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Date 31 January 2023

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Dear Mrs Martin,

**BARTON PEVERIL COLLEGE, CHESTNUT AVENUE, EASTLEIGH, SO50 5ZA**

**Construction of a two-storey building to accommodate the College's Art and Design school.**

In regard to application F/22/94434, having reviewed the information contained within the submitted application pack, there is no objection to the proposals, subject to the conditions listed below being applied.

**Access:**

No changes to access into site from the highway are proposed by the application, with the rear access coming onto site from Tenyson Road remaining in place to serve the western car park, delivery bays and pedestrian access.

**Quantum of development:**

Whilst the development proposals will effectively increase the capacity of the college, as outlined in the submitted reports, the projected student numbers are anticipated to increase regardless of whether the development proceeds or not. The additional facilities will simply provide for a better learning environment, and allow for (potentially) smaller class sizes and better facilities.

Given this, in terms of the development proposals specifically, these would be assessed as a simple betterment of facilities rather than a proposal aimed at attracting new users to the site.

Director of Hampshire 2050  
Garry Westbrook

**Trip Rates:**

Whilst as outlined in the associated Transport Statement, trip rates associated to the college will increase as a result, due to the lack of parking on-site, the vast majority of this would be anticipated to be via foot, cycle or public transport for students, with the site ideally placed for such journeys.

In terms of vehicle trips, whilst it would be anticipated that an increase in drop-off's would also occur, the majority of these would be associated with either linked or pass-by trips, with solely new trips on the local highway network accounting for a relatively small proportion of these.

When this is considered against the reduction in vehicle trips directly to the site, as a result of teacher parking reductions (46 vehicle spaces), it would be anticipated that any increase would be minimal, and when spread throughout the day, with different directions of travel, direct impacts as a result of any vehicle trip increase would be minimal.

**Parking:**

Whilst the quantum of parking is for EBC to assess as Local Parking Authority, as outlined above, it is noted that 46 vehicle parking spaces are to be removed from the site.

This could be of concern, given the potential for an increase of parking in the local residential area, however it is noted that (a) the site is located within a residential permit zone and so parking in the local area will be restricted, and (b) that the college has put in place a 'Park and Stride' agreed with the Places Leisure Eastleigh site which is located approximately 10 minutes walk to the northwest.

This relocation of parking could potentially be beneficial, given it removes vehicle trips from the direct residential areas surrounding the application site, and is also located closer to the strategic highway network (junction 13 M3) from which longer distance commuters may be arriving from.

**Public Transport**

Both this and previous site applications have outlined that bus companies are capable of providing for the increased numbers on routes for the additional students, and that this will be regularly reviewed as part of the associated Travel Plan.

Additionally, it has been outlined that the busses will be scheduled to drop off / pick up in waves to ensure that the 10 bus stop capacity is not exceeded, with other services also using Chestnut Avenue and Derby Road.

Given this information, along with the alternative public transport option of Train Travel, the site is well located to offer sustainable travel options for longer distance journeys to

*Director of Hampshire 2050*  
**Gary Westbrook**

the site, which cannot reasonably be covered by either walking or cycling.

**Travel Plan** - Given the importance of the Travel Plan in ensuring car travel to and from the site is minimised, and also to ensure bus scheduling is maximised to ensure adequate capacity and timings are achieved, the submission of a Travel Plan as part of this application is welcomed.

It is understood that the monitoring of this would be via the Eastleigh Borough Council Sustainable Transport Officer, and so they should be fully consulted on its production to ensure it is fit for purpose.

It would further be suggested that a condition is applied to the Travel Plan to ensure that it is retained as a live document in the future with annual (to be confirmed by the Sustainable Transport Officer) reviews and re-setting of targets as appropriate.

**Conditions:**

**CONSTRUCTION METHOD STATEMENT REQUIRED**

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements for deliveries associated with all construction works;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;
- (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
- (h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

**TRAVEL PLAN**

A suitably worded condition (words to be agreed with the EBC Sustainable Transport Officer) should be applied to ensure the ongoing production, use and monitoring of the site Travel Plan to ensure sustainable transport options are maximised.

Yours sincerely,

Matt Grantham

*Director of Hampshire 2050*  
**Gary Westbrook**