

DELEGATED OFFICER REPORT:**Application Ref:** F/26/101352**Site Address:** BARTON PEVERIL COLLEGE, CHESTNUT AVENUE, EASTLEIGH,
SO50 5ZA**Case Officer:** Clare Martin**Description:** Reconfiguration of the Mountbatten car park to create 17no. additional car parking spaces (including 10 spaces with electric vehicle charging provision) and installation of 2no. cycle shelters (creating 10 additional bicycle spaces) following the removal of the existing cycle shelters and removal of 5no motorcycle parking spaces.

Particular Site Constraints?	Yes ☒	No ☐
• Within urban edge		

Planning History?	Yes ☒	No ☐
While the site has had many planning applications, the most recent applications are: • F/25/98975 - Installation of plant on the roof of the art & design school building (Retrospective application) – Permitted (April 2025) • F/25/98775 - Retention of 7.no external car parking spaces at western side (amendment to planning permission F/24/97728) (retrospective application) – Permitted (March 2025) • F/24/98499 - Installation of 3no. wind catchers and 2no. Mechanical Ventilation with Heat Recovery (MVHR) Units, along with associated ductwork, guardrail and new roof light on the roof of the Hampshire Building – Permitted (January 2025) • F/24/98025 - Installation of substation at northern side to support the art and design school – Permitted (October 2024) • F/24/97728 - Creation of 5no. external car parking spaces at western side with replacement hedge – Permitted (September 2024) • F/24/97432 - Removal of the steel frame and corrugated metal canopies on the north, east and west elevations of the Hampshire Building and installation of white aluminium box guttering and downpipes – Permitted (July 2024) • F/22/94434 - Construction of a two-storey building to accommodate the College's Art and Design School – Permitted (March 2023) • 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)		

Publicity:	Letters ☒	Site Notice ☒	Newspaper ☐
Representations: (summarised)	<u>1 letter of objection</u> This site has already been overdeveloped with significant chunks of open grassland tarmaced over and buildings erected. These 17 spaces will make nominal difference to increased vehicle use by those attending this site now and in the future.		

	Local EBC plans and alternative transport policies have failed to reduce the carbon footprint, ease congestion nor considered the negative effects of BP expansion, increased staff or student numbers.
Highways (HCC):	<u>No objection</u> The updated parking layout provides adequately sized parking bays, and 6.0m aisles for easy movement in and out of the spaces and general circulation. The proposed cycle parking also provides additional capacity given that two tier internal layout.
Ecology Officer:	<u>Protected Species - Comment</u> The site is in an amber impact risk zone for great crested newts. There are records of slow worms, bats, notable invertebrates, and hedgehogs nearby. The surrounding vegetation could support nesting birds. I have reviewed the Technical Note by Ecosupport (April 2026). No further survey work is required. A wildlife sensitive low level lighting scheme is required for foraging and commuting bats and can be conditioned. The precautionary working methods recommended in the report are appropriate and must be implemented. <u>Biodiversity Net Gain – Comment</u> The BNG metric demonstrates that the site can provide 10.36% net gain (+0.02 area habitat units) on site. This would be achieved by providing newly created grassland areas and green roofs on the cycle shelters. The green roofs are shown on the proposed site layout but not on the cycle store specifications. The BNG Habitat Management and Monitoring Plan is satisfactory. Management and compliance checks as monitoring can be conditioned. A monitoring reports or a S106 is not required. <u>Surface Water Drainage - Comment</u> I have reviewed the Drainage Technical Note by Calcinotto (May 2026). The drainage strategy states that as the site retains the exact hard paved area, there is no increase in volume or rate of surface water runoff discharging from the site and as such no requirement to increase the capacity of the downstream network or provide attenuation and flow controls to restrict the discharge. Infiltration has been considered not feasible due to the soil structure. Water quality for the car park has not been addressed. The surface water drainage proposal includes use of the existing gullies with a new ACO Linear Drainage Channel (LDC) and a small catchpit to capture surface water runoff from the resurfaced car park area. The drainage proposal must comply with Local plan policy DM6 and demonstrate that the pollution hazards are mitigated using the Ciria SuDS Manual pollution hazard mitigation indices (p568 and 569, tables 26.2 and 26.3). How would the proposed LDC and the catchpit provide any filtration for the water that would drain off this car park? In addition to silt (total suspended solids), metals and hydrocarbons must be considered as pollutants in a car park. The Drainage Technical Note states that new Rain Water Down Pipes (RWPs) shall be installed on the new bike storage facilities and these

	will discharge to the same private surface water drainage network. The green roofs would provide filtration for the surface water drainage from the roofs of the bike shelters, but this has not been included in the drainage strategy.
Parish Council:	<u>No objection</u> on condition that the tree/bush removed to develop the cycle store is replaced nearby.

Site Visit:	Yes ☒	No ☐
Details: Carried out 17/6/26		

Pre-commencement Conditions:	Yes ☐	No ☒
Details:		

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 Eastleigh Borough Local Plan 2016-2036 The most relevant policies are Strategic policies S1 and S2; and Development Management policies DM1(general development), DM6(drainage), DM11(nature conservation), DM13 (transport) & DM14(parking) Supplementary Planning Documents: Quality Places; Parking Standards; & Trees and Development

Proposal:
The planning application is to make a more efficient use of the Mountbatten car park along the northern boundary of the site. The layout is being reorganised to created 17 new car parking spaces, including a minimum of 10 EV charging spaces. This will be achieved by: • Replacing the existing nine cycle stores with 2no. two tier cycle stores, which will be able to accommodate 20 staff bicycles and 180 students bicycles. There is also space for 6 cycles next to the science building. This is an uplift of 10 cycle spaces compared to the current provision. • Creating 14 new car parking space in front of the Mountbatten building, where the existing cycle stores are located. • Reorganising the existing car parking area to create an additional three car parking spaces. There • Rationalising the amount of motorcycle spaces from 7 to 2 bays as there is limited use of these spaces.

Assessment:
Principle The site is within the urban edge where the principle of development is acceptable.

Character and Appearance

Policy DM1 requires development to take full and proper account of the context of the site including the character and appearance of the locality and be compatible with adjoining uses (in terms of mass, scale, materials, layout, density, design and siting), both in itself and in relation to adjoining buildings, spaces and views.

The development comprises re-organising the existing car parking area and will not involve extending the car park outside of its current boundaries. The work primarily involves installing two new bicycle stores to replace the existing older stores, which are coming to the end of their lifespan. The cycle stores are of a standard design and allows for bicycles to be stacked on top of each other so take up less space. The cycle stores are comparable to the size of a single storey building and will be mostly hidden behind the established tree line along the sites northern boundary.

The scheme also involves resurfacing the existing car park, although there will be a loss of a few small pockets of existing landscaping within the car park. This landscaping is not within a prominent location or of high amenity value and will be replaced as part of the biodiversity net gain requirements. The cycle stores will also have green roofs, which will provide some vegetation within the hard surfaced car park and the scheme also retains some existing strips of trees and vegetation.

Overall, the proposed works are of a relatively minor nature and will not have a significant impact on the visual amenity of the site or wider locality.

Highway and Access

Policy DM13 requires that all new development has a safe and convenient access to the highway network and makes provision for both car parking and sustainable transport.

The proposal will increase the amount of on-site car parking and cycle provision, which is necessary to support the recent growth in facilities and staff numbers at the college. The layout provides adequately sized parking bays and sufficient circulation space for ease of movement. No changes to the sites access from Tennyson Road are proposed.

Ecology

Policy DM11 states that development will not be permitted if it is likely to have a direct or indirect adverse effect on priority habitats, protected or priority species.

There are records of slow worms, bats, notable invertebrates and hedgehogs in the locality and there is the potential for great crested newts nearby. The surrounding vegetation could support nesting birds.

The site itself is dominated by hardstanding associated with existing parking and circulation areas, with small patches of ruderal vegetation and modified grassland containing scattered trees and shrubs. The car park has limited ecological value and no priority habitats are present on the site or the surrounding locality.

An ecological technical note has been provided outlining precautionary working methods during construction, such as covering excavations, providing escape routes to prevent harm to mammals, and timing vegetation clearance outside of the bird nesting season or undertaking reworks checks where this cannot be avoided. These will be secured via condition along with a condition to use low level lighting to protect foraging and commuting bats using the site.

Biodiversity Net Gain

The National Planning Policy Framework requires all new development to demonstrate a 10% biodiversity net gain (unless it qualifies for an exemption).

Supporting information has been provided demonstrating that the scheme can deliver a biodiversity net gain of 10.36%. This will be achieved through the provision of green roofs on the cycle stores and newly created grassland areas within the site and secured via condition. The supporting information includes a detailed habitat management and monitoring strategy covering the required 30-year period.

Drainage

Policy DM6 requires new development to provide a sustainable drainage systems (SuDs), including methods of filtration.

Drainage information has been provided explaining that the resurfaced car park will use the existing gullies and new silt traps will be installed to collect particulates and hydrocarbons. While Policy DM6 asks for at least one method of filtration, this is not considered reasonable in this instance given the presence of the existing car park and small scale of the proposed works. Furthermore, the shallow depth of the existing drainage means there is a relatively low risk of fuel spillages and engine leaks.

Residential Amenity

Policy DM1 stipulates that all new development should not have an unacceptable impact upon residential amenities of existing residents.

The proposed works are of a limited scale and are not considered to materially affect the amenity of existing residential properties. While it is acknowledged that the proposal would lead to an increase in car movements, this should not be overly noticeable compared to the existing traffic flows and noise levels at the busy college grounds.

Other Considerations

The proposal will have no likely significant impacts on the Special Protection Areas.

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 2030; (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 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 plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the 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, 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 ...