

STRIDE TREGLOWN

**BARTON PEVERIL COLLEGE -
SCHOOL OF ART AND DESIGN**
PLANNING, DESIGN AND ACCESS
STATEMENT

DECEMBER 2022



Artist's Impression

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1.0

Introduction

Application Description:

“Creation of a new building to accommodate the College ‘School of Art and Design’, including art studios and supporting functions”

The Application

Stride Treglown, on behalf of Barton Peveril College (‘the College’), and in accordance with the Government’s National Planning Policy Framework (NPPF) for England, submit this Planning Design and Access Statement in order to inform a planning application submission for the development as set out in the application description on this page, at Barton Peveril College (‘the site’).

The Need

The proposed building is needed in order to accommodate an increase in admissions anticipated over the next 2 years.

Over the past decade, the sixth form has generally experienced a year-on-year growth pattern of 3-4%, however in 2019, this rose to 12%.

Growth has been projected to return to the 3-5% average by 2029, but this still means that spaces on the College site are under extreme pressure and demographic data indicates that 900 additional spaces will be required by this date.

Between July 2020 to September 2022 there was an increase of 750 students.

In order to accommodate students, a new Business School is under construction. While this is being constructed, the College have 8 temporary classrooms on-site, with a further 7 short-term classrooms being leased from a local primary school, a 10 minute walk away off-site. Both of these arrangements will be in place until 2023, when the Business School is expected to be opened.

Further new accommodation is required in order to accommodate the new arts centre.

The proposed development of a new building to accommodate the School of Art and Design and subsequent refurbishment of the ground floor of the ‘Hampshire’ building, to be vacated by the Art department, is predicted be able to deliver this capacity. The development is therefore central to the need to provide places for 16-19 Sixth Form Education for people living in the Borough of Eastleigh and the neighbouring borough of Fareham which has no Sixth Form College.

Summary of Proposed Works

The proposal includes construction of a new building to accommodate the following facilities:

- Graphics studios
- Photography studios and a dark room
- Workshop areas
- Shared classrooms
- Design and Technology studio
- Textiles studio with hot works area
- Screen print room
- Foundation art studio
- Fine art studio
- Ceramics/Sculpture room with kiln

- IT suite
- Staff rooms and spaces for technical staff
- Storage areas, plant areas, and WCs

Floor areas are as follows:

- Ground Floor: 970 sq.m.
- First Floor: 970 sq.m

Phasing and Timescales

The proposed facility is currently expected to come into operation by September 2024. In order to achieve this and to allow appropriate time for construction, the College and project team are seeking to secure planning permission at the Eastleigh Council planning committee meeting scheduled for 14th March 2023.

There is pressure to implement the proposals on a tight timescale, so as much detail as possible will be submitted within and alongside the full application version of this planning design and access statement, when an application is submitted.

There is an overall aspiration to avoid the need to discharge pre-commencement conditions where possible.

Document List

The package of documents submitted to support this application for planning permission includes the following:

Description	Document Reference
Planning, Design and Access Statement <i>(This document)</i>	155652-STT-XX-XX-RP-T-9075-0000_PDAS - Full Planning
Design & Access Statement	<i>Included within this Planning, Design and Access Statement</i>
Planning Statement	<i>Included within this Planning, Design and Access Statement</i>
Community Involvement Statement	<i>Included within this Planning, Design and Access Statement (Consultation and Engagement’ section)</i>
Biodiversity Checklist	n/a
BREEAM Pre-Assessment	n/a
Drainage Statement (including Foul Sewerage Assessment)	304011
Preliminary Ecological Appraisal and Biodiversity Net Gain	n/a
Heritage Statement	<i>Included within this Planning, Design and Access Statement</i>
Noise Assessment	A1973 R01a
Parking Provision Details	<i>Included within this Planning, Design and Access Statement, the Transport Statement and the Travel Plan</i>
Phase I Geo-environmental and Geotechnical Site Assessment	522119.0000.0000
Sustainability Report	11139-CBG-XX-XX-RP-ME-00001
Transport Statement	507.0009TS2
Travel Plan	507.0009TP2
Tree Survey / Arboricultural Impact Assessment / Method Statement	P2824-AIA01
Community Infrastructure Levy (CIL) Information Form	n/a
Drawings and Illustrations	
Location Plan	155652-STL-00-ZZ-DR-A-01001
Existing Site Plan	155652-STL-00-ZZ-DR-A-01002
Proposed Site Plan	155652-STL-00-ZZ-DR-A-01003
Proposed Ground Floor Plan	155652-STL-00-00-DR-A-10001
Proposed First Floor Plan	155652-STL-00-01-DR-A-10002
Proposed Roof Plan	155652-STL-00-02-DR-A-10003
Proposed Elevations	155652-STL-00-ZZ-DR-A-20001
Proposed Sections	155652-STL-00-ZZ-DR-A-30001
Proposed Views (4 Images)	View 1, View 2, View 3, View 4
Shadow Analysis	n/a
Proposed Landscaping Plan	3055_GA_1000
Drainage Layout	304011-SWH-ZZ-XX-DR-C-0500-P01

Project Team

Client and Occupier:



Civil & Structural
Engineering and
Drainage:

Scott White and Hookins

Project Management:



Transport:



Architecture and
Town Planning:

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Ecology:



Services Engineering:



Arboriculture:



Noise:



Ground Conditions:



Landscape Design:



Quantity Surveying:



2.0

Context

The Site and Surroundings

Barton Peveril College is located in Eastleigh, to the north of Southampton. The site sits north of Chestnut Avenue, approximately 900m north of Southampton Airport.

The site is wholly within the area administered by Eastleigh Borough Council, in the ward of Eastleigh South.

The site is within a mostly residential area, except for Eastleigh College and Crestwood Community School to the east of the site.

All of the buildings on the Barton Peveril College site are separated from the other non-residential uses by the playing fields for Barton Peveril College and, directly adjacent to those, the school playing fields.

The primary access route into the College is from Chestnut Avenue to the south, with a secondary access route to the north of the College via Tennyson Road.

The campus is approx. 7.4ha in size, consisting of buildings of varying heights to the west of the site, with the two most recent additions (the science building to the north and the business building currently under development) both 3-storeys in height.

The proposed development site for the new building is situated in the north of the College campus, where it would replace the current science centre car park.

Existing Built Development

The campus comprises a series of buildings, all accommodated on the western half of the site and mainly clustered around two courtyards.

Car parking areas are located across the front of the site to the south, with areas also present at the north west and north east of the site.

Recent developments at the College site include:

- The Rose Building (2006): Providing facilities for subjects including Sport, Media and the Performing Arts.
- The Glyn Library: (2011): Refurbishment to increase study space and double computer facilities.
- The Nobel Building (2013): A new building to accommodate facilities for Mathematics, Computer Science, Psychology, Criminology, Geography and Media.
- The Science Centre (2015): Accommodating Chemistry, Biology, and Physics.
- The Science Centre Extension (2019): Expanding science facilities to include a new, dedicated Engineering lab.

The Science Centre extension is illustrated in Figure 02.



01 - Aerial photograph showing College location

Heritage, Local History and Culture

The College has its origins in Barton Peveril School, which was created as a temporary school in 1904 for the then growing new railway town of Eastleigh.

The location of the school changed twice, then a final time to the current site in 1957. The last full intake for the school was in 1972, with the institution becoming a sixth form college from 1973.

The College site is not located within a conservation area or other area of national significance.

There are four listed buildings in the local area, all Grade II listed and located to the west of the site. The closest building is approx. 200m from the site boundary and the farthest approx. 470m (See the small pink hatching on the far left of Figure 03).

A group of locally listed buildings is present to the north of the College site, clustered around

Cherbourg Road, Tennyson Road, Shelley Road, Greenwood Close and Jubilee Close, shown in bright pink in the centre of Figure 03.

With respect to potential archaeological assets on site, it is considered that any below ground archaeological assets are likely to have been disturbed by previous development that has taken place at the development site which largely comprises a relatively new car park.

Landform, Topography and Geography

Barton Peveril College has a notably flat topography, with most of the site sitting at approximately 16 metres Above Ordnance Datum (AOD), as shown in Figure 04.

Ground Conditions

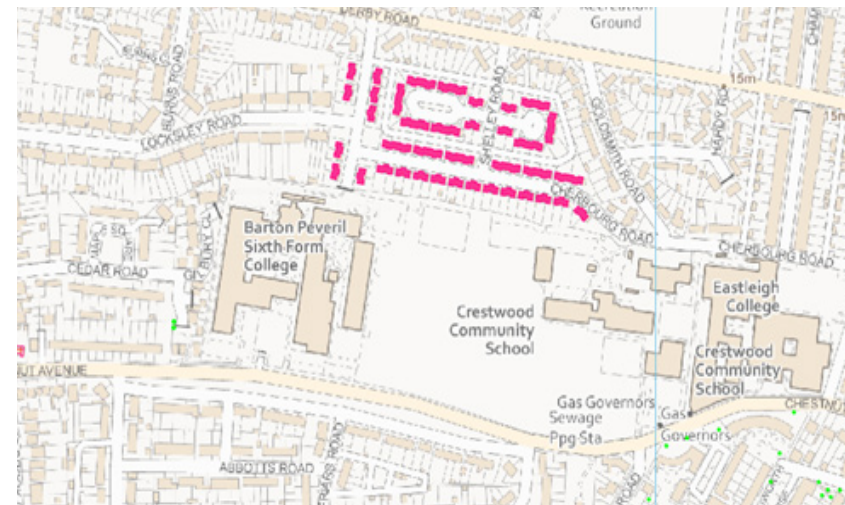
TRC Companies Limited (TRC) was appointed to undertake a desk based Phase 1 Geo-environmental

Site Assessment for the development. The assessment notes that the site is approximately 13m above Ordnance Datum (aOD) and is expected to be underlain by variable thickness of Made Ground, over River Terrace sand and gravel, over London Clay.

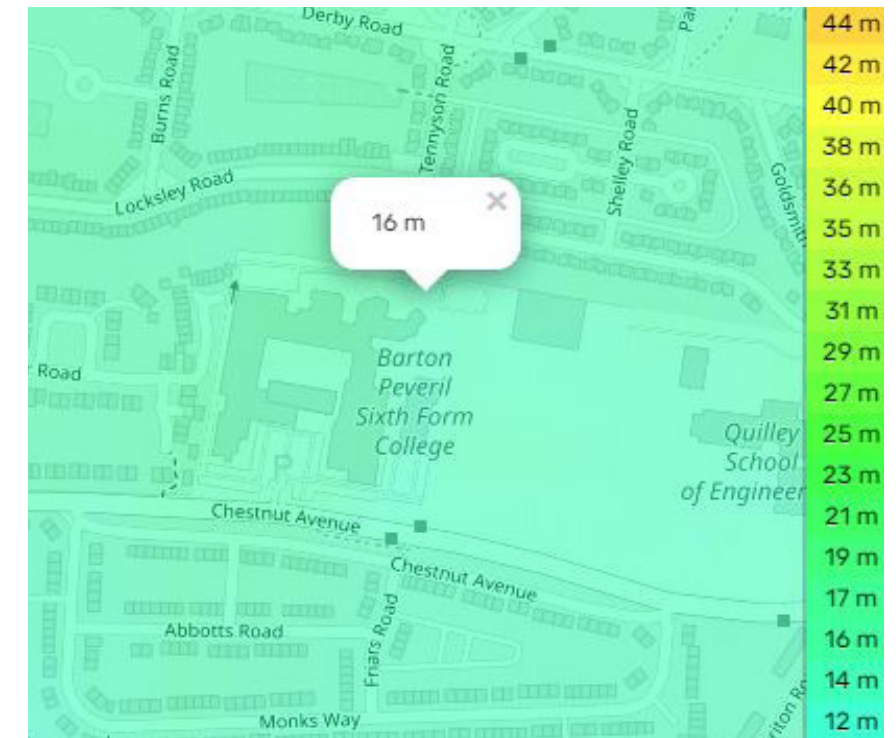
This assessment concludes that no significant sources of contamination have been identified that would present a risk to the proposed development. A ground investigation is recommended in due



02 - Site plan showing science building extension



03 - Locally listed bungalows, highlighted in pink



04 - Site Topography

course, followed by a Phase II Environmental and Geotechnical Site Assessment Report.

