would be a landmark feature which was promoted in the withdrawn Local Plan and is acceptable, adding interest to the character and appearance of the area in accordance with Policy CS16 of the Core Strategy.

(iv) Impact upon residential amenity

- 7.16 The nearest residential properties to the development is a block of flats on the other side of New Road. The development would be set back from existing development within the campus and New Road at the junction with Petersfield Road, facing the roundabout. Due to this relationship and a separation distance of approximately 75m, together with hedging and trees along the boundary with New Road the proposal would not give rise to an unacceptable loss of amenity to the occupiers of the flats in accordance with Policy CS16 of the Core Strategy. It is noted that no objection has been received in respect of the proposal.

(v) Access and parking/cycle provision

Access

- 7.18 There are no changes proposed to the existing vehicular accesses to the site which are off Barncroft Way. The application is accompanied by an amended Travel Plan and Transport Statement. The Highway Authority (HA) has been consulted and commented on these documents highlighting the following points.

Walking and Cycling

- 7.19 Following discussions with the HA a 'Walking and Cycling Assessment' (WACA) has been provided covering a radius of 200m around the College site to ensure that all access points to the College site have appropriate walking and cycling connections. The Assessment concluded that the pedestrian and cycle infrastructure within the vicinity of the site is generally good. However, there are some off-site infrastructure deficits that require improvements, as identified by the HA's unfunded capital scheme, in respect of walking and cycling improvements within Havant Town Centre. The HA has agreed with the applicant a financial contribution of £35,000 towards walking and cycling improvements within Havant Town Centre, to contribute towards addressing these deficits.
- 7.20 In the WACA an internal footpath deficiency from the south pedestrian gate in New Road was identified. To improve pedestrian connection within the site, a condition is recommended that an internal footway be provided from the South Gate, which is recommended.

Parking

- 7.21 There are two car parking areas on the campus: one to the south, the other to the north, with accesses off Barncroft Way. Eight additional car parking spaces are proposed in association with the development to be located within the existing car parking area in the south west corner of the site, for the 10 full time equivalent staff. This would normally comply with the standard set out in Havant's Car Parking SPD.
- 7.22 Surveys of the existing parking demand have been undertaken to establish the existing car parking demand at the college. The survey was undertaken to inform the car parking management measures to manage the available parking on site and to justify whether the proposed additional 8 parking spaces is considered acceptable. The parking surveys demonstrated that there are periods (Monday, Tuesday and Wednesday) where the south car park is over 100% capacity and on one occasion (Wednesday) where the north car park is also fully occupied within the AM peak periods, albeit the use of this car park at other periods remains below full capacity.
- 7.23 A parking management plan, which would include the allocation of car parking

permits, is recommended by the HA, to be secured by condition, to ensure that parking on site is managed appropriately to avoid overspill parking on the highway. A Traffic Regulation Order (TRO) contribution of £12,000 is also recommended, which would be implemented should any nuisance parking onto the local highway network relating to the college becomes a concern in the future.

Cycle Parking

- 7.24 It has been confirmed that the existing cycle parking on site is 31 spaces. Havant's parking standards require cycle parking provision for educational establishments to be based upon travel data. Based on the travel data undertaken 3.9% of staff and 4.2% of students are expected to cycle. Based on the travel data 26 cycle spaces would be required. Therefore, the existing cycle provision exceeds the standards by 6 cycle spaces. Notwithstanding, given the need to increase the uptake of sustainable modes to the site to reduce reliance on the private car, 14 secure and covered cycles spaces are proposed. The HA considers this quantum to be acceptable given the existing over cycle parking provision. The LPA also considers this quantum of cycle provision to be acceptable and welcomes this uptake of sustainable modes of transport to the site.

Travel Plan

- 7.25 The objectives of the revised Travel Plan includes:

- *To encourage and enable the use of sustainable modes of travel to and from HSDC;*
- *To reduce the number of single occupancy vehicle trips to and from HSDC;*
- *To encourage more staff and students to cycle and walk (where possible) to and from HSDC.*
- *To ensure that the planned development of HSDC is carried out without leading to overspill car parking within the local highway network;*

- 7.26 The HA has agreed the Travel Plan (TP), and would be responsible for the approval and monitoring of the TP, for which the respective fees of £750 and £5,000 would be payable to the HA. A bond or cash deposit of £11,000 in respect of the measures within the travel plan would also be required. If permission is granted these contributions would be secured via a Section 106 agreement.

