CONDITIONS AND REASONS:

(1) The development hereby permitted must be begun either before the expiry of three years from the date of the grant of this outline permission, or the expiration of two years from the final approval of the reserved matter or, in the case of an approval on different dates, the final approval of the last such matter to be approved. Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

(2) Application for the approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission. Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

(3) Plans and particulars showing the detailed proposals for all the following aspects of the development ('the reserved matters') must be submitted to and approved in writing by the Local Planning Authority before the development is commenced. The development must then accord with these approved details. Reason: In order that these matters may be considered by the Local Planning Authority.

a: The external appearance of the buildings.

b: The landscaping of the site

(4) Plans and particulars showing the proposals for all the following aspects of the development must be submitted to and approved in writing by the Local Planning Authority before the development is commenced. The development must then accord with these approved details. Reason: In order that these matters may be considered by the Local Planning Authority.

a: The colour and texture of facing and roofing materials.

b: The ground floor levels above ordnance datum of all buildings.

c: The alignment, height and materials of all walls, fences and other means of enclosure

d: The layout of foul sewers and surface water drains.

e: The provision to be made for street lighting and/or external lighting.

f: The provision to be made for the storage of refuse.

(5) The dwellings hereby permitted shall not exceed a floor area of 1000 square metres and two storeys in height . Reason: To ensure a satisfactory visual relationship between the existing and new development

(6) The development hereby permitted shall be implemented in accordance with the following plans numbered: 2577-GAD-101001-A, 2577-GAD-111000-A, 2577-GAD-111001-D, 2577-GAD-121000-B, 2577-GAD-141001-B, 141010-B, 826EC02, MWA TPP 001, MWA TPP 002, MWA TPP 003, Reason: For the avoidance of doubt and in the interests of proper planning.

(7) Prior to clearance/demolition of the building, a site meeting shall be held with the Council's Conservation Officer to identify architectural features worthy of preservation. These features shall be removed intact by the demolition contractor and be made available to the LPA. Reason: To preserve features of local heritage significance for the enjoyment of future generations.

(8) Prior to the demolition of the building, a detailed historic record of the interior and exterior of the building, including comprehensive photographs and original drawings, the extent and content to be agreed with the Council's Conservation Officer, shall be made and submitted to the LPA. Should any unexpected building archaeology be uncovered during the demolition, the Council's Conservation Officer shall be notified immediately and a photographic record of the find made. Reason: To provide a comprehensive historical record for future generations.

(9) No development shall start until details for the sustainable disposal of surface water and disposal of foul sewerage from the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water. The development shall then accord with the approved details. Reason: To ensure satisfactory provision of foul and surface water drainage.

(10) Prior to commencement, details of how the approved dwellings will achieve Code level 4 equivalent requirements for energy and water (or equivalent requirements that are set out in national legislation or policy), with reference to design stage SAP data and the BRE water calculator, shall be submitted to, and approved in writing by, the Local Planning Authority. No dwelling shall be occupied until written confirmation that these works have been completed, and the 'as built' stage SAP data and a confirmation of the water calculation, has been submitted for that dwelling. Reason: To ensure the development meets the requirements of the national technical standards for energy and water consumption in residential development.

(11) No construction or demolition work shall start until a Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved method statement which shall include:

a) a programme and phasing of the demolition and construction work, including roads, landscaping and open space;
b) location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;
c) the arrangements for the routing/ turning of lorries and details for construction traffic acces to the site;
d) the arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway [including vehicle crossovers and grass verges].
e) the parking of vehicles of site operatives and visitors;
f) measures to control the emission of dust and dirt generated by demolition and construction;
g) a scheme for controlling noise and vibration from demolition and construction activities (to include piling);
h) provision for storage, collection, and disposal of rubbish from the development during construction period;
i) measures to prevent mud and dust on the highway during demolition and construction;
j) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
k) temporary lighting;
l) protection of pedestrian routes during construction;
Reason: To limit the impact the development has on the amenity of the locality

(12) The development shall not begin until the developer has submitted a comprehensive constuction management plan that has due regard to noise and to the details contained in the Best Practise Guidance - The Control of Dust and Emissions from Construction and Demolition, 2006 London Authorities and Guidance on the Assessment of Dust from Demolition and Construction, 2014, Institute of Air Quality Mangement. Reason: To protect the amenities of the occupiers of nearby properties.