In the meantime, it is anticipated that on-site sources of contamination will be limited, the primary reason being that the site comprises an existing car park which itself was only recently developed.

When a contractor is appointed, they will be expected to monitor for any unanticipated contamination during construction to enable appropriate investigation and testing, as required.

Flood Risk and Drainage

As shown in Figure 05, the entirety of the site proposed for development is located within Flood Zone 1; land assessed as having less than a 1 in 1000 annual probability of river or sea flooding (<0.1%). Therefore fluvial flood risk is considered to be low.

As the site does not exceed 1 hectare no flood risk assessment will be required to accompany an application for planning permission.

Regarding surface water flooding, a small part of the site proposed for development is deemed to have a 1 in 1000 year risk from surface water flooding, as per DEFRA mapping shown in Figure 06.

Landscape Character

With the exception of the sports pitches, the College in general is an intensively developed site, with only small pockets of soft landscaping. There is a

small amount of decorative landscaping within the anticipated application red line boundary, traversed by multiple footpaths.

Ligna Consultancy have provided a Tree Survey and Arboricultural Impact Assessment, both of which have been undertaken in accordance with BS5837:2012 'Trees in relation to design, demolition and construction.

The Tree Survey shows that there is a line of mature trees present to the north of the proposed building,

and four recently planted oak trees within the proposed building footprint.

There are no known Tree Preservation Orders within the College grounds.

Access, Movement and Accessibility

Paul Basham Associates were appointed as transport consultants for the development and have provided a Transport Assessment and Travel Plan (supplied separately).

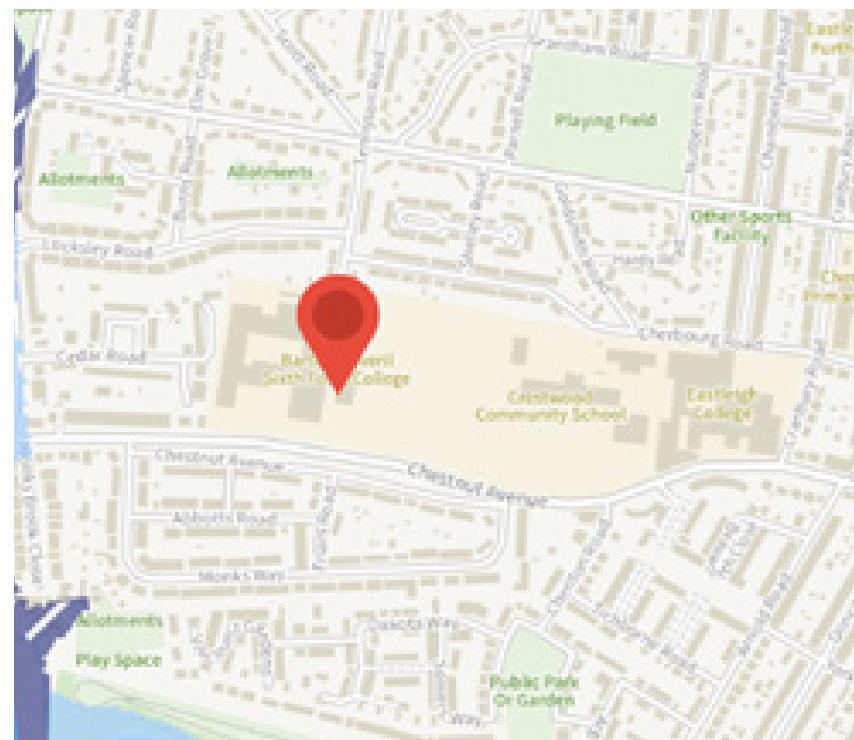
The primary access route into the College is along Chestnut Avenue to the south, with a secondary access route to the north of the College via a residential street, Tennyson Road.

Chestnut Avenue connects to the primary road A335 to the east, as well as affording an easy access route through to the M3 via Passfield Avenue and Leigh Road, making the College a well accessed site.

Active Travel

Cycle and pedestrian access to the site is encouraged with good access routes available.

The Transport Assessment notes that pedestrian access is afforded from Chestnut Avenue to the south and Tennyson Road to the north, with the Chestnut Avenue access supported by a pedestrian refuge island, tactile paving and dropped kerbs. Internally, zebra crossings are provided to prioritise pedestrians and cyclists.



05 - Risk of Flooding (Sea and River)



06 - Risk of Flooding (Surface)

The site is a 20 minute walk from the Swan shopping centre, and a 24 minute walk from Eastleigh Train Station.

There are no public footpaths within the immediate vicinity of the site.

The Transport Assessments notes that cycle parking is readily available on the College campus with 8 large lockable cycle pods and other cycle parking available in the northern part of the campus, which accommodating up to 96 cycles.

Sustainable Public Transport

The Transport Assessment confirms that the site is well served by bus services, with the closest bus stops located adjacent to the main vehicle access to the College, on Chestnut Avenue. Another nearby stop is located on Derby Road to the north of the site (180m from north entrance).

Dedicated buses for Barton Peveril Students are operated by Bluestar and Xelabus.

Eastleigh Railway Station is located approximately 2km northeast of the site and is accessible via a 25 minute walk or 8 minute cycle. General off-peak trains from the station include 1 per hour to Poole, Salisbury, Portsmouth Harbour and Romsey, and 2 trains per hour to London Waterloo.

Parking

Car parking is currently constrained at the College, in part due to the new Business School being constructed on the front car park site. However,

following completion of the Business School, the College as a whole will have 240 car parking spaces on campus (comprising 225 standard spaces and 15 accessible car parking spaces). There are also bays which are able to accommodate up to 30 motorcycles or scooters.

It is notable that parking provision is not available to students, only staff and visitors.

A number of parking restrictions are in place in the surrounding residential area discouraging the use of cars by students. Most roads requiring a parking permit.

Previous analysis, undertaken as part of the planning submission for the Business School in July 2021, noted that 240 spaces was regarded as more than sufficient for the expected rise in staff numbers (associated with a potential rise in student numbers) up to the 2024/5 academic year. The analysis showed that the College would regularly require parking for 218 members of staff.

A more recent analysis of further student growth up to 2027/8, using the same methodology as the July 2021 submission, indicates that the College may require an additional 12 staff parking spaces by this time. Add this to the previous calculation of 218 gives a total of 230 spaces for staff. With 240 spaces available at the start of the Art Centre project, this analysis suggests that, were all of this parking retained, there would be sufficient staff parking to cater for anticipated growth up to the 2027/28 year.

The Transport Assessment notes that the specific site identified for development of the new building for the School of Art and Design accommodates 46 car parking spaces.

Electric Vehicle Charging

There are no electric vehicle charging points currently on the site. However, the new Business School development will deliver 12 new charging points.

It is not proposed to install any further charging points as part of this proposal. Nevertheless, Eastleigh has a well-developed vehicle charging network and multiple on-street charging points are available within approximately a 10-20 minute walk to the east of the site.

Environment

There are no Site of Special Scientific Interest, Local Nature Reserves, Local Green Spaces, Ancient Woodlands or Local Wildlife Sites on, or in the immediate vicinity of the site.

The site is not within or adjacent to an Air Quality Management Area (AQMA).

A baseline noise assessment was undertaken by iON Acoustics. This confirms that the nearest off-site noise sensitive receptors are residential dwellings on Tennyson Road and Cherbourg Road.

The noise survey noted that existing background noise levels during the day are moderate and are mostly affected by traffic noise from surrounding

roads and motorways, and some aircraft movements at Southampton Airport. Representative noise levels were considered to be 45dB in the daytime, 41dB in the evening, and 39dB at night.

The noise survey sets proposed noise limits for new plant that are at least 5dB lower than background noise levels, i.e. 40dB in the daytime, 36dB in the evening, and 34dB at night.

A condition would be accepted, requiring plant specifications to be submitted at a later date.

Views

A formal Landscape and Visual Impact Assessment is not a requirement for the proposed development. The scale and height of the building will not disrupt any existing important distance views or surpass the height of the tallest buildings currently in place on the site.

Planning History

As an established College site, Barton Peveril College has been subject of many major and minor applications for planning permission over its lifespan to date. Planning applications of particular note from the last decade are set out in Table 1.

The most recent major application for planning permission to be determined on the College site was for the Business School (F/21/90116). Planning application documentation available via the Council’s website note that there was a strong requirement for the site character and landscaping to match existing buildings. The current application for the School of Art and Design also takes this into account.

For the Business School application, although some parking was lost, it was considered that the remaining car parking would be “comfortably able to accommodate future staff parking needs”. Furthermore, it was noted that the College were actively discouraging car travel and had appointed a travel plan coordinator to liaise with the Council’s sustainable transport officer. This Travel Plan strategy has been, and will continue to be, actively maintained.

Several applications (O/09/64595, R/14/74906, R/12/70729 and R/13/72314) concern the construction of the Science building, at the north of the campus close to the proposed new building for the School of Art and Design.

It is notable that the Science building is a three storey building with many windows on the north elevation, whereas the new School of Art and Design building will be two storeys with no windows on the north elevation.

It is also notable that there did not appear to be any resident objections to the two most recent Reserved Matters submissions.

Application Reference	Description	Decision	Decision Date
F/21/90116	Construction of a three-storey building for business school with external 2nd floor terrace, parking, external lighting and landscaping.	Permitted	17/09/21
F/20/88568	Single storey side extension to theatre to create a Chair Store	Permitted	16/10/20
F/17/80694	Extension to existing external plant compound to the north of the existing college kitchen to accommodate new air handling unit and condensers	Permitted	21/08/17
X/14/75587	Application for Variation of Condition 8 (which limits internal floor area) of planning permission O/09/64595 for the construction of 2 and 3 storey buildings and a MUGA	Permitted	09/02/15
R/13/72314	Reserved Matters Phase 2 - development of two-storey buildings following demolition of existing buildings together with landscaping pursuant to outline planning permission O/09/64595 (reserved matters for approval: appearance, landscaping, layout and scale).	Permitted	15/05/13
R/12/70729	Reserved Matters: Phase 1 development of two and three-storey buildings following demolition of existing buildings with associated car parking and landscaping pursuant to outline planning permission O/09/64595 (matters of siting, design, external appearance and landscaping for consideration).	Permitted	20/06/12
R/14/74906	Reserved Matters application to outline planning permission O/09/64595 for the third phase of development comprising construction of 3-storey science building following demolition of the Tennyson Building & provision of car parking and landscaping.	Permitted	05/09/14
F/12/70727	Construction of 2no. three-court Multi Use Games Areas (MUGA) in place of 1no. four-court MUGA approved as part of outline planning approval O/09/64595.	Permitted	27/06/12
F/11/68414	Addition of cladding and alterations to windows on Mountbatten building and part of the Hampshire building	Permitted	17/03/11
O/09/64595	Outline: Construction of 2 and 3 storey buildings following demolition of existing buildings (2,782 sq.m net additional gross internal floor space), together with 4 court multi use games area (MUGA), car parking and landscaping. (only the means of access to be considered)	Grant outline	04/06/10

Table 1

Planning Policy

National

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was originally published in March 2012 and was most recently revised in July 2021.