Construction Traffic Management Plan

- 7.27 In support of the application a Construction Traffic Management Plan (CTMP) was submitted. This was revised following comments from the HA, with the amended CTMP agreed by the HA which would be the subject of a condition if permission is granted.

- 7.28 To conclude the HA has raised no objection to the proposal, subject to the above contributions being secured via a Section 106 agreement and three conditions, which are recommended.

(v) Impact on trees

- 7.29 The application is accompanied by a Tree Survey, an Arboricultural Method Statement and Tree Protection Plan. The Council's Arboricultural Officer has been consulted over the proposal and whilst not raising an objection, queries whether the agent would consider amending the Construction Management Plan (CMP) (September 2023

Rev00), so that it took into account the Tree Protection Measures listed in the Arboricultural Method Statement, Tree Protection Plan and Arboricultural Impact Assessment prepared by Arbtech. Also whether the location of the drainage storage tank as shown in the 'Proposed Below Ground Drainage Sheet 2 of 2' (reference 21060-C-0501) could be moved a little further from the Root Protection Area of T2.

7.30 As to the CMP this has been updated to include compliance with the Arboricultural Method Statement, which includes the Arboricultural Impact Assessment and reference to the Tree Protection Plan. If permission is granted conditions are recommended as to compliance with the CMP and the tree protection measures listed in the Arboricultural Method Statement, the Arboricultural Impact Assessment and the Tree Protection Plan.

7.31 Following discussions with the agent, their drainage consultant has advised they would be content to move the soakaway, but until a contractor is appointed, it is not clear where the revised position would be. Instead of an amended plan being submitted at this stage, which may have to be revised once ground works commence, a condition has been agreed with the agent that an updated Below Ground Drainage plan be submitted prior to any footings being constructed.

(vi) Impact on ecology

7.32 The application is accompanied by Ecological Impact Assessment (EIA), which has been considered by the Council's Ecologist. The Ecologist found that the report includes some useful recommendation for ecological enhancement, entailing the installation of four Common Swift Boxes. The Ecologist raises no objection to the proposal but recommends that the ecological enhancement measures in the EIA are secured via a condition. If permission is granted, such a condition is recommended.

(vii) Landscaping

7.33 The landscape proposal for the site and fencing is included in the Proposed Site Plan, with proposed planting beds and a hard surfaced area shown.

7.34 The Council's Landscape Officer was consulted over the proposal, who suggested significant boundary screening, due to the size of the building in the form of UK native trees and additional cycle storage facilities. Following a discussion with the agent this suggestion has not been taken forward as the withdrawn Local Plan identified within the campus:

"The provision of a landmark or gateway feature on the south-eastern corner of the site due to its prominence adjacent to the Petersfield Road (B2149) and New Road roundabout."

7.35 Therefore, the suggestion to screen the site has not been taken forward, as the proposal is a landmark feature, which would be prominent in the street scene, which is considered appropriate for its setting. However, a condition as to details of the soft and hard landscaping is recommended, together with details of the fencing. Subject to this, the proposal is considered to accord with Policy CS16 of the Core Strategy.

(viii) Flood Risk & Drainage

Flooding

- 7.36 The site falls wholly within Flood Zone 1, and based on current information, would remain so with climate change in 2115. Overall, the development is at a low flood risk (less than 0.1% AEP) and so is suitable for the proposed development.
- 7.37 A Flood Risk Assessment and Drainage Strategy Report has been submitted as part of the application. The EA has been consulted over the proposal but has not commented on the application. Due to the low risk from flooding associated with the site, both now and in the future, the proposal is considered to accord with Policy CS15 of the Core Strategy.

Foul Water

- 7.38 A 'FRA & Drainage Strategy' accompanies the application, together with below ground drainage plans. The statement states that the proposed foul water drainage "*... will be connected to the existing on-site manhole.*"
- 7.39 Southern Water was consulted over the application and has advised that a formal application for a connection to the public sewer would need to be made by the applicant or developer. They have also recommended an informative as to approval of foul and surface water drainage. This would be a condition if permission is granted.