(13) No development shall start until a noise and vibration assessesment which takes into account the impact of site preparation and construction works on existing and proposed noise sensitive properties, and a report of its findings has been submitted to, and approved in writing by, the Local Planning Authority.The report shall include a scheme of mitigation measures for protecting from noise and viberation as deemed necessary by the Local Planning Authority. The approved scheme shall be fully implemented unless varied with the written permission of the Local Planning Authority in advance ofimplementation.
Reason: To protect the amenities of the occupiers of nearby properties.

(14) No construction or demolition work must take place except between the hours 0800 to 1800 Mondays to Fridays or 0900 to 1300 on Saturdays and not at all on Sundays or Bank Holidays. Reason: To protect the amenities of the occupiers of nearby dwellings.

(15) No burning of materials obtained by site clearance or from any other source to take place on this site during the construction and fitting out process without the prior written consent of the Local Planning Authority. Reason: In the interests of amenity.

(16) The parking areas for the proposed housing shall be provided in accordance with the approved plans before the first dwelling is occupied and thereafter permanently retained and used only for the purposes of accommodating private motor vehicles incidental to the use of the dwelling houses as residences. Reason: To ensure the permanent availability of parking for the housing.

(17) The implementation of the 67 space car park shall be agreed in writing with the Local Planning Authority and shall be constructed, surfaced and marked out in accordance with the approved plan. The approved parking area shall not thereafter be used for any purpose other than the turning, parking, loading and unloading of vehicles. Reason: To make provision for off street parking for the purpose of highway safety.

Note to Applicant: It is considered that, subject to compliance with the conditions and any obligations attached to this permission, the proposed development is acceptable because it will not materially harm the character of the area, the amenity of neighbours or highway safety and it is in accordance with the policies and proposals of the development plan, comprising the Eastleigh Borough Local Plan Review 2001-2011, and after due regard to all other relevant material considerations including the National Planning Policy Framework and the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014 the Submitted Local Plan comprising: the Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and the Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014', the local planning authority is of the opinion that permission should be granted.

The following development plan saved policies and emerging draft local plan policies are relevant to this decision and the conditions attached to it:

Eastleigh Borough Local Plan Review [2001-2011], saved Policy 25.NC 28.ES 45.ES 59.BE 100.T 101.T 103.T 104.T 185.IN

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014, the Submitted Local Plan, PolicyS1 S11 DM11 DM1 DM2 DM5 DM24

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Under the Town and Country Planning England Regulations 2012, a fee is required for Discharge of Condition Applications. N.B. Conditions not fully discharged, invalidate the planning permission.

Note to Applicant: This development is located within a resident's parking scheme and it is Council policy that residents of all new developments will not be eligible for parking permits. The term development means the construction of new or replacement buildings or alterations to existing buildings that result in an increased demand for parking not catered for within the development.

A formal application for connection to the water supply is required in order to service this development. any sewers found during the construction works, require an investigation of the sewer to ascertain the condition, the number of propertes served and potential means of access before any further works commemnces on site. Please contact Southern Water' Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW Telephone No 0330 303 0119 or www.southernwater.co.uk.

Report:

This application has been referred to the Eastleigh Local Area Committee on the basis of the package of schemes to upgrade the Eastleigh College campus has been determined by the Local Area Committee.

The site and its surroundings

1. The application site is located on the road junction of Desborough Road to the east with Cherbourg Road to the south. The north and west boundaries are to the children's play areas of the adjacent Cherbourg Primary School. The surrounding context is made up of two storey semi-detached and terraced houses to the east and a single storey Church to the south. The adjacent streets have four storey flats and the occasional significant public buildings such as the Parish Church of All Saints located on the corner of Derby Road and Desborough Road. Opposite to the north is a four-storey block of flats.

2. The principle existing building is a former Victorian school building which used to be associated with the adjacent Cherbourg School to cover the entire urban block. The remainder of the application site is tarmac hardstanding for car parking. The building does dominate the site and although it contains only two storeys, it has the mass and presence of a three storey domestic building. The application site is largely flat and although there is a slight level change of 500mm from north to south, this does not present a notable constraint. The other level changes across the site are localised and relate to the access requirements of the existing building.

Description of application

3. The development application is in outline only, with the means of access, layout and scale being the formal matters for consideration. The scheme proposes two elements. Firstly, the erection of 9 no. 2-storey 3-bed houses with associated car parking and secondly, the construction of a 67 space car park for Eastleigh College. The current vehicular access arrangements off Desborough Road and Cherbourg Road are proposed to be utilised to access the proposed development.

Supporting Information

- Design and Access Statement – Eastleigh College: Proposed Housing at Desborough Road – November 2015
- Desborough Road – Planning Case for Demolition and Re-development for Housing – November 2015
- Arboricultural Survey and Report – November 2015

Relevant planning history

4. The following planning applications submissions relate to the site.

- O/15/75758: Outline: Mixed development comprising erection of 3 storey advanced technology centre with associated car parking and 27no. flats within attached 3 no. 3 bed terraced houses with associated car parking (access, layout and scale to be considered). College of Further Education, Desborough Road, Eastleigh. Application withdrawn by applicants 16th March 2015.

- Outline: Construction of 9no. 2-storey 3-bed houses with associated car parking, construction of a 67 space car park for Eastleigh College following demolition of existing buildings (access, layout and scale to be considered) College of Further Education, Desborough Road, Eastleigh. Application subject of this report.

. The following further applications relate to the applicants future strategy for Eastleigh College.

- F/15/76380: Erection of 3 storey teaching block and landscape remodelling of the forecourt including car and cycle parking following demolition of existing single storey building. Eastleigh College, Chestnut Avenue, Eastleigh. Granted Subject to Conditions 24th June 2015 Under Construction

- F/15/77357: Amended Description: Erection of a 2 storey new advanced technology building, single storey extension to gym, additional parking spaces and cycle store, following demolition of sports hall. Installation of multi-use games area (MUGA)

Eastleigh College, Chestnut Avenue, Eastleigh.

Representations received

5. This scheme has generated two letters of objection. The occupier of number 228 Desborough Road objecting to demolition of the existing building and the building of residential properties on this site for the following reasons:

- further congestion of Desborough road with traffic
- destruction of one of the few buildings remaining in Eastleigh which demonstrate its Victorian/ Edwardian heritage
- the impact it will have on the views from the homes on the Eastern side of this section of Desborough Road
- the loss of mature trees due to the construction process
- further overdevelopment of an area, which is already considerably above the national average
- the impact of heavy machinery on the surrounding properties

6. The occupier of number 232 Desborough Road objects on the following highway reasons:

7. The only objection is the amount of traffic using Desborough Road carpark entrance. Desborough Road is already a cut through for traffic and this will add to congestion, especially at peak times. This will increase the danger to residents and pedestrians. It would be preferable to move the children's play area closer to the school and to make the carpark entrance in and out via Derby Road. The section of Desborough Road between Derby Road and Cherbourg Road should also be made one-way in a southerly direction to restrict through traffic.

Consultation responses

8. The Head of Planning Policy - Conservation Architect

9. From a historical perspective in Eastleigh the loss of this building is to be regretted, as it is the only example of an early 20th Centuary urban secondary school in the Borough which was being proposed for local listing. While being an attractive building with little alteration, there is nothing particularly special about it to merit national statutory listing however it is a significant element of Eastleigh's history with a stately presence in the streetscape of this part of town which will be missed should permission be granted.

10. One can appreciate this is not the cheapest building to run or maintain and likewise not the easiest to convert to residential use, however if all the significant older buildings in town are lost so too will be its historic framework for the generations who follow us. A comprehensive photographic record of the building and the original drawings should be

taken and lodged to be available as a permanent archive for those who follow making the most of the advancement of technology in the centuary since it was built.

11. **Head of Transportation & Engineering -** No objection in principle, subject to increased residential parking manoeuvring aisle, and rear garden cycle stores**.**

RESIDENTIAL ELEMENT:

- Parking is provided on the basis of 2 allocated parking spaces per residential unit, which accords to the EBC Parking Standards for 3-bed dwellings.
- It should be noted that as new development, new residents will NOT be entitled to residential parking permits, and they should be made fully aware of this by the developer prior to any rental / purchase contract being signed.
- In regard to visitor parking needs, though the site is in a good location to take advantage of walk, cycle, bus and train services, for visitors with no other option but to drive, there are designated on-street visitor parking bays in the local vicinity that can be utilised. Site visits have demonstrated that generally there is capacity for increased use of these bays.
- There is however potential issue with the manoeuvring aisle width to the rear of the residential parking bays. A minimum of 6.0m is required; however the residential access road appears to be well below this and should be revised on plans.
- There is also a need to provide cycle storage sheds in the rear gardens, and these should also be added to plans.

