

DELEGATED OFFICER REPORT:**Application Ref:** F/22/94434**Site Address:** BARTON PEVERIL COLLEGE, CHESTNUT AVENUE, EASTLEIGH,
SO50 5ZA**Case Officer:** Clare Martin**Description:** Construction of a two-storey building to accommodate the College's Art and Design school.

Particular Site Constraints?	Yes ☒	No ☐
Within Urban Edge Within Residential Area Within Airport Safeguarding Zone		

Planning History?	Yes ☒	No ☐
- F/21/90116 - Construction of a three storey building for business school with external 2nd floor terrace, parking, external lighting and landscaping – Permitted (September 2011) - O/09/64595 – Outlined application for the construction of 2 & 3 storey buildings following demolition of existing buildings (2,782sq.m net additional gross internal floor space) together with 4no. court multi games area (MUGA), car parking and landscaping – Permitted (April 2009). Reserved matters applications approved under R/12/70729, R/13/72314 & R/14/74906 - Z/6523/47 – Outline for the erection of 2no. two storey buildings to accommodate music, drama and sports facilities, additional classrooms, 12no. addition parking spaces following demolition of existing sports hall – Permitted (October 2003). Reserved matters application approved under R/04/51018. - Z/6523/39 & Z/6523/38 – New teaching facilities, admin building, reception, refectory, parking and access – Permitted (October 2001) - Z/6523/33 – Two storey information centre – Permitted (July 1994) - Z/6523/32 – Single storey extension to form fitness suite and associated classroom – Permitted (February 1994). - Z/6523/22 – Proposed extension to the design technology suite, proposed teaching block and retention of 5no. temporary classrooms for duration of the contract – Permitted (July 1980)		

Publicity:	Letters ☒	Site Notice ☒	Newspaper ☐
Representations: (Summarised)	<u>4 letters of objections and 2 comment letters</u> (48 & 57 Tennyson Road, 81 & 83 Cherbourg Road, 7 Cedar Road, 17 Meadow Grove) - College has already been significantly extended and has now outgrown this site. - Development should be sited on the unused tennis court rather than existing science car park. - Loss of light and sunlight to garden and additional overlooking & noise. Properties are already overshadowed by existing		

	science block. These neighbouring bungalows are for elderly and disabled people who value their space and privacy. (81 & 83 Cherbourg, 48 and 57 Tennyson Road) • Development will exacerbate existing issues with illegal parking, litter, damage to vehicles and speeding vehicles in 20mph zone • Additional use of Tennyson Road entrance by pedestrians and vehicles leading to more accidents • Development will reduce amount of on site car parking available leading to more parking issues in the locality and blocking roads. • Noise and disturbance during the construction of the building. • Concern that development may lead to loss of trees along garden boundary resulting in increased overlooking. • Asking whether the proposal will be on the footprint of the existing arts building.
Eastleigh Borough Council Consultees (summarised):	
Urban Design Officer:	<u>No Objection (7/3/23)</u> I have reviewed the information submitted and the amended drawings overcome my previous concerns. <u>Previous Comments (22/2/23)</u> <u>Height, Mass & External appearance</u> The proposed building sits in very close proximity to the northern boundary of the site, facing the locally listed dwellings, and potentially creates overbearing and overshadowing towards the semi-detached dwellings. As per shadow analysis submitted, it is acknowledged that the proposed building worsens the concern on a few other rear gardens during winter times. Therefore, more consideration should be given to improve the relation between the proposed bulky building and the locally listed bungalows by reducing the height and mass on the northern part of the building. Potentially, there is opportunity to relocate the plant room elsewhere and enhance the upper floor with some landscape treatment to help soften the upper edge of the building. Also, the proposal sits in very close proximity to an existing building. This is likely to result in shadowing of existing and proposed classrooms much of the time and there will be an over-reliance on artificial light. In terms of elevation treatment, the northern elevation looks too bland with lack of articulation in terms of tones and rhythm. When compared with the other three elevations, the north elevation appears to be treated as a rear elevation although it will be visual prominent from the surrounding neighbourhood. The overall material strategy for the proposed building, of breaking it up horizontally in two different materials - brick to the ground floor to reflect the idea of a plinth and of a robust building and a dark recessed material to the upper floor to reduce its visual prominence from distant and close views, is welcomed in principle. However, it is a

	shame that this concept idea it is not extended to the northern elevation too. If there is any resistance to retain the render material to be in keeping with the other buildings on the college site, that would only be needed on the eastern elevation where an overall street scene can be appreciated. <u>Parking and Servicing</u> The proposed building will be sited on an existing car park and replacement parking has been assessed by highways officer and there are no objections in principle to this. No cycle parking is shown, except for the existing provision at the rear of the site, to accommodate the demand associated with the proposed new building. Some visitor cycle parking close to the reception would be useful. Cycle parking in general should include provision for non-standard cycles and include a charging point for E-bikes and other forms of micro mobility.
Landscaping Officer:	I have spoken to the landscape officer and no objection is raised in relation to the development. A general landscaping plan has been provided and it is recommended that the full landscaping details are provided via a condition.
Ecology Officer:	<u>Comment (1/3/23)</u> I am satisfied that the additional documents provided have addressed my previous concerns and any remaining information can be conditioned. <u>SuDS</u> The percolation test results reported were from investigations for buildings adjacent to this site with a variation in percolation test rates. The lowest infiltration rate was used to determine this design, which is a pragmatic solution. A 200m³ cellular crate soakaway has been proposed and there will be a separate assessment as part of the stage 3 works for this project. The report states that final network calculations will be produced prior to the commencement of construction and can be conditioned. Any changes to the size of the soakaway can be made at that time. Surface water from areas of hard standing will be dealt with via combination of permeable paving (permeable sub-base to the pedestrian areas). It has been confirmed that rain gardens are not proposed. A Kingspan Aqua Treat separator (A1ua Treat SWT002 model) has been proposed for filtration of the surface water drainage of the roof and permeable paving is proposed for the low traffic roads. Calculations and mitigation have been provided for the drainage and the treatment methods. The exceedance flows are shown on the amended drainage strategy layout, and it looks as if they would flow onto the playing field or the proposed surface water sewer or to the nearby planting areas, however this must be confirmed.

	<u><i>Ecology</i></u> The proposed building would replace a car park (hardstanding) with four small recently planted trees, a temporary building assessed as having negligible bat roost potential, modified grassland, introduced shrub with urban trees, and a beech hedgerow. There is a low potential for the application to impact breeding and nesting birds and foraging and commuting hedgehogs. No further surveys were recommended, and this report is considered valid for 18 months. Integral bricks/boxes are preferred as they do not require maintenance and cannot fall off. If externally mounted boxes are used, they must be checked regularly by a bat licensed ecologist to ensure that they are safe and will not fall off. A post-development compliance check by a suitably qualified ecologist should be conditioned (as recommended) to ensure that the bat and swift bricks/boxes have been installed correctly. <u><i>Lighting</i></u> I note that there is no lighting information provided with the biodiversity information and I don't see a separate lighting plan. Now that the positions of the bat and swift nest boxes have been provided, please could you supply a lighting diagram that demonstrates light levels of 1 lux or less on these two areas and on any vegetation which would support nesting birds (trees and hedgerow). This can be conditioned. <u><i>Biodiversity Net Gain</i></u> Although a biodiversity metric calculation has been provided, a habitat map has not been included in this report. An 11.91% gain in habitat units and a 437.09% gain in hedgerow units have been proposed. I have reviewed the General Arrangement (3055_GA_1000 Rev D) and the Biodiversity and Habitat Management Plan by Ecosupport (February 2023). These documents confirm that the requested information has been provided and is satisfactory. <u><i>Conditions</i></u> Recommend following conditions: • Final network calculations for drainage • Post development check of bat & swift boxes/ bricks • Lighting Plan
Tree Officer:	<u><i>No objection</i></u> The site is principally tree free, save for the northern boundary where there is a line of planted lime trees, and a few newly planted specimens further into the site. The proposal looks to retain the lime trees on the northern boundary but remove 4 of the newly planted trees. This impact is not considered significant, and these 4 trees are easily replaceable. Pre-commencement, we will require an arboricultural method statement and a tree protection plan to demonstrate that the proposed retention of the lime trees on the northern boundary is achievable.

Sustainable Transport Officer:	The Travel Plan is well structured and demonstrates the Colleges commitments to promoting sustainable travel choices. The targets and monitoring are all acceptable. However, I do have some concerns regarding the off-site parking provision. The Travel Plan proposes to secure a 3 year lease at Places Leisure, within a short walk of the College site. Whilst the arrangement that is proposed will provide an adequate level parking provision for staff I am concerned that a reliance on spaces not within the ownership or control of the college could lead to issues, as there is no guarantee that the current occupier of the site, or the landlord would continue this arrangement in future. Should the college be unable to secure an agreement or the parking arrangement at Places Leisure end then there will be unmet demand for parking. The area surrounding the college already has a residents parking scheme and associated restrictions in place and which may lead to inappropriate or unsafe parking behaviours. I would like to see the college identify a contingency plan, to demonstrate that parking can be managed by the college should this situation occur.
Built Heritage Consultant:	<u>No Objection – 7/2/23</u> The fence line does indeed reduce the building's impact and the north-light windows will not be seen from close quarters. There is no argument concerning the relevance of a render finish and as it has not been contested I assume the overall height is similar to the existing building adjacent. This is a compact and busy site, so there is little alternative for development choices so may I suggest a condition regarding the maintenance and speedy replacement of the boundary trees in order to ameliorate the impact of this building on the adjacent bungalows. <u>Holding Objection – 20/1/23</u> This proposal is for a two-storey structure with north-light windows on the roof. As the spaces are studios the storey height will be more than a normal teaching space, plus there is the elevated roof structure giving additional height. Unfortunately, there is no elevation giving the relationship to the existing buildings regarding height in particular, but the View 1 Illustration gives the impression of the new having a similar height to the existing. The north elevation only has a few high-level windows to prevent any overlooking and has been partly broken down by the western end being clad in zinc over a brick plinth. Unfortunately, the overall impression is of a rather bleak elevation that will particularly come to light if the trees die first, a reduced or articulated expanse of the same material would help to mitigate this situation. I do have reservations concerning the blandness of the north elevation, as the trees will not last forever and this side faces the locally listed dwellings that will look directly at it from the back of their properties and gardens. The height relative to the adjacent buildings is of concern too, holding objection.
Environmental Health:	<u>Amenity</u>

	The application is supported by a Baseline Noise Survey report, which also includes a commitment to control noise from fixed plant and equipment. This is consistent with the upper range of our limits (Rating Level is at least five decibels below the Background Sound Level. Considering other development at the school and existing noise emissions, we advise the applicant to aim for a Rating Level ten decibels below the Background Sound Level. Recommend conditioning fixed plant details <u>Contaminated Land</u> We have reviewed the included Geo-environmental and Geotechnical assessment and note that it advises that an intrusive site investigation is necessary to establish ground conditions. On this basis we have no objection on ground contamination grounds provided that the application is conditioned to require land contamination investigation, assessment, remediation and validation, as necessary.
Hampshire County Council Consultees <i>(summarised)</i>:	
Highways Officer:	<u>No objection</u> <u>Access</u> 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. <u>Quantum of development:</u> 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. <u>Trip Rates</u> 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.

	<u>Parking</u> 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. <u>Public Transport</u> 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 the site, which cannot reasonably be covered by either walking or cycling. <u>Travel Plan</u> 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. <u>Conditions</u> • Submission of construction environmental management plan • Ongoing reviews of travel plan
Lead Flood Authority:	<u>No Objection</u> We have no objection to the proposal to either utilise a shallow soakaway with a one metre unsaturated zone above the peak groundwater level, or to utilise an attenuation tank that discharges at a restricted rate to an existing surface water sewer network. The latter

	option should also be supported by evidence that the owner of the sewer being connected into can confirm that there is capacity in the existing network for the anticipated additional flows. I'm not sure whether this sewer is public or private, but it probably does ultimately discharge into a public sewer. Recommend pre-commencement drainage details condition and pre-use drainage maintenance condition.
Other Consultees (<i>summarised</i>):	
Southampton Airport:	The development has the potential to conflict with safeguarding criteria as the reflection from Solar Photovoltaic (SPV) Systems could cause glare, dazzling pilots or leading them to confuse reflections with aeronautical lights. Details of solar panels need to be submitted via condition.
Southern Water:	<u>Comment</u> Our investigations indicate that Southern Water can facilitate a water supply and foul sewerage disposal to service the proposed development. It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.
Parish Council:	No comments received

Site Visit:	Yes ☒	No ☐
Details: Site visit carried out 1/3/23		

Pre-commencement Conditions:	Yes ☒	No ☐
Details: Pre-commencement conditions agreed by agent (email's from Pete Badger on 20/3/23 & 28/3/23)		

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

Policy:
National Planning Policy Framework Planning Practice Guidance Development Plan: The <u>Eastleigh Borough Local Plan 2016-2036</u> The most relevant policies are Strategic policies S1(sustainable development) and S2 (approach to new development); and Development Management policies DM1 (new development), DM2 (environmentally sustainable development), DM3 (adaptation to climate change), DM6 (surface water management), DM8 (pollution), DM11(nature conservation), DM12(heritage assets), DM13 (transport) & DM36 (community facilities).

Supplementary Planning Documents:

Quality Places

Assessment:

Background and Proposal

The application is to provide additional accommodation at Barton Peveril, which is a popular and long established Sixth Form College. The college accommodates almost 4,800 students and is looking to enlarge its facilities to keep pace with predicted population growth and future student numbers.

Currently work is underway on the college's new business school, which when constructed will provide additional capacity for 750 students and will roughly meet the present demand. However, student admissions are predicted to continue to grow by 3-5% per annum resulting in a further 900 student places needed by 2029.

The planning application is for a 1,940m² building for the art and design school, which would be sited on one of the rear car parks as there is limited alternative space available on the campus. The art centre will provide tailored teaching/ working spaces and therefore improve the quality of the current facilities at Barton Peveril College (through specialist classrooms, workshops, studios and supporting facilities). The development will also provide one extra teaching area compared to the current building, which equates to an extra 25 people for every lesson of the week.

The development will also enable the existing art and design building (in the Hampshire Wing) to be converted back into conventional classrooms. Reusing the existing building will increase capacity for 912 students and so cater for the projected growth in students up until 2029.

Principle

The site is located within the urban edge where the principle of development is acceptable, subject to compliance with the relevant planning policies.

Character and Appearance

The development is for a two storey detached building that will be tucked away at the rear of the site, to the east of the Tennyson Road access. The proposed building has been designed to address the colleges three main elevations adding interest with its handful of design features and additional daylight with rooflights hidden within its series of pitched rooves. On the northern elevation the building backs onto the neighbouring bungalows and the external materials on this elevation have been simplified so that the building better blends into its surroundings.

Overall, the building is well articulated with complimentary materials in muted tones (zinc standing seam, dark brick and a small section of white render). The placement of the external materials gives the building a horizontal emphasis and reflects those materials on the neighbouring science block and nearby college buildings. The development is of a comparable scale to the existing college buildings and its position and design fits in with the prevailing pattern of development at the site. No objection has been raised by the Urban Design Officer

Residential Amenity

The northern elevation of the arts building is 33m long and backs onto the gardens of the bungalows along Cherbourg Road and Tennyson Road. While a sizable structure the two storey building uses a flat roof section next to the residential properties, lowering its height

to approximately 8m. The fixed plant is mounted on the building's roof but this will be hidden behind a 1.8m high barrier which is set in from the roof edge (by 0.5m). Details of the fixed plant on the roof will need to be approved via condition to ensure that it does not cause noise disturbance.

The arts building is positioned 30m directly behind the bungalows on Cherbourg Road (no's 77-83) and to the side of the bungalows along Tennyson Road. The only windows on the northern elevation are high level and views from the windows on the western elevation are directed over the college grounds. The buildings external materials are in muted colours so that it is not overly prominent from the neighbouring bungalows and their rear gardens. The proposed building is relatively well screened right along the sites northern boundary, with a thick ever green boundary hedge obscuring views of the ground floor and a row of lime trees covering parts of the first floor when in leaf.

Sun lighting diagrams have been provided showing that during the summer months, and at the equinox, the building will not overshadow the neighbouring gardens. It is noted that the building will have an overshadowing impact during the winter months, but even on the shortest day the neighbouring dwellings will still receive some sunlight for part of the day.

In conclusion, the proposal is not considered to have an unacceptable impact on the amenity of the neighbouring properties in terms of loss of privacy, light or outlook. The development accords with guidance set out in the 'Quality Places' SPD.

Transportation and Car Parking

On site car parking is only available for college staff and visitors. A resident's parking scheme has been introduced in the local area to discourage students from using private transport and parking on nearby roads.

Students are encouraged to travel sustainably, and a discounted bus pass is offered. As a result, the majority of the students from the wider area use the dedicated college bus services, and the bus companies have confirmed they are able to accommodate the increased number of students in phases using the 10 bus stops along Chestnut Avenue (*see previous business school application*). Students from the local area are able to walk or cycle to the college and bicycle storage is provided at the site. The college operates an active travel plan that is regularly reviewed.

In terms of staff parking, following completion of the business school, Barton Peveril College will have a total of 240 parking spaces available on their site (comprising 225 standard spaces and 15 accessible car parking spaces). Analysis undertaken for the previous business school application indicated that the college would regularly require car parking for 218 members of staff, to accommodate the expected rise in staff numbers up until 2024/5.

The new development will generate jobs for an additional 20 full time staff. Using data from the recent staff travel plan survey, it would be estimated that around 77% of staff would travel to the site by car (including car sharing) equating to 16 car parking spaces. As such a total number of 234 staff car parking spaces would be required for the college, once the arts school is constructed.

The proposed building will be located within the science block car park where it would displace 46 of the current on-site car parking spaces. As a result of the arts building the college's total on site car parking provision would be reduced to 194 spaces, which would be an under provision of 40 car parking spaces.

To replace this Barton Peveril College have agreed a three-year lease with the nearby Places Leisure Centre to allow up to forty staff to park within the leisure centre car park, which is a 10min walk away from the site. 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. No objection has been raised by the County Highways Officer.

The Borough Council's Sustainable Transport Officer has questioned whether the Leisure Centre parking arrangement will continue into the longer term and what contingency plans the college have. However, while it is noted that there is an element of uncertainty over the parking arrangement, the leisure centre is owned by Eastleigh Borough Council and therefore the Council has ultimate control over use of the car park.

Furthermore, Barton Peveril is in a sustainable location on the edge of Eastleigh within a reasonable distance of bus services, two train stations and close to a number of dedicated cycle routes. The college campus has 30 bays for motorbikes and space for 96 bicycles in eight lockable cycle stores, which could be upgraded to double height cycle stores in the future. In addition, Barton Peveril College has active policies in place to encourage both students and staff to use sustainable transport modes. The travel plan has been approved by the Sustainable Transport Officer, which is reviewed on an annual basis.

While it is noted that a handful of residents have expressed concerns about the impact of additional parking on local roads, the proposal provides adequate car parking and good sustainable transport provision and as such is not considered to have an unacceptable impact on the local highway network.

Other Considerations

Trees

There is a row of lime trees along the northern boundary, which are shown as being retained on the plans. An arboricultural impact assessment has been submitted with the application and no objection has been raised by the Tree Officer. However, an arboricultural method statement will need to be approved via condition to demonstrate that the proposed retention of the lime trees is achievable, or providing replacement trees in the unlikely event that the trees are damaged by the building works or fail in the future.

Heritage Assets

The bungalows along Cherbourg and Tennyson Road are locally listed. The proposed building is considered to maintain an appropriate setting for these bungalows, and the building will be partly obscured by the hedge (and trees) present along the site boundary. No objection has been raised by the Built Heritage Consultant.

Ecology

The finished building will be positioned on an existing car park and as such has negligible impact on bats and low impact on birds and hedgehogs. The submission includes a preliminary ecological appraisal, which includes recommendations to further limit the impact of the building, particularly during the construction phase. The submission also includes positive biodiversity net gain calculations and details of ecological enhancements including the placement of bat and bird boxes. This information has been reviewed by the Ecology Officer, who has raised no objection subject to conditions.

Flood Risk & Sustainable Drainage

The site is within Flood Zone 1 and is generally at very low risk of flooding. Outline details for sustainable drainage system have been provided and this will involve utilising a shallow soakaway with a one metre unsaturated zone above the peak groundwater level, or alternatively an attenuation tank that discharges at a restricted rate to an existing surface water sewer network. No objection has been raised by either the Ecology Officer or the Flood and Water Team and full drainage and maintenance details will be required via condition.

Environmental Sustainability

A sustainability report has been provided for the building, which includes the following measures energy efficiency through building form and increased fabric u-values, heat pumps for hot and cold water, water saving measures, mechanical ventilation with heat

recovery & low specific fan powers, energy efficiency LED lighting, monitoring through metering & photovoltaic panels for on site electricity generation. These measures will allow the building to achieve the Council's BREEAM requirements set out within Policy DM2. It is however noted that details of the solar panels will need to be approved via condition in order to ensure glare does not affect overhead planes (as set out within Southampton Airport's consultation).

Access

The proposal will not require any changes to the site's existing rear access off Tennyson Road, which serves the car parking areas at the back of the site. Internally, the proposal includes an occasional emergency access to the playing fields which is routed around two sides of the building.

Land Contamination

An intrusive site investigation is needed to establish ground conditions, and as a result remediation works (and verification) maybe required. No objection has been raised by the Environmental Health Officer, subject to pre-commencement ground contamination conditions

Special Protection Area

The implementation of the sustainable drainage system means that there will not be a likely significant impact on any of the Special Protection Areas within the wider locality.

Equalities Act:

Section 149 of the Equalities Act 2010 created the public sector equality duty.

Section 149 (1) states:

A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups.

It is considered that this application does not raise any equality implications.

Climate Change:

In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.

The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and emerging plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and emerging plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the Emerging Local Plan, as is an assessment of climate impacts.

The NPPF aims for the need for housing to be met, and Policy S2 of the Adopted Local Plan sets a target for 14,580 dwellings to be provided by 2036. The NPPF, Saved, Policies S1, DM2 and DM3 of the Adopted Local Plan and energy and water elements of the adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use. When considering the impact of climate change, the proposed development is expected to be resilient to the potential effects of climate change and is expected to reduce/limit impacts on climate emissions as a result of the development or its use.

Conclusion:

Recommendation:

PERMIT ☒**REFUSE** ☐

Comments ...