The NPPF (Para 2) requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. This also includes a requirement to consider local and neighbourhood plans that have been brought into force and any spatial development strategies produced by combined authorities or elected Mayors.

Development Plans are defined as adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

The NPPF (Para 6) notes also that statements of government policy “may be material” when preparing plans or deciding applications (e.g. Written Ministerial Statements).

Pre-Application

The NPPF acknowledges the importance of early engagement with Local Planning Authorities (Para 39). It considers that the more issues that can be resolved at an early stage the better. In order for

the planning system to be considered effective and positive, consultees are expected to provide an early, pro-active approach and provide advice in a timely manner (Para 41).

Consulting bodies are encouraged (Para 42) to enable early consideration in the pre-application stages of a proposal, and outline all fundamental issues related to such a proposal.

Public Services and Brownfield Land

The NPPF (Para 92) requires decisions to reflect local community needs. One particular example is the need to take into account and support local strategies to improve health, social and cultural well-being for all sections of the community (Para 93). To this end, such established facilities and services should be able to develop, modernise and be retained for the benefit of the community.

The NPPF (Para 96) states that to ensure the faster delivery of public services infrastructure such as further education colleges, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

The NPPF (Para 120) affords “substantial weight” within settlements for homes and other identified needs. Additionally, a positive approach is considered necessary (Para 123) when assessing proposals for alternative uses of land, which is currently developed, but not allocated for a specific purpose in plans. Proposals are requested to make effective use of sites that provide community services (e.g. schools or hospitals), on the provision that this

allows the quality of the services to be maintained or improved.

Transport

The NPPF (Para 110) notes that local authorities should ensure appropriate opportunities are taken to promote sustainable transport modes, safe and suitable access is achieved for all users, and any significant impacts on the transport network can be cost effectively mitigated to an acceptable degree.

In addition, the NPPF (Para 111) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The NPPF (Para 113) notes that all developments that will generate significant amounts of movement should be required to provide a travel plan, with a transport statement or assessment.

Design

Good design is considered to be key in achieving sustainable development (Para 126), as this ensures the supply of places that people want to live and work. Good design ensures the longevity of a development often through quality (Para 130).

Consideration should be paid to the local context to ensure consistency, although design should be tailored to each circumstance (of each place) and allow for a degree of variety. All proposals should be inclusive in their design, to ensure a high quality of amenity for current and future users, and

provide a safe environment that can deter crime and disorder.

Local

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act (1990)).

The current local plan for the area is the ‘6.2. Eastleigh Borough Local Plan 2016 – 2036’, which was adopted in April 2022.

Eastleigh Borough Local Plan 2016 – 2036

The Eastleigh Borough Local Plan sets out how and where Eastleigh will develop in the future. It outlines challenges facing Eastleigh and how they will be addressed, the vision for the future of Eastleigh, the strategy for achieving the vision, and policies and proposals to enable the Borough to grow and develop. The Local Plan was adopted by the Council on 25th April 2022 replacing the previous Draft Local Plan 2011-2029.

The plan specifically mentioned Barton Peveril College in a section focusing on Eastleigh, in paragraph 6.4.13, noting that

“There are first class further education facilities at Eastleigh College and Barton Peveril College providing vocational and non-vocational courses for a wide catchment that extends beyond the Borough”.



National Planning Policy Framework

07 - National Planning Policy Framework

Site Designations

According to the Eastleigh Local Plan policies map, there are no site specific policies affecting the site of the proposed development.

The closest designations lie directly to the south, in the shape of a Strategic Footpath/Cycleway/ Bridleway, relevant to Local Plan Policy S12 (see following section), and to the north in the shape of a group of locally listed buildings.

Vision and Objectives

Chapter 3 of the Local Plan sets out a Vision for the Borough and 13 key Objectives.

The Vision states:

“To ensure development in Eastleigh Borough and its communities delivers a strong and sustainable economy with an adequate supply of housing and infrastructure that supports improved standards of living for residents while... promoting thriving and healthy communities; and maintaining an attractive and sustainable environment that residents value”

The Objectives include the following aspirations:

i. Tackling congestion – Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;

ii. Developing green infrastructure – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resources;

iii. Encouraging a sustainable community - Ensure future development contributes to the Borough’s sustainability and resilience through effective low carbon and water efficient planning and design;

iv. ...ensure major new development is designed to create new communities and neighbourhoods supported by high quality infrastructure including education facilities;

v. Excellent environment for all - Create a clean and attractive environment that provides for people’s social, occupation and recreational needs, conserves and enhances the historic environment and is desirable for all, including residents, employees, visitors and investors;

vi. Minimising waste and managing resources - Use resources more efficiently and consume fewer of them, while ensuring maximum value is generated from any waste produced;

vii. Protecting and enhancing biodiversity - Ensure protection and enhancement of designated and priority habitats within the Borough and endeavour to create a cross boundary landscape scale habitat network;

viii. Enabling healthier lifestyles/wellbeing - Facilitate better physical and mental health and wellbeing by improving the places people live, work, learn and play, meeting the challenge of the ageing population, and promoting cultural and physical activity;

ix. Tackling deprivation - Reduce health inequalities by engaging with and prioritising groups and communities in most need;

xi. Ensuring appropriate infrastructure including employment land - Secure an ongoing provision of employment land and infrastructure that can support current and future business needs, and stimulate sufficient economic growth to sustain a rising population;

xii. Enabling the right skills and employment mix - Developing an appropriately skilled workforce in the Borough and a varied mix of employment opportunities, ensuring the Borough is seen as a desirable location to set up a new business or to relocate a growing business, so as to sustain economic demand and increase job security and satisfaction;

xiii. Reinvigorating town and local centres - Creating vibrant, active places where people want to spend time.

Policies

The following ‘Strategic’ policies are considered to be relevant to the determination of the application for the proposed works:

Strategic Policy S1, Delivering sustainable development states that new development should

- a. meet community needs without compromising the identity of the Borough or its individual settlements, or the ability of future generations to meet their own needs;
- b. enhance social equality by ensuring equal and easy access to a range of community facilities and services and by promoting the development of employment, education

and skills training opportunities;

- d. have regard to the potential impacts of climate change, and the need to limit gas emissions including through carbon sequestration and by promoting measures to design buildings and spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport...;
- e. minimise the need to travel longer distances and, where travel is necessary, prioritise more sustainable forms of transport, such as active travel, other alternatives to car use, or a combination of active travel and other alternatives to car use;
- f. use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings;
- g. maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the Borough and heritage assets;
- h. maintain, enhance, extend and connect the natural habitats within and landscape value of the Borough, extending natural habitats into new and existing development to achieve an environmental net gain.



08 - Eastleigh Borough Local Plan 2016-2036

Strategic Policy S2, Approach to new development, states that the Council will promote the delivery of a defined number of new dwellings and employment space, as well as “related transport infrastructure, open space, sports facilities and other community facilities”.

Strategic Policy S9, Green infrastructure states that the Council will seek to achieve the provision, retention and/or enhancement of the following forms of multi-functional green infrastructure, including provision of:

- a. interlinking publicly accessible open space through new and existing development including for example formal sports facilities and informal amenity spaces and cemeteries;
- b. green infrastructure incorporated into all new development with multifunctional spaces connected by primary, secondary and tertiary green links;
- c. interconnected urban green infrastructure within the fine grain of existing and new development including green, cycle ways, paths and linkages between community facilities and open spaces to link community facilities;
- d. connected habitats linking the network of designated sites and existing priority habitats, taking account of the Hampshire ecological network map

Strategic Policy 11, Transport Infrastructure, states that the Council will work with highway

authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:

- a. ensuring new developments encourage walking, cycling and the use of public transport, and minimise congestion and support safety on the highway network; as informed by appropriate transport assessments; and
- b. safeguarding the routes and securing the funding to deliver new and improved transport infrastructure

The Local Plan also includes development management policies. The following are considered to be relevant to the determination of the application for the proposed works:

Policy DM1 - General criteria for new development requires that all development should (as relevant):

- a. not have an unacceptable impact on, and where possible should enhance:
 - i. residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast;
 - ii. biodiversity (avoiding significant adverse impacts); and
 - iii. the significance of heritage assets;

- b. make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;
- c. take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;
- d. not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value, (recognising that some species and habitats may be irreplaceable);
- e. include a landscape scheme covering the design and layout of external space;
- f. protect and enhance public rights of way and National Trails and provide fully connected green infrastructure that interlaces the development and connects into the wider network;

- g. provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;
- h. incorporate provision for people with disabilities and create accessible communities that cater for all;
- i. incorporate design measures to inhibit criminal and anti-social behaviour;
- j. incorporate provision for on-site waste management; and
- k. include provision for public art associated with new large scale development in accordance with the Council’s adopted Public Art Strategy

Supporting text for Policy DM1 also notes that a planning statement should explain and justify the removal of site assets such as landscape features and propose suitable mitigation for their loss, and that trees should be retained wherever possible.

Policy DM2 Environmentally Sustainable Development, states that:

- 1. The Borough Council requires that:
 - b) all development (other than new build residential) that is above 500 sq.m of floorspace measured externally (including extensions and conversions to existing buildings) must achieve BREEAM ‘excellent’ (or equivalent) or BREEAM ‘very good’ plus ‘passivhaus’ certification including a 15% improvement in predicted carbon emissions,

compared with the building regulations current at the time, through low or zero carbon energy generation on site or in a Borough location agreed by the Council.

c) all other larger developments above 10,000 sq.m of floorspace should also seek to fund post occupancy evaluation (POE) in addition to the above.

2. In addition to the above, all development above 500 sq.m of floorspace measured externally (including extensions and conversions to existing buildings) and external spaces within the curtilage serving developments of this size should where practical and viable:

- a) incorporate energy-efficient passive design principles, the best use of natural daylight and natural ventilation systems wherever possible;
- b) connect to any existing near or adjacent low carbon local energy network unless this is proved unviable;
- c) use recycled, low embodied carbon, low environmental impact and locally sourced materials in construction where possible;
- d) be designed with sufficient flexibility to enable the life of the building to be extended by re-use for other purposes where feasible;
- e) aim to deliver at least 1% of all residential units within the whole scheme which achieve full ‘passivhaus’ certification.

Meanwhile, Policy DM2 Adaptation to Climate Change states that:

All development should:

- a) reduce the potential impacts of surface water flooding as part of an integrated SuDS strategy in accordance with policy DM6 (Sustainable surface water management and watercourse management)
- b) have a cooling strategy
- c) be adaptable to water stress and designed to reduce demand on water usage.

Policy DM5 Managing Flood Risk says that:

- 2. Development should not increase flooding elsewhere.
- 3. Sustainable Drainage Systems (SuDS) must be designed in accordance with policy DM6.