COLLEGE ELEMENT:

- At present, the site caters for college buildings that have associated parking needs, along with an existing car park that cater for the needs of this site plus elements of the wider college campus. Parking surveys undertaken in 2015 (as part of application O/15/75758) demonstrated that of the 100 spaces, a typical utilisation rate was 61 vehicles being recorded on-site at any one time. Considering that the on-site college buildings are being removed, it would onwards be anticipated that parking needs would reduce accordingly from this 61 space figure. However, despite this, plans still propose to provide 67 college parking spaces that will cater for existing users plus a slight uplift. As such, the provision is anticipated to be sufficient.
- As with the residential element, the college will not be entitled to residential permits, and as such there will be no loss of parking amenity to local residents.
- The layout of the car park is acceptable, with adequate aisle widths and parking space layout.
- The route into the neighbouring teacher parking of Cherbourg Primary School is also retained.

DEVELOPER CONTRIBUTIONS:

- None are required, as it would be anticipated that the former college use would have generated more trips than the proposed smaller car park and 9 residential units.

12. **The Head of Housing –** Affordable Housing SPD seeks 20% Affordable Housing on sites 5-14 dwellings. However, since this policy and SPD was drafted viability work has been undertaken by consultants who indicate that we should consider amending the policy to seek a financial contribution equivalent to 10% on-site affordable housing provision on sites capable of accommodating 5-9 dwellings.

13. Furthermore, the outcome of this viability work has reflected in the emerging Local Plan through policy DM28 which seeks a financial contribution of 10% on sites of 5-9 dwellings.

14. Therefore, our position is that we will seek a financial contribution equivalent to 10% on site provision of affordable housing on this application. This equates to 0.9 (90%) of the land value for one unit.

15. **The Head of Environmental Health** – The application site is within a predominately residential area and the demolition and construction works associated with this application have the impact on existing residents. No objection raised to the proposed development subject to the imposition of planning conditions to cover issues of construction times, no burning on site, noise and vibration assessments, external plant details and the need for a construction management plan.

16. **Southern Water Services** – No objection. Requires formal applications for connections to the public foul and surface water sewers. Plus inclusion of an informative regarding sewer ownership.

17. **Environment Agency –** No objection to the proposed development as submitted.

18. **Southampton Airport** – Airport Safety, proposal assessed and can confirm that Southampton Airport has no objection to the proposal.

Policy context: designation applicable to site

- Within Built-Up area Boundary

Development plan saved policies, emerging local plan policies and SPD's

National Planning Policy Framework

19. The NPPF states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Para 14 sets out a general presumption in favour of sustainable development and states that development proposals which accord with the development plan should be approved without delay. Where the development plan is absent, silent, or relevant policies are out-of-date planning permission should be granted unless the adverse impacts of the development would outweigh the benefits; or specific policies in the Framework indicate development should be restricted (paragraph 14). Local plan policies that do not accord with the NPPF are now deemed to be "out-of-date". The NPPF requires that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. In other words the closer the policies in the plan accord to the policies in the Framework, the greater the weight that may be given.

20. Three dimensions of sustainability given in paragraph 7 are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst paragraph 10 advises that plans and decisions need to take local circumstances into account, so they respond to the different opportunities for achieving sustainable development in different areas.

21. Para 17 sets out 12 core planning principles that include;

- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places that the country needs. Every effort should be made to identify and then meet the housing and other development of an area and respond positively to wider opportunities needs
- ensuring that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, including identifying key sites which are critical to the delivery of the housing strategy over the plan period
- housing applications should be considered in the context of the presumption in favour of sustainable development
- always seeking to secure high quality design and a good standard of amenity for all existing occupiers of land
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development ion locations which are or can be made sustainable

- Para. 32 advises that for traffic impact development should only be refused if cumulative impacts are severe. Sustainable modes of transport should be maximised.

- Para. 47 requires local authorities to meet local needs for affordable and market housing, and identify a 5-year supply of housing.

- Para. 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites

- Para. 56 – Requirement for good design.

- Para. 58 – Policies and decisions should aim to ensure developments establish a strong sense of place; optimise the potential of the site; respond to local character and history; create safe and accessible environments; are visually attractive as result of good architecture and appropriate landscaping

- Para. 60 – Policies and decisions should not attempt to impose architectural styles or particular tastes. It is proper to seek to promote or reinforce local distinctiveness

- Para. 61 – Securing high quality and inclusive design goes beyond aesthetic considerations. Planning decisions should address the connections between people and places and the integration of new development into the natural built and historic environment

- Para 69 – Decisions should aim to achieve places which promote meetings between members of the community, safe and accessible environments and developments containing clear and legible pedestrian routes, high quality public space which encourages the active and continual use of public areas.

- Para. 70 – Decisions should plan for the provision and use of shared space; community facilities etc. and ensure an integrated approach to the location of housing and other uses.

- Para.73 – Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Information gained from assessments should determine what open space, sports and recreational provision are needed.

- Para. 103 – Ensure flood risk is not increased elsewhere.

- Para. 109 – Seeks to minimise impacts on biodiversity and protect unacceptable levels of soil, air, water or noise pollution and remediating contaminated land where appropriate.

- Para. 118 – Decisions should aim to conserve and enhance biodiversity. If significant harm cannot be avoided, mitigated or

compensated for, then planning permission should be refused. If development is likely to have an adverse effect on a SSSI, an exception should only be made where the benefits clearly outweigh the impacts. Opportunities to incorporate biodiversity in and around development should be encouraged. Permission should be refused for proposals resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland unless the need for and benefits of development clearly outweigh the loss.

- Para. 120 – Decisions should ensure that sites are suitable for their new use taking into account ground conditions, any pollution from former activities and any pollution to general amenity.

- Para. 121 – Ensure sites are suitable for their new use in terms of ground conditions, land stability, etc.

- Para 123 – Avoid, mitigate and reduce noise which gives rise to significant adverse impacts on health and quality of life.

- Para. 128 – Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment, and where necessary a field evaluation.

- Para. 135 – Implications of an application on the significance of a non-designated heritage asset should be taken into account in determining the application.

- Para. 192 – The right information is crucial to good decision-taking, particularly where formal assessments are required (such as EIA/HRA/FRA).

- Para 196 indicates that planning law requires that planning applications are dealt with in accordance with the development plan unless material considerations indicate otherwise. The NPPF is such a material consideration.

- Para 203 - LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.

- Para 204 – Obligations should only be sought where they are necessary, directly related, related fairly and reasonably in scale and kind to the development.

- Para 216 - Decision-takers can give weight to relevant policies in emerging plans according to the stage of preparation, the extent to which there are unresolved objections to relevant policies and the

degree of consistency to the relevant policies in the emerging plan to the policies in the NPPF.

National Planning Practice Guidance

22. Where material, this guidance should be afforded weight in the consideration of planning applications.

23. Determining a planning application – To the extent that development plan policies are material, a decision must be taken in accordance with the development plan unless there are material considerations that indicate otherwise. Where the plan is absent, silent or out of date, an application must be determined in accordance with the presumption in favour of sustainable development.

24. Travel Plans, transport assessment and statements in decision taking – supports the provision of Transport Assessments where a Local Planning Authority makes a judgement as to whether a proposal would generate significant amounts of movement.

25. Design – Good quality design is an integral part of sustainable development. Achieving good design is about creating places, buildings or spaces that work well for everyone, look good, will last well and adapt for the needs of future generations. Good design responds in a practical and creative way to both the function an identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use over the long as well as the short term.

26. Contamination – Local Planning Authorities need to be satisfied that they understand the contaminated condition of the site and that the development proposed is appropriate as a means of remediation and it has sufficient information to be confident that it will be able to grant permission in full at a later stage bearing in mind the need for the necessary remediation to be viable and practicable.

27. Natural Environment – Local Planning Authorities should take into consideration various publications when taking biodiversity into account and should look for net gains. Sufficient information should be sought through ecological surveys etc.

28. Planning Obligations – these should mitigate the impact of unacceptable development in order to make it acceptable. Obligations should be directly related to the development and fairly and reasonably related in scale and kind.

29. Water Supply, wastewater and water quality – adequate water and wastewater infrastructure is needed to support sustainable development. Conditions can be used to ensure adequate infrastructure.

Saved Policies of the Adopted Eastleigh Borough Local Plan Review (EBLP 2001-2011)

30. The key saved policies of the adopted local plan that are relevant to this proposal are;

- 25.NC – promotion of biodiversity
- 28.ES – Bin Storage
- 45.ES – Sustainable Drainage requirements
- 59.BE - seeks to ensure the high quality design of new development, taking full and proper account of the context of the site including the character and appearance of the locality
- 72.H – Density – minimum 35 dwellings per hectare unless local circumstances and context indicate otherwise.
- 74.H – Affordable housing
- 100.T – Requires development to be well served by sustainable forms of transport, to provide measures to minimize impact on the network, minimize travel demand, provide a choice of transport modes
- 101.T - development to provide contributions towards sustainable transport.
- 102.T – Requires new development to provide safe accesses that do not have adverse environmental implications and are to adoptable standard.
- 104.T – Requires proposals to provide adequate off-highway parking up to the maximum standard.
- 185.IN – Retention of community facility.
- 190.IN – Infrastructure provision
- 191.IN – Developer contributions

Submission Eastleigh Borough Local Plan 2011-2029

31. Reference needs to be made to the submitted Eastleigh Borough Local Plan Local Plan 2011-2029 July 2014. However, very little weight can be given to these policies as, although the Submission Local Plan has not been formally withdrawn, the Council has confirmed that it has decided to prepare a new local plan which will cover the period up to

2036. With regard to this application, these policies essentially echo those of the current plan and are not considered to affect the recommendation put forward. The most relevant policies are;

- S1 – promoting sustainable development.
- S2 – support for residential and other development including the presumption in favour of new development within the main built-up areas as defined by the urban edge.
- S3 – seeks to focus as much new housing development as possible within the existing urban area.
- S8 – Footpath, cycleway, bridleway links supported.
- S11/DM9 – nature conservation interests protected.
- S12 – Heritage assets including archaeology protected
- DM1 – includes general criteria for development including that it should not have an unacceptable impact on the character and appearance of urban areas and the countryside and that proposals should take full account of the context of the site (character, appearance, compatible with adjoining uses, scale, materials, density, design etc.)
- DM2 – sets out detailed requirements for development to be environmentally sustainable
- DM5 – Sustainable surface water management
- DM23 – Transport – general development criteria
- DM24 – Parking criteria given
- DM28 – Affordable housing requirement given
- DM29 – Minimum internal space standards specified
- DM33 – New and enhanced recreation and open space facilities requirements
- DM37 – Funding infrastructure through planning obligations

Supplementary Planning Guidance

- Supplementary Planning Document: Quality Places (November 2011)
- Supplementary Planning Document: Environmentally Sustainable Development (March 2009)

- Supplementary Planning document : Biodiversity (December 2009)
- Supplementary Planning Document: Residential Parking Standards (January 2009)
- Supplementary Planning Document: Planning Obligations (July 2008, updated 2010)
- Supplementary Planning Document: Affordable Housing (July 2009)
- Supplementary Planning Document : Internal Space Standards (January 2012)

Policy commentary

32. The above policies and guidance combine to form the criteria on which this application will be assessed.

Assessment of proposal: Development plan and / or legislative background

Proposal

33. The development application is in outline only, with the means of access, layout and scale being the formal matters for consideration. The scheme proposes two elements. Firstly, the erection of 9 no. 2-storey 3-bed houses with associated car parking and secondly, the construction of a 67 space car park for Eastleigh College. The current vehicular access arrangements off Desborough Road and Cherbourg Road are proposed to be utilised to access the proposed development.

Building Worthy of Retention

34. It is clearly acknowledged in the consultation response from the Council's Conservation Officer the regrettable loss of the of this former Victorian school building. Whilst this existing building dates from a period of significant growth, at a national level, of secondary school provision and from this derives some broad historic value. It is not, however, a particularly early example of this building type. Moreover, there are many school buildings of a similar age, which survive nationally and regionally; accordingly the building does not derive any significance from age or rarity value.

35. The building is a good example of early 20th century school design, built in the typical neo-Georgian style of the period with high quality materials and some charming external detailing. The design is, however, neither innovative nor an early example of its typology and is not entirely successful in the resolution of the relationship between the principal facades or in some of its detailing. Moreover, the original character, meant to be appreciated in the round, has been compromised by recent extensions. Internally, the original plan form remains legible; however, the removal of original fixtures and fittings diminishes the contribution made by its interior to the building's architectural quality.

36. Overall, the building lacks the intrinsic quality and interest that would sufficiently meet the stringent criteria for addition to the statutory list, however, it is an attractive and locally distinctive building that enriches the townscape and is a good-quality example of provincial secondary school design of the period. In recognition of the merits of the building and in accordance with the advice from the Council's Conservation Officer two conditions are recommended to be imposed requiring a site meeting with the Conservation Officer to identify architectural features worthy of retention and a detailed historic record of the interior and exterior of the building is produced prior to demolition. Furthermore, the retention of the building does however need to be balanced against the long terms usefulness of the building and the other community wide benefits of its redevelopment.

Principles of Development

37. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states: "If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

38. The Eastleigh Borough Local Plan Review (2001-2011) includes provisions aimed at ensuring "community facilities", in this instance Eastleigh College, are not lost, the issue being covered by saved Policy 185.IN, in that development proposals will not be permitted if they result in the removal or loss of an established facility unless acceptable quality and siting or is more appropriate to the needs of the community or the existing facility can be shown to be surplus to local requirements.

39. The purpose of this saved policy is to provide a policy basis on which the Local Planning Authority can "resist the removal or loss of an established community facility". The loss of a community facility can be justified if "suitable alternative provision is made which is of an acceptable quality and siting or is more appropriate to the needs of the community" or the existing facility can be shown to be surplus to local needs".

40. The proposed development will not result in the removal or loss of an established community facility. Rather, whilst in this instance an individual building is proposed for removal, the overall college facility will be in fact be preserved and significantly enhanced. Compliance with saved Policy 185.IN is achieved if "suitable alternative provision is made which is of an acceptable quality and siting is more appropriate to the needs of the community".

41. Accordingly, the proposed new advance technology building covered by full planning application F/15/77357 (covered elsewhere on the agenda) replaces the aging teaching facilities at the application site, the

Desborough Road annexe, with high-tech learning environments to support new curriculum development. Generating contemporary teaching environments to support the activities of students undertaking professional development and up-skilling.

42. Whilst the College Annexe at Desborough Road is to be demolished. The key elements of the new Advanced Technology Centre are to meet the demand in computer science, electrical engineering, electronics, building efficiency management and computer aided design.

43. On this basis the proposals will meet the policy requirement of saved Policy 185.IN in that where existing buildings are proposed for removal it is because they are unfit for purpose and will be replaced with modern buildings providing better teaching and learning environments.

44. The application site falls within the Urban Edge a designated on the proposals map to the adopted local plan. On this basis the principle of residential re-development and provision of car parking associated with Eastleigh College of this current further education site is acceptable.

45. The residential element of the application site has an area of 0.26 hectares giving a density for the proposed housing of 35 dwellings per hectare. Central Government planning guidance set out in the National Planning Policy Framework supports the principle of providing new housing within urban areas, making more efficient use of under developed land. In addition, the guidance advocates the siting of new homes close to facilities to minimise the travel demands of residents, especially through reducing the use of the private car.

46. The broad principles of development of the site for the purposes proposed are therefore considered to be acceptable in view of the relevant policies.

Options

47. In terms of the redevelopment proposals for the application site a number of alternatives have been reviewed by the applicant. This being demonstrated by the abortive scheme that was withdrawn in March of last year, which proposed a mixed development of a residential flat block, terraced housing and the advanced technology building. The consolidation of teaching facilities on the main campus will result in a number of key efficiency savings when compared to the previous proposals for Desborough Road. These advantages include;

- Removal of an old, energy inefficient structure which is no longer fit for purpose,
- Putting Technology at the heart of the Campus,
- Bringing together a total single Campus to enhance the student experience,
- Providing more teaching space rather than duplicating

support areas,
- Reduced construction cost, and
- Reduced operating costs.

48. The proposed detached and semi-detached dwellings reflects the predominate pattern of development in the area, in addition to providing required overflow car parking for Eastleigh College.

Layout

49. The proposals seek to reinforce the existing Eastleigh Grid by mirroring the form of the semi-detached houses on the eastern side of Desborough Road. In total, eight of the houses are semi-detached, with the ninth forming a detached house which addresses the corner with Cherbourg Road. The proposed dwellings have their main frontage to Desborough Road, which is set back behind a narrow garden which provides semi-private defensible space, as well as a convenient and safe location for bins and utility meters.

50. Each house has a 10 metre west facing rear garden, while car parking is also to the rear, with each house having 2 parking spaces on curtilage. These spaces are access via a rear alleyway, which is typical of the part of Eastleigh, and which also is aligned with the existing car park entrance. In total, 18 parking spaces are provided for these dwellings. No parking provision has been allowed for on the highway.

51. In terms of the car parking element of the development proposed, other than rationalising the parking arrangements, there are no material changes to the land use.

Scale

52. The proposals take the stance that in redeveloping the site for housing, the surrounding context becomes of far greater consideration than aligning to the mass of the existing building. The proposals are therefore limited to two storeys with simple pitched roofs, which, as with the layout, mirror the existing dwellings to the east of Desborough Road.

Access

53. The application site is in a very sustainable location for residential development. The town centre, with all its provisions and facilities, is within walking distance and public transport links to the area are very good. Located to the rear of the proposed houses are two car parking spaces per unit, with vehicular access via the rear alleyway. In terms of the issue of manoeuvring areas highlighted by the Head of Transportation and Engineering, revised drawings have been submitted to illustrate the required six metre aisle to allow vehicle to safely

access and egress the car parking spaces. Access for service and emergency vehicles will be a reproduction of the pattern of access that already exists throughout the area.

54. The north part of the site has been allocated for College car parking. A total of 67 parking spaces have been provided, and which incorporates an access loop to ensure that there are no dead ends or circulation problems. The car park is accessed from an existing dropped kerb in the north east corner of the site. Although this does need to be moved slightly south, there will be no loss of residential parking to the neighbours on Desborough Road.

55. Pedestrian access from the car park to the College is via the residential rear alleyway. This will ensure that the existing residents on Desborough Road suffer no disturbance from staff or students who would otherwise need to walk along Desborough Road. Although this alleyway is a shared surface, a pedestrian priority zone has been demarcated by way of a change in surface material.

56. In terms of planning policy this proposed development does not breach the provisions of the Development Plan or Central Government Guidance by respecting the host environment and providing an appropriate density of development on a highly sustainable site.

Matters to be covered by Reserved Matters submission

57. Appearance and Landscape are not part of this Outline Planning thereby allowing a future developer to submit the Reserved Matters application to re-visit the appearance of the dwellings and the landscape proposals to suit their needs. The appearance is however likely to be sympathetic to the local context.

58. It is also anticipated that a phased Reserved Matters application will be submitted by the College to allow progress with the development of the car park once the existing uses are transferred to the main campus.

Residential Amenity

59. The proposed residential element of this application provides sufficient private amenity space for future occupiers of the houses. Taking account of the relationship between new and existing residential development will ensure there in no material harm to the amenities currently enjoyed by exiting residents.

Trees

60. The dwellings have been located such that they sit outside the root protection zones of the existing street trees, although the proposals do result in the loss of a number of poor quality trees which currently ring

the existing car park. To mitigate for this loss a number of new trees are proposed both to the residential and the College car park.

Grounds of Objection

61. This report responds to the matters raised by the two third party objectors.

Environmental Sustainability

62. The proposed housing will be built to The Code for Sustainable Homes Standard Code 4. This matter being covered by the imposition of planning conditions.

Affordable Housing

63. Whilst there are no affordable housing is proposed on-site as the total number of dwellings is below the threshold for on-site affordable housing provision. In accordance with the Council's policy for housing schemes between 5-9 units, off-site contributions will be sought.

Planning obligations/considerations

64. In accordance with the guidance contained within the National Planning Policy framework, Saved Policies 74.H, 101.T, 147.OS and 191.IN of the adopted Eastleigh Borough Local Plan Review (2001-2011), Policies DM32 and DM37 of the Submission Eastleigh Borough Local Plan 2011-2029, the Council's 'Planning Obligations' SPD and the requirements of Regulation 122 of the Community Infrastructure Regulations, there is a requirement for developers' contributions to ensure on and off-site provision for facilities and infrastructure made necessary by the development, or to mitigate against any increased need/pressure on existing facilities. This is in addition to the requisite provision of affordable housing.

65. Contributions / Obligations towards the provision of the following infrastructure have been agreed and would be secured via a Section 106 agreement index linked as per the Planning Obligations SPD.

66. The projects and measures identified for contribution expenditure will comply with the 3 tests set out in Regulation 122 of the Community Infrastructure Levy 2010, in that the monies would go towards the projects which are directly related to the development, and are fairly and reasonably related in scale and kind to the proposed development. The contributions would be index-linked to ensure the contributions rise in line with the costs of providing the identified projects/measures. The obligations sought are necessary to make the development acceptable in planning terms and to meet the needs generated by the new residents and the potential impact on existing services and facilities.

Conclusion

67. It should be acknowledged that this application represents sustainable development meeting the three strands of sustainability required to be considered by the National Planning Policy Framework and Local Plan policy and guidance. The scheme provides a social role by creating a high quality built environment. The application is to provide a highly sustainable housing thereby, adapting to climate change including moving to low carbon economy. Accordingly, the recommendation is to grant outline permission subject to the imposition of planning conditions.

68. The principle of the development follows the thrust of current National Guidance and Local Plan policies to make efficient use of previously used urban land and delivering a volume of housing that takes account of its primarily Victorian setting and parking requirements for Eastleigh College.



EASTLEIGH BOROUGH COUNCIL

Title:

Scale:
1:1250

Map Ref:
SU4518SW

Date:
23/12/2015

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