Surface Water

- 7.40 The submitted Strategy advises that the "*...surface water run-off from the new building and hard standing areas will be discharged to a soakaway.*"
- 7.41 Southern Water has advised that "*where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:*
- *Specify the responsibilities of each party for the implementation of the SuDS scheme.*
 - *Specify a timetable for implementation.*
 - *Provide a management and maintenance plan for the lifetime of the development.*"

- 7.42 If permission is granted the above requirements would be conditioned.
- 7.43 Based on the information provided the proposal accords with Policy CS15 of the Core Strategy.

(ix) Developer Contributions & Legal Agreement

- 7.44 If permission is granted the following contributions would be secured via a Section 106 Agreement:
1. Financial contribution of £35,000 in respect of walking and cycling improvements within Havant Town Centre.
 2. Financial contribution of £12,000 for a Traffic Regulation Order should any nuisance parking onto the local highway network in relation to the college becomes a concern in the future.
 3. Travel Plan, bond or cash deposit and approval and monitoring fee: which would be

£11,000, £750 and £5,000 respectively.

4. S106 monitoring fee (HBC) £914.

8 Conclusion

- 8.1 The principle of the development is acceptable and supported by adopted and national policy.
- 8.2 The development would meet the 'very good' level of the Building Research Establishment's Environmental Method (BREEAM) and would be a landmark feature in the landscape which was promoted in the withdrawn Local Plan which is considered to be acceptable, adding interest to the character and appearance of the area in accordance with Policy CS16 of the Core Strategy.
- 8.3 The proposal would not adversely impact on the residential amenity of residents in the locality, in accordance with Policy CS16 of the Core Strategy.
- 8.4 As to on site parking a parking management plan, which would include the allocation of car parking permits, would be secured by condition, to ensure that parking on site is managed appropriately to avoid overspill parking on the highway, together with a Traffic Regulation Order (TRO) contribution of £12,000, should any nuisance parking onto the local highway network relating to the college become a concern in the future.
- 8.5 The proposal would secure a financial contribution of £35,000 towards walking and cycling improvements within Havant Town Centre.
- 8.6 The proposal would not adversely impact on existing trees, with their retention secured by recommended conditions.
- 8.7 The development would secure ecological enhancements for the site in the form of Common Swift Boxes.
- 8.8 The site is not at risk from flooding, with drainage, both foul and surface, controlled by recommended conditions.
- 8.9 The proposal is considered to accord with the development plan as a whole and the National Planning Policy Framework and subject to the completion of a Section 106 Agreement, it is recommended that conditional planning permission be granted.

9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/23/00928 subject to the following:

(A) completion of the Section 106 Agreement to secure the requirements as set out in paragraph 7.44 above (for which authority is given to the Head of Legal Services to complete the Agreement); and

(B) the following conditions (subject to such changes and/or additions that the Head of Planning considers necessary to impose prior to the issuing of the

decision).

1 **GENERAL**

The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Plans

Arboricultural Impact Assessment Drawing No. Arbtech AIA 01
Havant College Heat Maps
Location Plan Drawing No. HVT-ACG-XX-ZZ-DR-A-1000
Proposed Site Plan Drawing No. HVT-ACG-XX-ZZ-DR-A-1003
Proposed Ground Floor Plan Drawing No. HVT-ACG-XX-00-DR-A-2000
Proposed First Second & First Roof Floor Plan Drawing No.
HVT-ACG-XX-ZZ-DR-A-2001
Proposed North and West Elevations Drawing No.
HVT-ACG-XX-ZZ-DR-A-4000
Proposed South and East Elevations Drawing No.
HVT-ACG-XX-ZZ-DR-A-4001
Proposed Below Ground Drainage Sheet 1 of 2 Drawing No. 21060-C-0800-P1
Proposed Below Ground Drainage Sheet 2 of 2 Drawing No. 21060-C-0801-P1

Tree Protection Plan Drawing No. Arbtech TPP 01

Documents

Application Form
Arboricultural Method Statement, which includes an Arboricultural Impact Assessment dated 13 October 2023
Below Ground Drainage Preliminary Design Statement
Biodiversity Check List
Sustainability & BREEMA Objectives
BREEAM UK New Construction Version 6.1 - Assessment Report dated 15 August 2023
BREEAM UK New Construction V6 Pre-assessment Report dated 15 August 2023
Construction Management Plan Rev 02 dated April 2024
Cover letter from Smith Jenkins dated 17 October 2023
Design & Access Statement Revision: P5 dated September 2023
Ecological Impact Assessment dated September 2023
Flood Risk Assessment & Drainage Strategy dated 31 October 2023
Geotechnical Investigation Report dated September 2023
Noise Impact Assessment dated 20 September 2023
Planning Statement dated October 2023 Rev: 1407

Transport Statement dated April 2024 Rev: 3
Travel Plan 2024 - 2029 dated April 2024 Rev: 3
Tree Survey dated 23 August 2023 Rev: 3
Walking & Cycling Assessment dated April 2024

Reason: - To ensure provision of a satisfactory development.