Furthermore, **Policy DM6** Sustainable Surface Water Management and Watercourse Management states that:

- 1. New development (excluding extensions to dwellings and changes of use), will only be permitted if it incorporates Sustainable Drainage Systems (SuDS). Wherever feasible, naturalised filtration should be included within the treatment train as follows:
 - a. On sites of 1 hectare or more, or within 100m of the River Itchen SAC or Solent Maritime SAC, SuDS schemes should include at least three forms of naturalised filtration. On sites within 100m of

headwaters and tributaries draining into a SAC, SuDS schemes should include at least three forms of naturalised filtration unless hydrological studies and project-level Habitats Regulations Assessment demonstrate this to be unnecessary to protect the integrity of the SAC and its qualifying features;

- b. On other sites of between 0.5 hectares and 1 hectare, SuDS schemes should include at least two forms of naturalised filtration; and
- c. On other sites of less than 0.5 hectares non-naturalised SuDS e.g. permeable paving will be considered where justified.

2. In order to reduce flooding and maintain water quality (in accordance with DM8) SuDS schemes should:

- a. be designed and monitored in accordance with the CIRIA C753 SuDs Manual or equivalent national or local guidance, noting that all receiving waters in the Borough should be classified as protected waters;
- b. manage surface water runoff as close to its source as possible;
- c. ensure that discharge rates are reduced as far as possible and that on greenfield sites these should at least mirror greenfield rates before development;
- d. be provided as part of any application for outline or full planning permission;
- e. where discharge is to a wetland or wet woodland habitat, flows off site must mirror the natural hydrological pathways;

f. include clear arrangements for their whole life management and maintenance.

Policy DM8 Pollution states that:

1. Development will not be permitted if it is likely to cause loss of amenity or impact on public health or other unacceptable environmental impacts through:

- a. air pollution (including odours or particulate emissions);
- b. pollution of surface, underground, coastal waters or other watercourses;
- c. noise or vibration;
- d. light intrusion, both generally and with respect to the South Downs National Park's status as an international Dark Night Skies reserve; or
- e. land contamination.

Policy DM9 Public Utilities and Communications states that:

2. New development will only be permitted if the essential utilities infrastructure including communications infrastructure required to serve it is available. Where off-site utilities infrastructure is not adequate to serve a development site, developers will be required to contribute to the costs of new off-site provision in consultation with the utilities providers.

Policy DM11 Nature Conservation says that:

1. The Council will work with statutory and

voluntary agencies and developers, and will determine planning applications, to:

a. protect, conserve and enhance all:

- i. international, national and local nature conservation designations; and
- ii. networks of natural habitats and features, including the Local Ecological Network, Priority Biodiversity Areas and Priority Biodiversity Links, watercourses, wetland complexes, woodland trees, and trees and hedgerows important to biodiversity and local character;

and facilitate their adaptation to climate change wherever possible;

b. assist in achieving national, county and local biodiversity targets as set out in Biodiversity Action Plans (BAPs);

c. seek a net gain of biodiversity on all development sites (including sites for redevelopment) through the protection, enhancement and connection of existing and provision of new habitats and features of nature conservation interest compatible with the native biodiversity characteristics of the Borough, having regard to local geodiversity and soils; and

d. contribute to major elements of the PfSH Green Infrastructure Strategy and other strategies for the provision and enhancement of multifunctional green infrastructure including green routes, ecological networks and biodiversity enhancements (see strategic policy S9).

8. Development will not be permitted unless it can be demonstrated that:

- a. there have been thorough habitat and species surveys;
- b. the great crested newt strategic survey and strategy have been considered in all developments within 500m of a great crested newt pond; and
- c. the strategic bat trapping survey has been considered in all developments within the locality of a woodland or connected habitat networks.

Policy DM12 Heritage Assets notes that:

1. Development of a heritage asset or within its setting will be permitted provided it does not harm or detract from the significance or special interest of the asset, and sustains and enhances its special character and qualities. The more important the asset, the greater the weight that should be accorded to this criterion. Permission for development which results in substantial harm to, or loss of, designated assets of the highest significance will be wholly exceptional. Development which involves the demolition or destruction of any part of other heritage assets will not be permitted unless its removal or replacement would enhance or better reveal the significance of the asset. In these circumstances, the developer will be required to record and advance understanding of the significance of any heritage assets to be lost, in a manner appropriate to their importance and the impact, and to make this evidence publicly accessible.

The policy also notes that development should achieve a high standard of design which respects and complements the character and qualities of the heritage asset(s), and requires a heritage statement to be submitted to explain the significance of the assets affected including the contribution made by their setting, at a level of detail proportionate to the asset's significance; the impact of the proposal on the significance of the asset; and how proposals have been developed to avoid harm or, if this is not possible, minimise the harm; with mitigation measures proposed.

Policy DM13 General Development Criteria - Transport states that:

1. All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:
 - a. meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;
 - b. not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and
 - c. be provided without unacceptable environmental impact.
2. All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with

Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.

3. Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:

- a. provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links
 - b. on-site pedestrian, cycle and public transport infrastructure
 - c. contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate
 - d. on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans⁴⁹) to reduce car use.
4. New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.

Policy DM14 Parking states that:

For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.

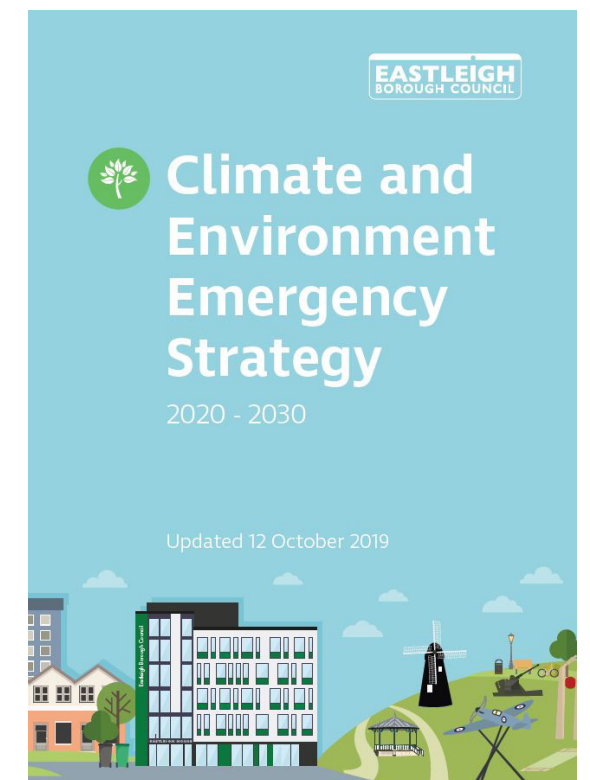
Eastleigh Borough Council Climate Emergency

In July 2019, Members of Eastleigh Borough Council unanimously agreed to declare a climate change and environmental emergency.

The declaration sets out the Council's aim to be carbon neutral by 2025 and to support communities and businesses across the Borough to achieve carbon neutrality by 2030.

The Council has a 10 year Climate Change and Environmental Emergency Strategy 2020-2030, which is complimented by an Action Plan Update, published in June 2020.

The Climate Change and Environmental Emergency Strategy emphasises that "we must take every action possible to prevent further changes to the climate before it is too late, we believe that it is everyone's responsibility to do whatever they can to help protect our precious planet, it's environment and our wildlife for generations to come. Any alternative is simply not an option".



09 - Eastleigh Climate Change and Environmental Emergency Strategy

Environmental Impact Assessment

Environmental Impact Assessment (EIA) is the term used for the procedure that assesses the environmental implications of a development that are likely to have significant effects on the environment.

In order to establish whether EIA is required, it is necessary to refer to the Town and Country Planning (EIA) Regulations 2017 (the EIA regulations); these identify indicative thresholds for specific types of development. EIA is generally required for development that is likely to have ‘significant effects on the environment’ by virtue of factors such as its nature, size or location.

The proposed development - by nature of its size, its brownfield location, and the location lack of natural environment features in the vicinity - is considered not to require EIA screening.

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (CIL) is a tariff that developers pay on commencement of new development. The tariff is used by local authorities to contribute towards funding infrastructure to support new development in their areas.

Eastleigh Borough Council consulted on a draft CIL Charging Schedule in 2013-2014. Following the Inspector’s Report into the Eastleigh Borough Local Plan 2011-2029, the examination into this Charging Schedule was not progressed and the Council has chosen not to introduce CIL.

Section 106 (S106)

It is anticipated that the potential for S106 contributions will be discussed directly with Eastleigh Borough Council.

Pre-Application Discussions

Initial Pre-Application Engagement

A pre-application enquiry (ref: Q/22/93958) was submitted to Eastleigh Borough Council on 10th October 2022 and was confirmed received on the same day.

The key purpose of the pre-application enquiry was to discuss with the Local Planning Authority the initial proposals for a new building to accommodate the School of Art and Design at Barton Peveril College, and to enable the College to ensure that they would have a viable and suitable development that would comply with national and local planning policies.

In the initial submission details of central government funding were set out, including associated timescales.

A draft Planning Design and Access Statement was submitted alongside a request for initial reaction and advice concerning all aspects of the proposed development. A site meeting was also requested.

An pre-application site meeting was subsequently held on 28th October, with representatives present from Eastleigh Borough Council Planning department, the College, Stride Treglown Architecture, and Stride Treglown Town Planning.

A full pre-application enquiry response was subsequently received on 4th November 2022. This concluded that “the principle of a new arts centre building at the college is considered acceptable and the preliminary details provided suggests that it would have a reasonable prospect of receiving planning permission”.

Other detailed comments received can be summarised as follows:

Principle

It was noted that the principle of development at the College site was considered acceptable and was supported by the Council, subject to compliance with the relevant planning policies, and that it would improve current facilities.

It was stated that the building will make more efficient use of the site and cater for growth in student numbers.

It was recommended that an explanation of the need for the development was provided along with the different options considered and why they have been ruled out.

Design Options

It was acknowledged that options for expansion at the College site are limited.

It was also accepted that two other options for development could be ruled out; one in the north western part of the site due to potential impacts on neighbours, and another on the current south car park due to scale, location and impacts on other existing college buildings.

Scale and Appearance

The response noted that the scale of the proposed building was considered to be “workable”, with its roofline lower than the adjacent science block.

It was noted that “building has visual interest and its roof design and use of contrasting materials breaks up its massing”.

Residential Amenity

The response requested that further consideration be given to potential impacts on bungalows along Cherbourg Road (77-83), including outlook, light and privacy.

Nevertheless, in terms of outlook, it was noted that “there is a thick hedge and a row of trees along the northern site boundary and this should offer a reasonable level of screening from the neighbours gardens, especially during the summer months”.

Initial shadow diagrams were provided with the pre-application submission and in her response the planning officer noted “I can see that the building will have a relatively modest impact on the light levels received by the neighbouring gardens for most of the year”. Further details of the shadow analysis undertaken are included in the Design section of this statement.

In terms of privacy, it was noted that there would be no windows on the north elevation facing Cherbourg Road, and that the picture window on the north western corner should not result in unacceptable levels of overlooking into the garden of 57 Tennyson Road.

Trees

Further details were requested regarding the proximity of the access road to the north of the new building to the line of large trees on the College’s

northern boundary. The submitted drawings provide this. An arboricultural impact assessment was requested and accompanies this application.

Car Parking

The response noted that existing car parking would need to be removed to enable the new building and that justification for this would be required.

It was recommended that parking capacity and demand was investigated further, in order that the planning application could note how this would be accommodated post development.

As requested by the planning officer, a Transport Assessment and updated Travel Plan accompany this submission.

Ecology

The letter from the planning officer requested that a preliminary ecological assessment & ecological enhancement plan be submitted, and that any external lighting be directed away from any bat features and neighbouring dwellings.

Sustainable Drainage

It was noted that, in accordance with Policy DM6, new development must incorporate a sustainable drainage system. Details were requested, including monitoring and maintenance arrangements.

Environmental Sustainability

The response noted that an energy report had been supplied, confirming an intention to achieve

BREEAM Excellent, in accordance with Policy DM2. It was also noted that conditions would be used to secure this BREEAM rating.

Noise

It was requested that a noise assessment be undertaken and submitted with the application for planning permission.

Pollution

It was recommended that a preliminary land contamination risk assessment be undertaken and submitted.

Consultation and Engagement (Statement of Community Involvement)

Eastleigh Statement of Community Involvement (November 2015)

Eastleigh Borough Council adopted their Statement of Community Involvement in 2015.

The Statement of Community Involvement sets out requirements for consultation and involvement that must be followed by the Local Planning Authorities when preparing planning documents or consulting on planning applications.

The statement sets out that when considering planning applications, the Council will ensure that those immediately adjoining or opposite the site, are made aware of the development proposals. For major developments that have more than a local impact the Head of Development Management may decide to notify neighbours in a wider area. This will be done by letter, and/or by posting notices at the site.

The statement notes that for major and contentious applications, applicants will be encouraged, although not required, to provide additional opportunities for involving the local community on their proposals in addition to the consultation undertaken by the council.

Furthermore, the statement notes that although the Council cannot insist on pre-application discussion and stakeholder engagement, it is best practice and the Council will require the applicant/agent to agree a programme of community involvement to best suit the specific proposals and the particular site.

Engagement with Eastleigh Borough Council

Details of direct engagement with Eastleigh Borough Council planning department are included in the previous section of this statement.

The College and design team also sought to engage directly with Eastleigh Borough Council Local Area Committee (ELAC), the body responsible for making planning decisions for relevant planning applications.

An invitation was accepted to present to the ELAC on Tuesday 13th December.

An introduction was provided by the Vice Principal of the College, Jonathan Prest. This relayed that:

- The College's Accommodation Strategy draws from government guidance based upon environmental responsibility, social value and economic viability.
- The College's Strategic Plan is driven by projected student numbers; aligning to the needs of learners, employers and other stakeholders such as the Borough Community; the need for equal and inclusive access to high quality educational provision; and the long term wellbeing of local people.
- The College's Travel Plan has already made real inroads into reducing single person car travel; increasing use by students of public transport; increasing use by staff of shared car use and park and walk.

- The development of the College estate takes into account the Eastleigh Borough plan, and also the Solent LEP Local Plan which sees a significant switch in the economy to higher level skills.

It was noted that the College has outgrown its existing buildings. The Business School was designed to meet demographic growth until 2026, but will now be immediately full on opening, in September 2023.

It was relayed that a demographic 'bulge' in 16-18 year olds continues from 2020-2029 and requires more places at Barton Peveril College, regardless of any increase in market share. Another 912 students will need to be accommodated by the end of this period.

It was outlined that the School of Art and Design at the College is the only department requiring specialist accommodation that has not been updated since the 1950's meaning, despite the College delivering outstanding education, many facilities are below standard. Furthermore, it was emphasised that approximately 20% of GDP comes from the creative industries in the UK and new facilities would help to support and grow this further.

It was stated that the Hampshire building in which the School are currently housed is the poorest performing space in the College for heat loss, energy usage and whilst ever more urgently in need of upgrading, cannot be resolved without either total demolition or fundamental refurbishment.

It was noted that it is not possible to rehouse specialist facilities such as art and design on a

temporary basis whilst their accommodation is refurbished so the only option is a new build.

The vacation of the Hampshire building would then allow refurbishment and repurposing to accommodate growth in all subject areas in the College to provide for the additional 912 students.

Further information was also relayed by the College's Town Planning Consultant on site options considered, and an overview of emerging plans, layouts and views was given by the Architect. The results of a shadow analysis were also displayed on screen. Further details on site options and the building design are included in the Design section of this statement.

The presentation concluded with the Vice Principal relaying details of the College's current travel strategy.

It was noted that no students are allowed to park on site (apart from those with mobility needs or other disabilities), and despite the growth of the College the number of staff parking on the site continues to decline. In contrast the use of bicycles has increased as have secure storage for them on site.

Furthermore, the Travel Plan developed as a result of the 2021 planning application for the new Business School has been highly successful in changing behaviours in a positive way.

It was noted that at the first Travel Plan review meeting in November 2022, which was attended by Paul Bicknell as our community representative and local councillor Wayne Irish, as well as by Sustainable Transport Planner Cali Sparks, it was

Eastleigh Borough Council

Statement of Community Involvement

November 2015

Paul Ramshaw
Head of Regeneration & Planning Policy
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN



agreed that the plan had made significant impact and was a working and meaningful document.

Regarding the current proposed development, it was noted that 46 car parking spaces would be lost. However, as evidence shows that as the College has got larger the number of staff parking on site has gone down, so no increase in demand is anticipated by building on the car park in the longer term.

Nevertheless, it was relayed that in the short term the College would make use of a ‘Park and Walk’ scheme, leasing some car parking spaces from ‘Places’ leisure centre on a temporary basis. Further details of this are included in the Access and Movement section of this statement.

Response

Following the conclusion of the presentation, there was an opportunity for Councillors to ask questions. These can be summarised as follows:

- 1. As most of the College site (apart from the playing fields) has been or will be developed, what/where would you develop next?

The response to this was that the College would likely seek to partner with other further education providers in Southampton and Fareham, to provide courses in those locations under the Barton Peveril College name.

- 2. What consideration has been given to consultation?

The response to this was that the College were content to engage in reasonable discussions with neighbours as guided by the ELAC committee. It was also noted that the winning contractor would be expected to sign up to the Considerate Constructors scheme and that similar restrictions on deliveries and construction times as for the previous Science building were expected.

- 3. It was noted that the trees on the northern boundary were ‘huge’ and will shield the building, so it was unlikely the new building would have too much impact on neighbours.

- 4. One Councillor noted that it was noted that the statistics regarding the reduction of students traveling by car were pleasing, and that they “quite like this application so far”. They described it as “cracking”.

The College and design team were thanked for engaging with the Local Area Committee.

Direct Consultation with the College

Barton Peveril College, as the operator of the proposed building have been deeply involved in the detailed design of the building from the earliest stages. This is to ensure that the proposed building and external facilities meet the contemporary education needs necessary to provide an excellent education.

Summary

This Statement of Community Involvement demonstrates that the proposals for a Art Centre building at Barton Peveril College have been developed following pre-application engagement with Eastleigh Borough Council planning department, and in tandem with direct consultation with the operator; Barton Peveril College.

The College and project team have also engaged openly with local Councillors via the Eastleigh Local Area Committee.

Members of the public will have sufficient opportunity to analyse and comment on the proposals through the planning application process.

It is considered that, through engagement, a scheme has been developed that demonstrates the highest possible standards of design and site planning with a clear appreciation of the local context, which will make a significant positive contribution to further education provision in Eastleigh and the wider sub-region.

3.0 Design

Introduction

Several teaching areas at Barton Peveril College require specialist accommodation (i.e. more than just a cluster of classrooms). In recent years specialist accommodation has been built for Performing Arts and Sport (Rose Building 2006), and Science (2015 & 2019), leaving only Art and Design without adequate specialist facilities.

The existing areas of the College occupied by Art and Design cannot be refurbished whilst teaching is going on. Therefore, a new building is required.

It is important that the new building is stand alone and purpose built, because the spaces required have very different requirements from conventional classrooms. They require:

- much larger and flexible studio spaces;
- large amounts of storage and handling of appropriate materials
- direct window light to be minimised and indirect high level light to be maximised

Some spaces require no outside light and the building needs to become an exhibition space at certain times of the year for assessment, displays and the annual exhibition. For all these reasons,

it would not make it possible to simply extend the current Science Centre, for instance.

In 2019 Stride Treglown was asked to consider which areas of the College estate were suitable for further development. An extensive report was produced. The front of College on Chestnut Avenue was the first location proposed and this has now been developed. Two other locations were earmarked: removal of the single storey building in the north west corner and replacement of the existing Hampshire Building; and the Science car park in the north east corner.

Design Evolution

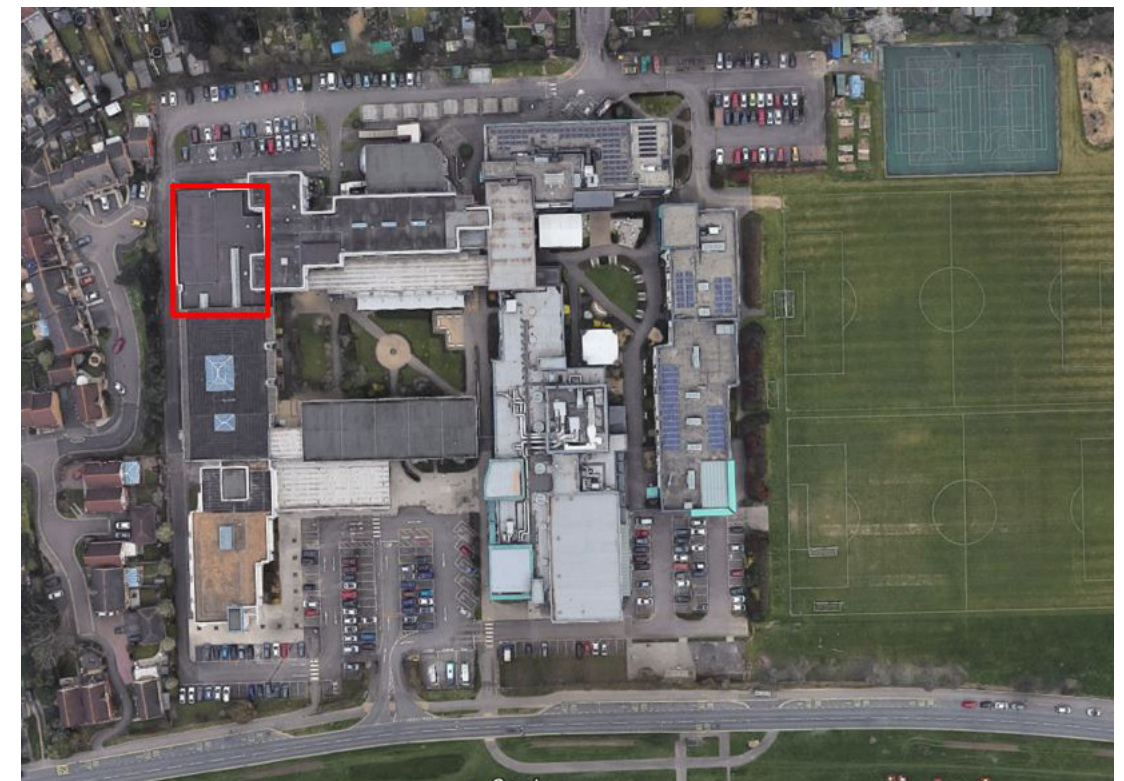
Early engagement with the College established a need for approximately 2,000sq.m. of internal space for art education.

The overall College site is very constrained, however a number of options for development have been considered.

Three possible positions for a new building or extension to accommodate this space were identified as having capacity to accommodate the necessary amount of space.

Option 1: Repurposing single storey arts building (Between the Hampshire and Mountbatten Buildings)

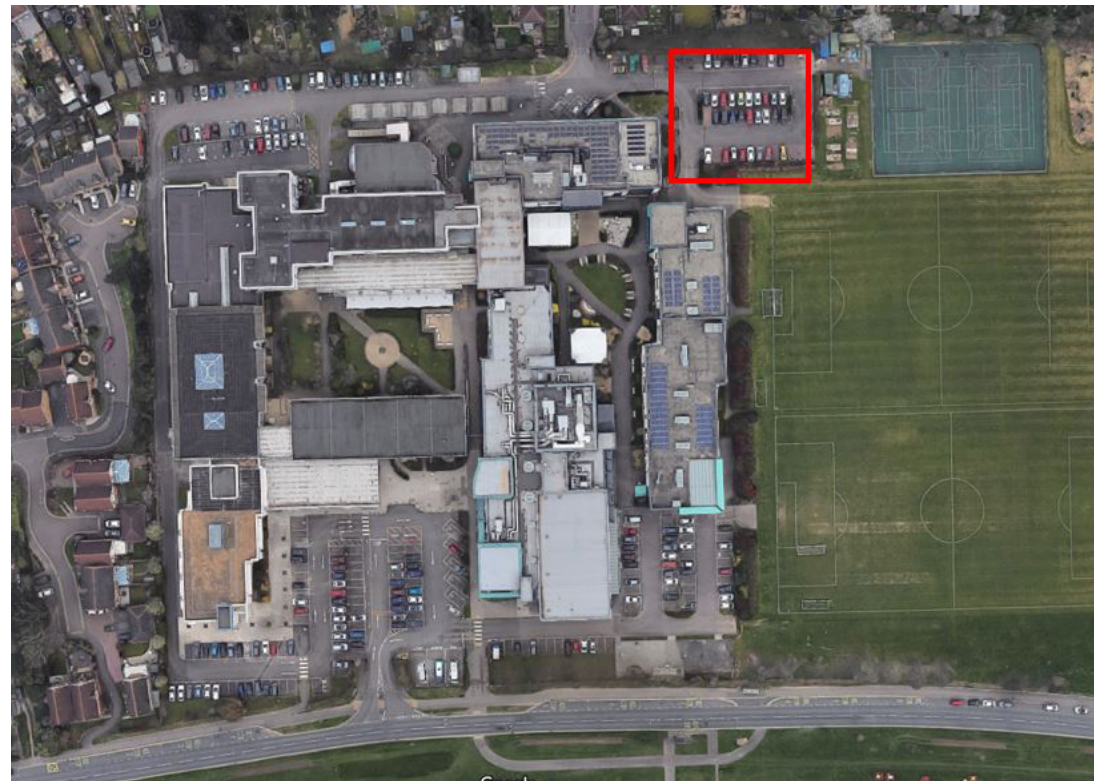
This option proposed the demolition of the existing single storey building at the north west corner of the College site, to be replaced with a new 2-3 storey building.



11 - Aerial photograph showing Option 1

Option 2: Existing Science Centre Car Park

This option proposed the construction of a new 2-3 storey building on the current science centre car park, at the north east corner of the built-up section of the College site.



12 - Aerial photograph showing Option 2

Option 3: Existing South Car Park

This option proposed the construction of a new 2-3 storey building using the South Car Park which services the Rose and Nobel Buildings.



13 - Aerial photograph showing Option 3

Option Selection Process

Each of the options set out were assessed against a list of criteria, including:

- Geographic adjacencies with complementary academic uses
- Impact on Car Parking
- Impact on the profile of the College (visual prominence)
- Opportunities for Biodiversity Net Gain (linked to adjacent context)
- Likely impact on Ecology
- Impact on internal access and movement strategies
- Residential amenity considerations (construction and operational phases)
- Impact on sports pitches

Each option was established to have benefits and drawbacks. However, Option 2, building on the current Science Centre Car Park, swiftly emerged as a preferred option.

Option 2 was considered to have fewer impacts on the existing built fabric of the College and can be constructed without the disruption that would arise from demolishing existing structures.

Unlike Option 3, Option 2 also avoids blocking views from Chestnut Avenue to the existing and relatively new Nobel building, which was designed to have a feature corner onto the Avenue.

Impacts on ecology and biodiversity were established to be similar for all options, as all sites are either occupied by existing buildings, or by car parks with minimal soft landscaping.

Similarly, adjustment of a small section of the west of the College’s playing fields to accommodate new parking was considered, this was ruled out for all options, meaning no impact on existing sports pitches.

Option 1 was primarily ruled out based on residential amenity considerations, i.e. visibility and proximity from existing dwellings at Gilbury Close.

Although Option 2 will also be adjacent to residential neighbours, distances between residential occupiers and the new buildings will be greater, screening is more established in the form of mature trees, and the construction phase will be less disruptive, due to avoiding the need for demolition before construction can commence.

Following selection of Option 2 as a preferred option, initial designs for the new building were developed, based on the individual activities and facilities to be accommodated within the building, e.g. life drawing, fine art, graphics, and textiles.

This assisted with the concept design for the shell and core of the building, and the way in which circulation would be achieved on each floor and between floors.

The concept design, which continues to evolve, has been developed to respond to the existing site conditions and the concept utilised natural light, as far as possible, while protecting the amenity of residential occupiers to the north.

The external façade was designed to locate facilities that will benefit from natural light the most on the first floor, where a sawtooth roof design will enable indirect light to penetrate large spaces. Similarly, it is intended that the south facing elevation in particular will include large areas of glazing to make the most of south-facing light and views across the sports pitches.

The initial design was subsequently developed, following consultation within the client and project team, resulting in the proposed works set out in the following paragraphs.

Proposed Works

The proposal as developed includes a two-storey new building for the School of Art and Design, to provide upgraded specialist facilities and meet current and future student demand.

Layout

The building will stand alone from its neighbouring buildings to promote and emphasise its individual identity as a building accommodating art and design facilities, with spatial and visual needs specific to the subject.

The School of Art and Design is characterised by purposeful and quiet industry and it is important to create a space in the College which is quiet and thought provoking. It needs to be not in a thoroughfare or too close to social facilities. It makes real sense for it to be at one of the corners of the College.

The internal layout is generated by the department’s specific requirements for lighting, flexibility, and larger spaces in comparison to

traditional teaching blocks. It is primarily driven by creating high quality internal spaces for creative learning.

The required accommodation is arranged over two storeys with two main circulation cores to the North and South of the building.

Form

The footprint of the building is constrained by the site boundary, nearby College buildings, sports pitches and residential bungalows surrounding the site.

The sawtooth roof is informed by light and wall display requirements. It reduces the need for windows in walls thus increasing the usable internal wall space to display work, and introduces diffused north light, ideal for studio spaces due to the consistency of light quality throughout the day.

Scale

The two-storey building is relative in scale to the adjacent Nobel building and recently completed Science building. The external proportions will be sympathetic to both, particularly the Science building, which, alongside the new School of Art and Design building, will be visible from the Tennyson Road entrance.

The building is set back from the North boundary and screened by tall trees, minimising its visual impact on the neighbouring bungalows, and windows are positioned to avoid overlooking.

Appearance and Materials

The external appearance of the building is influenced by a simple material palette with the primary external feature being its roof form.

The design is informed by key views in and out of the building to/from main entrances, open teaching and social spaces, and the playing field to the south-east. Large areas of glazing have been used to take advantage of this.

Where there are bungalows to the north, overlooking windows have been avoided and solid materials utilised, with perforated façade panels at ground floor level to give external interest.

Just as the Science Centre was designed to promote STEM (Science, Technology, Engineering and Mathematics) careers and Higher Education; so the Art Centre must sit in a building which promotes the creative arts, and more generally inspires and promotes creativity and imagination. It needs to embrace high-impact and creative materials, features and spaces.

Materials proposed include those listed to the right of this paragraph, as also shown on the elevation drawings submitted alongside this statement.

Landscape and Nature

The proposal aims to provide a clear separation between pedestrian and emergency vehicle access with small changes to the surrounding site to form these routes.

The proposed footpaths around the building will be of an appropriate width and will aid the pedestrian flow across the College site.

MATERIAL KEY

	Standing Seam Wall/Roof Cladding VMZinc Standing Seam @ 500mm C/C Colour - Pimento Brown
	Perforated Metal Mesh Brise Soleil Colour - Pimento Brown
	Facing Brick Finished External Wall/Plinth Ibstock Staffordshire Slate Blue Smooth - Colour matched mortar
	Render Finished External Wall StoRend Flex Cote Colour - White
	PPC Aluminium Curtain Walling/Windows/Glazed Doors Colour - RAL 7016 Matt
	Backpainted Glass Spandrel Panels Colour - RAL 7016 Matt

14 - Materials Proposed

The Tree Survey and Arboricultural Impact Assessment, produced by Ligna Consultancy, confirm that the line of mature trees on the northern boundary of the College site will not be affected by the creation of the new building. The existing hard landscape surfacing near to these trees will be retained and there will be no impact on root protection zones for these trees.

A proposed Landscape General Arrangement has been provided by UBU Design. Four small recently planted trees within the current Science Centre car park will be replaced by new tree planting along the eastern and southern edge of the building.

Areas of soft landscaping have also been replanned around the edge of the new building.

A Preliminary Ecological Appraisal, undertaken by ecosupport, notes that the site is generally considered to be of low ecological value with limited opportunities for protected species. As a result, no further survey effort is recommended.

The appraisal notes that the area of impact is dominated by hard standing although a small section of modified grassland, Beech hedgerow, and introduced shrubs will be removed. The hedgerow and introduced shrubs provide suitable habitat for breeding and nesting birds, as well as potential for commuting and foraging Hedgehog across the hardstanding and modified grassland.

The appraisal provides timings and sensitive working practices to avoid negative impacts towards wildlife. Additionally, the appraisal notes that efforts have been made to ensure a net gain of 0.02 habitat units (11.91% increase) and a net gain

of 0.25 hedgerow units (437.09%) on site. Overall, enhancements have been detailed to ensure proposals result in a gain for biodiversity.

Resource Minimisation

Design for Manufacture and Assembly (DfMA) and Modern Methods of Construction (MMC) have been considered as a key tool to achieve resource minimisation alongside improving delivery efficiency and boosting productivity.

The key benefits are foreseen to be:-

- Quality: Factory conditions impose greater quality control.
- Accuracy: What you see on the drawings is what you get.
- Safety: Safer and less disruptive construction sites.
- Sustainability: Less waste. Greater efficiency in site logistics.
- Speed: Shorter assembly time. Reduced programmes. Increased programme certainty.
- Lower assembly cost: Fewer parts. Decreased on-site labour.
- Inclusivity: Factory employment creates a more diverse workforce.

This project has been designed to date, and will continue to be designed, alongside a comprehensive review process to ensure the most

efficient solution is being proposed for all elements of the building.

The utilisation of off-site construction has also been considered, which is widely known to minimise waste in the construction process and thus minimise the number movements of vehicles transporting construction and waste materials, reducing impact on neighbours and the wider community. This strategy has been applied, and will continue to be applied where possible, to services design, building fabric, and structure.

External and internal materials have been selected to be robust, with resilient finishes and minimal maintenance requirements.

Climate Change Resilience

The key risks from climate change expected to be relevant to the site include dealing with energy security and temperature extremes.

A ‘fabric first’ approach to design has ensured that the need for energy to run the building is reduced in the first instance, including through appropriate insulation to protect the building in very hot and very cold weather.

A Sustainability and Energy Statement (provided separately) has been produced by CBG Consultants This states that the following measures will be used to enable a sustainable building that will help the College to achieve net zero by 2050:

- Energy efficiency through building form
- Fabric u-values significantly better than building

regulations & exceeding the values assigned to the notional building

- Heat pump technology for heating and hot water
- Water saving measures
- Mechanical ventilation with heat recovery & low specific fan powers
- Energy efficiency LED lighting
- Photovoltaic panels for on site electricity generation
- Energy monitoring through metering

The focus on building energy efficiency (reducing energy demand) and the specification of heat pumps and photovoltaic panels will provide localised energy production that will help to ensure that key building functions can be kept running if there is a short-term disruption to the wider regular energy supply.

Security

In considering the design of new development on the site, the project team will consider if any particular security measures are appropriate for this building, e.g. lockable stores, robust window and doors, etc. Further details will be set out in this statement at the time of submission of a full application for planning permission.

Fire Safety

The proposal will be designed to satisfy statutory fire safety standards, following BS 9999 guidance and will ensure all statutory regulations are adhered to. A separate Fire Statement can be found on page 27.

Energy

The Sustainability and Energy Statement provided by CBG Consultants notes that the energy strategy outlined under the ‘Climate Change Resilience’ section of this statement will “far exceed planning and BREEAM energy requirements, demonstrating:

- A greater than 15% improvement in predicted carbon emissions over building regulations
- Achieving BREEAM Excellent standards (New Construction 2018) specifically under the sections relevant to operational energy and carbon emissions i.e. sections ENE01 and ENE04.”

The design of the building initially follows a ‘fabric first’ approach, intended to reduce energy demand.

When trying to reduce energy consumption to minimal levels, the massing of the building (its shape, depth, width and height) has a very significant impact. This is referred to as “form factor”.

The proposed building design has been assessed to have a favourable form factor by allocating accommodation over two floors, reducing the impact of heating loss.

The relatively compact nature of the design also helps to reduce the heat losses through walls.

For the energy demand that remains, ground source heat pumps are proposed. An estimated 15-20 boreholes are proposed to be drilled under the grass sports pitch adjacent to the new building, each some 150-200 metres deep and around 5-6 metres apart. It is estimated that implementing the boreholes and installing pipework will take around 3-4 weeks.

Ventilation systems will be installed that will recover waste heat either through hybrid ventilation or through mechanical ventilation with heat recovery. These types of systems will also be used to help prevent overheating.

Specialist ventilation will also be installed within specific rooms i.e. for the kiln, dust extract etc.

The building will also feature energy monitoring via metering and energy efficient lighting.

Carbon Neutrality

It is intended that the building will be designed as far as possible to be “future proofed” to respond to the changing energy climate. By sourcing energy from localised energy, the building will not be solely reliant on the existing College energy network.

The College have strong desire for a low carbon building which will help them to achieve net zero by 2050.

The use of heat pumps as the primary mechanism of achieving heating and the specification of

photovoltaic panels, means that the development would incorporate an energy efficient, low carbon technology that is resilient and fit for purpose in the future.

Functionality

Functionality has been a driving factor for the design of the project. A comprehensive consultation process with the College has taken place to ensure the proposals meets the current College needs and is flexible enough to adapt to future needs.

Health

The design of the building has taken a holistic approach to health in the built environment. The functional requirements mean many spaces will benefit from natural light penetration, which research shows increases academic performance and mental well-being.

The positioning of the building within the site also avoids blocking natural light penetration to other College buildings.

Drainage Management

The proposed building being located in Flood Zone 1 means that the building will be at low risk of flooding from rivers and the sea and that ground levels do not require alteration to compensate.

A drainage strategy and drainage plan have been provided by Scott White Hookins (SWH). The drainage strategy sets out that a cellular crate soakaway is proposed to be located beneath the existing playing field to the south east of the

building, with a volume of 220m³. These soakaways will collect and infiltrate the majority of the surface water from the proposed buildings roof. Design calculations have been provided with the strategy document and allow for future climate change.

Surface water from areas of hard standing will be dealt with via combination of permeable paving and proposed rain gardens.

Foul Water Strategy

The drainage strategy outlines that all foul sewerage is proposed to discharge into the existing Southern Water foul sewer located in Chestnut Avenue.

Overall Sustainability

In compliance with Eastleigh Borough Local Plan policy DM2, it is intended that the new building will be subject to a BREEAM UK New Construction 2018 assessment.

A BREEAM pre-assessment has been undertaken at an early stage to guide the on-going detailed design of the building. A copy of the pre-assessment has been provided alongside this statement.

4.0

Access & Movement

Introduction

A Transport Statement has been produced by Paul Basham Associates to consider the impacts of the new development.

The Statement concludes that the proposed development is not anticipated to have a material impact on the surrounding highway network.

The College already benefits from an active existing Travel Plan, which is monitored and updated on a regular basis. An updated copy of this plan accompanies this statement.

The goal of reducing the travel impact of the College site is being progressed by the College and the updated Travel Plan adds to the effectiveness of the mitigation and development strategies.

Access points to the new building are designed to be legible, safe and accessible by all, including new students.

Public Access

Main access to the new building for staff, students and visitors will be via a ground floor entrance on the south western corner of the building, and prior to this via footpaths linking to the main College complex. Internal wayfinding signage will be updated to suit.

Active Travel

There will be no adverse impact on walking routes, as none traverse the proposed site of the building. Some footpaths to the west of the building will be adjusted, but all will link in a legible manner to existing site footpaths. All changes are shown on the submitted plans.

Significant changes to cycle routes and cycle parking are not proposed. Staff and students arriving by bicycle will continue to be able to use

the existing secure cycle parking facilities at the north of the College site.

Sustainable Public Transport

As outlined in the Context section of this statement, the College is already very well connected to local and surrounding areas by bus, and there are dedicated buses that link the College to multiple local destinations, serving dedicated bus stops on Chestnut Avenue. Other bus stops are also located nearby on Derby Road.

No changes to public transport arrangements are proposed as a result of this development.

Parking and Drop-off

The transport statement that accompanies this submission sets out further details regarding travel and site wide parking, based on travel and parking demand.

As noted in the Context section of this statement, at the start of the Art Centre project (by which time the new Business School is expected to be open and in operation) it is anticipated that a total of 240 car parking spaces will be available on-site.

As outlined by the Transport Statement, the new development will result in a loss of 46 car parking spaces.

It is proposed that the parking demand associated with the lost spaces as a result of the development is relocated to Places Leisure at Fleming Park through the existing 'park and stride' scheme, albeit with the number of spaces reducing from the current 50 spaces to 34 spaces. The existing permit system would be extended to staff that currently park on the car park which will be replaced by the School of Arts and Design. Constructive discussions with Places Leisure are on-going and it is expected the current agreement will be replaced with a new 3-year deal. During this time the Travel Plan

measures will also have an impact and reduce the demand for parking on site which staff traveling via more sustainable travel modes. The College currently has a similar temporary lease with Places, covering the period of building the Business Centre - this arrangement has been reported to be working very well.

The lease will benefit the leisure centre because it will provide them with an additional income stream and a proportion of this will go to Eastleigh Borough Council. The leisure centre car park is generally very underused during the hours the College is in operation and Places would like to encourage use of their facilities by College staff.

In addition to the Transport Statement, a updated site-wide Travel Plan has been submitted, contain objectives for reducing traffic impact. The Travel Plan sets targets, how these will be measured, and outlines actions to achieve these.

Electric Vehicle Charging

It is not proposed to implement new electric vehicle charging points for public use as part of this proposal. Multiple on-street public electric charging points are available within a short walk from the College.

Servicing

The servicing strategy for the College will not change. Deliveries and waste collection will be via the main College complex.

Movement within the Building

Students, staff and visitors will all access the new building via the proposed main entrance at the south of the building, which has been placed to ensure a good linkage to routes to the main College complex.

Within the building, there will be two stair cores - one on the southern site directly adjacent to the main entrance in order to reduce the need for those requiring the first floor to penetrate the rest of the ground floor, and one at the opposite side of the building which will enable circulation between floors and act as a fire escape.

On both the ground and first floors, current designs are based around all classrooms and spaces being accessed by a single corridor at each level.

Internal and external access points into the building will offer level access with large, automated doors provided to ensure entry into the building is effortless for all.

Upon entry to the building, users will be provided with a clear way-finding system, stairs and a lift.

Accessibility for All

The needs of ambulant disabled and disabled people have been considered during design development including the suitability for wheelchair use. Stride Treglown, as the applicant's architects, will engage further with the College during future design development to create the best inclusive environment possible for all building users.

Internally, corridors and door openings have been sized to meet or exceed the inclusive designs standards outlined in Approved Document Part M.

Externally, new footpaths are appropriate for wheelchair users.

Security

The design team have considered security aspects of the development throughout. The single main entrance/exit point to the building provides controllable access. The specific form of control will be subject to further design development.

5.0 Fire Statement

Fire engineering consultancy Hilson Moran have been appointed to provide advice and assessment of the fire strategy for the proposed building.

The strategy will comply and show compliance with the requirements of the Building Regulations 2010, Part B (fire safety). These Regulations provide a series of functional objectives which must be satisfied for approval.

For fire safety, the functional objectives of the Building Regulations relate to:

- B1 – Means of warning and escape
- B2 – Internal fire spread (linings)
- B3 – Internal fire spread (structure)
- B4 – External fire spread
- B5 – Access and facilities for the fire service

The fire strategy will also be prepared with due regard to national and local planning policy.

The proposed development is to be carried out in compliance with current UK Building Regulations, with the functional requirements of BS 9999:2017 applied for fire safety, supported by Approved Document Part B: Fire Safety where necessary.

6.0 Heritage Statement

Significance of the Heritage Asset

The proposed building is not located within a conservation area or other area of national significance.

There are four listed buildings in the local area, all Grade II listed and located to the west of the site. None of these will be affected by the proposed development.

With respect to potential archaeological assets on site, it is considered that any below ground archaeological assets are likely to have been disturbed by previous development that has taken place at the development site which largely comprises a relatively new car park.

A group of locally listed buildings is present to the north of the College site, in the form of bungalows clustered around Cherbourg Road, Tennyson Road, Shelley Road, Greenwood Close and Jubilee Close. The bungalows on Cherbourg Road and Tennyson Road are the particular subjects of this Heritage Statement.

In the Appendices to the Local Plan, Eastleigh Borough Council encourages the retention, maintenance, and continued use of locally listed assets and notes that they will receive special consideration in the exercise of the development control process.

To be included on the local list, a building should satisfy (A) and either (B) or (C) and (D), below:

- A: Authenticity - be substantially unaltered and retain the majority of its original features
- B: Architectural/vernacular significance - be a good example of a particular local building type, craftsmanship, architectural quality, style or detailing.

- C: Historical significance - display physical evidence of periods of local economic, technical or social significance, well known people or historical events.

- D: Be outside designated conservation areas.

The Appendices do not state the precise reason for locally listing the bungalows.

Impact of the Proposed Development on the Locally Listed Buildings

The proposed development does not affect any of the locally listed buildings directly, as none are within the ownership of the College and no physical changes are proposed to them, rather it is the potential impact of indirect changes that must be considered, i.e. any impacts arising from the construction of a new building within proximity to the locally listed buildings.

The key potential impacts of the building were identified at an early stage as those arising from the location, scale and appearance of the building.

Regarding location, the building is set back from the northern boundary of the College site and provides good separation between it and the locally listed buildings to the immediate north; between approximately 20 and 28 metres.

Regarding scale, the two-storey building steps down compared to the existing three-storey science centre building adjacent to it. Potential overshadowing of the curtilage of the locally listed buildings has been considered in a separate Shadow Analysis document. It is considered that no significant overshadowing will occur, with the only impact being confined to early mornings and late afternoons in mid-winter.

Regarding appearance, while the building will be modern in appearance and construction, the colours of the materials proposed will be complementary to

the locally listed buildings.

There will not be any windows on the north elevation of the proposed building, to avoid overlooking that could otherwise harm the quiet enjoyment of the locally listed assets. Instead, the elevation will feature perforated façade panels at ground floor level to give external interest, avoiding any harm that a completely blank, featureless elevation could also otherwise cause.

Conclusion

The impact of the proposed works on the setting and special character locally listed buildings on Cherbourg Road and Tennyson Road will be minimal and will protect the significance of the buildings and the quiet enjoyment of them by residents.

7.0

Planning Justification

This section provides a justification of the proposals, set against the requirements of national and local planning policy

Principle of Development

Barton Peveril College is located in Eastleigh; a rapidly growing part of Hampshire, with a similar rapidly growing demand for further education.

The intensification of the existing College estate, through the provision of a new building to accommodate the College's School of Art and Design, incorporating modern, up-to-date specialist facilities is in line with the approach outlined in the National Planning Policy Framework to ensure development reflects the needs of local communities.

The College and their appointed design team and planning consultants have proactively engaged with Eastleigh Borough Council at an early stage, via submission of a pre-application enquiry, intended to enable the resolution of key planning issues before submission of this application for full planning permission. Discussions included the setting out clearly of reasons for the siting of the building on the current Science Centre car park, compared to other options, which were ruled out.

Barton Peveril College have been assessed as providing an Outstanding quality of education and the new building proposed will enable this to be maintained and for education and skills training opportunities provided by the College to be promoted across Eastleigh and neighbouring settlements.

For this reason, the development accords with **NPPF Paragraphs 42, 93, 120 and 123**, as well as Eastleigh Borough Local Plan Strategic Policies **S1** and **S2**, and Policy **DM1**.

Design

The building design as proposed has considered local context, striking a balance between ensuring consistency of development across the Barton Peveril College site and carefully considering potential impacts on residential neighbours to the north.

The mass proposed is appropriate for the internal uses and the need to provide specific spaces and functions for specific types of teaching provision. Where possible, spaces have been designed to allow future flexibility and conversion for other uses.

At two storeys, the scale is appropriate to the context, stepping down from the adjacent Science Centre and avoiding domination of neighbouring bungalows.

Materials proposed have been selected for their environmental credentials, quality and longevity, to ensure a sustainable and robust building which will stand the test of time.

The design is appropriate to the setting of locally listed buildings to the north and will safeguard the privacy and amenity of neighbours by avoiding overlooking from the north elevation. A considered

shadow analysis also demonstrates a minimal impact, with any impacts being confined to early mornings and late afternoons in mid-winter.

The design is inclusive and ensures appropriate access for all, including for people with disabilities, on both the approach to the building and the spaces within it. Consideration of overall building security has also been integral to the building design.

The building will be connected to all essential utilities infrastructure, including high-speed internet. It does not include a dedicated waste store, as all waste will be gathered from appropriately separate bins within the building and transferred to an existing collection point within the College site.

For this reason, the development accords with **NPPF Paragraphs 126 and 130**, as well as Eastleigh Borough Local Plan Strategic Policy **S1**, and Policies **DM1**, **DM2** and **DM9**.

Climate Change

In designing the proposed development, the College and their project team have had regard to the potential impacts of climate change, not least as the College seek to meet their aim of securing a 'net zero' estate by 2050.

The site is not vulnerable to flooding from rivers or the sea, and appropriate sustainable drainage systems (SuDS) are proposed to ensure surface

water is appropriately held and discharged in a sustainable manner. See also the 'Water and Waste Water' sub-heading in this section.

The development has been designed to passively reduce energy demand as key primary aim, with materials selected and building elements design to achieve good air-tightness values. Daylight is maximised where appropriate, particularly on the south elevation.

Ventilation will be via mechanical means, to ensure good internal air quality, heating and cooling, and also due to specific functions requiring mechanical extracts, e.g. the kiln.

Ground source heat pumps and photovoltaic panels are proposed to make best use of available renewable resources, including the geothermal energy available deep underneath the College's existing sports pitches, minimising the need to rely on energy from the national grid.

The College actively promote active travel, where it is practical, over motorised modes of transport, as outlined under the 'Transport' sub-heading in this section.

Design for Manufacture and Assembly (DfMA) and Modern Methods of Construction (MMC) have been considered as key tools in achieving resource and waste minimisation, improving delivery efficiency and boosting productivity.

In accordance with Local Plan policy, the building will be subject to a BREEAM assessment. A BREEAM pre-assessment under the 2018 'UK New Construction' scheme has already been undertaken in order to inform a detailed assessment. A copy of the pre-assessment accompanies this submission and sets out that an 'Excellent' rating is targeted. Part of this will include a focus in reducing water demand.

For this reason, the development accords with Eastleigh Borough Local Plan Strategic Policies **S1** and **S11**, and Policies **DM2**, **DM5** and **DM6**.

Pollution

The building will not contain any intensive industrial processes or food preparation, so no adverse impact on air quality or water quality will occur.

A baseline noise assessment has been undertaken, which commits to ensuring any noise levels from plant are at least 5dB below the background noise level.

Lighting will be designed avoid disturbance to neighbours and wildlife, avoiding the spilling of light into the night sky and avoiding unnecessary operation outside of essential hours.

The new building will not result in ground or land pollution impacts.

For this reason, the development accords with Eastleigh Borough Local Plan Policy **DM8**.

Water and Waste Water

Sustainable drainage systems (SuDS) in the form of soakaways under the adjacent sports pitches are proposed to ensure surface water is appropriately held and discharged in a sustainable manner.

For this reason, the development accords with Eastleigh Borough Local Plan Policies **DM2**, **DM5** and **DM6**.

Natural Environment

The location of the new building avoids any impact on the sports pitches at the College, which also provide an important green infrastructure function.

Positioned primarily on an existing car park, the development will have an initial minimal impact on the natural environment. Four small young trees will be removed and some other soft landscaping will be affected. However, a row of existing substantial lime trees to the north of the building will be protected, and new tree planting and replanned soft landscaping will secure overall biodiversity net gain. Net habitat features for birds, bats and insects also feature in the proposals.

Correspondence with a Eastleigh Borough Council Planning Officer has confirmed that planting and maintenance specifications, a Landscape Management Plan, and fine detail / specifications relevant to biodiversity enhancements, can be provided (if necessary) via the attachment of planning conditions.

For this reason, the development accords with Eastleigh Borough Local Plan Strategic Policies **S1** and **S9**, and Policies **DM1** and **DM11**.

Historic Environment

The proposed building is not located within a conservation area or other area of national significance. There are no known archaeological assets, but if any exist they are likely to have been disturbed by previous development.

The proposed development will protect the special character of the locally listed buildings on Cherbourg Road, to the north, through appropriate separation between uses, scale and a considered palette of materials, colours and finishes. A Heritage Statement has been provided in Section 6 of this document.

For this reason, the development accords with Eastleigh Borough Local Plan Strategic Policy **S1**, and Policies **DM1** and **DM12**.

Transport and Parking

No new accesses from, or exits to, the public highway are proposed in connection with this development. Existing accesses to the wider College site make provision for access to public transport and cycle and pedestrian routes.

The College already has a successful and well-regarded Travel Plan, with progress to reduce car-based motorised transport reviewed internal and with external partners and community representatives at regular intervals. A reduction in car parking on site as a result of this proposal, the implementation of a 'Park and Stride' scheme in association with the local 'Places' leisure centre, and further implementation of Travel Plan measures will help to further minimise motorised transport and encourage active travel well into the future.

For this reason, the development accords with Eastleigh Borough Local Plan Strategic Policy **S11**, and Policies **DM13**, and **DM14**.

8.0

Conclusion

The proposed development will enable Barton Peveril College to deliver significant improvements to further education facilities in Eastleigh, serving both Eastleigh itself and the wider area. For this reason, the development is significant within the sub-region and it will contribute to the high quality development aspired to by Eastleigh Local Plan, as well as providing high quality further education to support local growth.

The development, through its education function, will help to meet the aims of the Eastleigh Borough Local Plan objectives to ensure development which makes a positive contribution to people's quality of life and education needs. It will create a positive and long-lasting legacy, through high quality design, which carefully considers the natural environment and the challenges presented by climate change.

Through a development strategy that promotes low carbon and decentralised energy, implements high quality design, considers the impacts of climate change, reduces the demand for energy, ensures sustainable access for all, makes use of previously developed land, ensures a net gain in biodiversity and considers adverse environmental impacts, the development will meet and exceed the requirements of Eastleigh Local Plan with regard to energy and climate change.

Furthermore, the development will focus a new development on a location which is accessible by sustainable means of travel.

The proposed works will enable Barton Peveril College to provide a new building for the School of Art and Design in order to provided improved

specialist facilities to relieve current pressures and accommodate a projected growth in demand.

The works will increase capacity and provide modern facilities that will help students to achieve their full potential.

The location of the proposed building is such that it will be closely linked to existing College facilities and will make best use of land on the College estate.

This full application for planning permission is accompanied by a Transport Statement. The building will result in a decrease in parking spaces available on site and, given that the College intend to take out a long term lease on car parking spaces at the nearby 'Places' leisure centre, there is not expected to be any severe impact on the local transport network.

The proposals will be supported by a travel plan, which encourages arrivals at the site to use active and other sustainable modes of travel, instead of private cars.

The building design has been selected to be coherent with the existing College complex, while also displaying features of visual interest and being sensitive to nearby locally listed dwellings and their residents.

There are no significant ground condition or flooding concerns and the design demonstrates that appropriate sustainable surface water drainage has been considered from the outset.

Although some small trees and areas of landscaping will be removed, the site overall is of limited ecological value. The proposals include appropriate ecological enhancement on land within the ownership and management of the College, including new trees.

The energy strategy for the development takes into account the recent declaration of a Climate Emergency by Eastleigh Borough Council and has been selected to enable a policy compliant reduction in carbon dioxide emissions compared to building regulations.

These works will help Barton Peveril College to maintain and enhance the facilities and quality of education that they offer to the local community and beyond. As such we trust that the Local Planning Authority will consider this application favourably.

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FILE		REVISION	
155652-STT-XX-XX-RP-T-9075-0000_PDAS_Full Planning		1	Pre-Application
PROJECT School of Art and Design		2	Full Planning Application
CLIENT Barton Peveril College		3	
STRIDE TREGLOWN JOB No. 155652		4	
PREPARED BY PJB	CHECKED BY CD	5	
DATE 22/12/2022	REVISION No. 0002	6	

STRIDE TREGLOWN