- 3 The car parking, servicing and cycle arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 No floodlighting or other form of external lighting scheme shall be installed unless it has first been approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light intensity of illumination. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

Reason: To protect the occupants of any nearby residential properties from light disturbance having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 Development shall proceed in accordance with the ecological enhancement measures as detailed in the Ecological Impact Assessment (Ethos, September 2023) unless otherwise agreed in writing by the Local Planning Authority. Proposed nest boxes for Common Swift are to be installed in appropriate locations as per manufacturer's instructions.

Reason: to provide ecological enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

- 6 The development hereby approved shall proceed in strict accordance with the Construction Management Plan Rev 02 dated April 2024 unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety, to protect existing trees and the occupants of any nearby residential properties from noise and disturbance having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The development hereby approved shall proceed in strict accordance with the Noise Assessment dated 20 September 2023, unless otherwise agreed in

writing with the Local Planning Authority.

Reason: In the interests of the amenities of the nearby residential properties and occupiers of the development and having due regard to policies DM10 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 Within 6 months of each phase of the development first becoming occupied (or such other date as may be agreed in writing by the Local Planning Authority), written documentary evidence proving that the development has achieved at minimum 'Very Good' against the BREEAM Standard (or equivalent if not available) in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval for that phase.

Reason: To ensure the development contributes to sustainable construction having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

9 **PRE-COMMENCEMENT**

Prior to any construction or groundwork commencing on the site the approved tree protective measures, including fencing and ground protection, as shown on the approved Arboricultural Method Statement and the Arboricultural Impact Assessment dated 13 October 2023 and Tree Protection Plan, drawing number Arbtech TPP 01 shall be fully implemented. The development shall be carried out strictly in accordance with the submitted details.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework and Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

10 **BELOW GROUND**

Prior to the installation of the drainage system the proposed means of foul sewerage and surface water disposal, to include the location of the proposed soakaway, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include details of the management and maintenance of SUDs facilities including:

- Specification of the responsibilities of each party for the implementation of the SUDs scheme.
- Specify a timetable for implementation.
- Provide a management and maintenance plan for the lifetime of the development.

This shall include the arrangements for adoption by any public authority or

statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The development shall be carried out in accordance with the approved details.

Reason: To ensure acceptable drainage is achieved and for the avoidance of flood risk having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

11 ABOVE GROUND

No above ground works shall commence until written documentary evidence demonstrating that the development will achieve at minimum 'Very Good' against the BREEAM Standard (or equivalent if not available), in the form of a design stage assessment, shall be submitted to and agreed in writing by the Local Planning Authority for that phase. The development in that phase shall be carried out in accordance with the approved details.

Reason: To ensure the development contributes to sustainable construction having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 12 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

13 PRIOR TO OCCUPATION

Prior to occupation a car parking management plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The car parking management plan shall include the following measures to ensure any overspill parking on the highway is avoided:

- a) Number of allocated parking spaces for students and staff
- b) Summary of the allocation of the parking permits and the method as to how these are to be allocated based on travel heat maps and access to sustainable transport opportunities.
- c) Reference to a constant review of the parking permit allocation and parking management measures .

The development shall thereafter be occupied in full accordance with the approved plan.

Reason: In the interests of highway safety having due regard to policies DM11, DM14 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 14 Prior to occupation details of an internal footway connection from the South Gate shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The footpath connection shall be implemented in accordance with the approved scheme prior to occupation.

Reason: In the interests of highway safety and improved sustainable transport connections into the site, and having due regard to policies DM11, DM14 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 15 Prior to occupation details of a soft and hard landscaping scheme and fencing, shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping shall be undertaken in the next planting season, following the approval of the scheme. Any trees planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted. The approved fencing shall be erected prior to occupation of the approved building.

Reason: In the interest of residential amenity and to ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16, DM8 and DM9 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework