

DEVELOPMENT CONTROL COMMITTEE  
14<sup>th</sup> SEPTEMBER 2011

DIRECTORATE OF COMMUNITY AND  
ENVIRONMENT  
PLANNING REPORT NO.PLN.1138  
SECTION C

The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

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APPLICATION NO.	11/00403/FULPP
DATE REGISTERED	28 July 2011
EXPIRY OF CONSULTATIONS	1 August 2011
PROPOSAL	Roof alterations to main building including insertion of dormer windows to facilitate creation of classrooms in loft space.
LOCATION	<b>The Sixth Form College Prospect Avenue Farnborough</b>
WARD	Grange
APPLICANT	Sixth Form College
AGENT	Lee Mason
RECOMMENDATION	<b>GRANT once unilateral undertaking completed</b>

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## DESCRIPTION

The Sixth Form College campus is on the north side of Prospect Avenue. The site is bounded by residential properties in Cromwell Way and Sedgemoor to the north, Prospect Avenue to the south, Farnborough Road to the east and Sand Hill, Whitehouse Close, Tavistock Gardens and Meadow Road to the west.

A number of planning permissions have been granted in recent years for phased improvements to educational & sports facilities on the site, comprising both new buildings and extensions to existing buildings. The current application relates to the main College building, which is in the south west corner of the campus facing Prospect Avenue.

The proposal is for roof extensions to the rearmost east/west wing of the main building, which is some 60m away from the Prospect Avenue frontage and side on to Sand Hill. These would comprise dormer extensions on the front and rear (north & south facing) roof elevations to enable six new classrooms to be provided within the existing loft space. There would also be a small dormer at each end of this section of roof incorporating an exit door leading to an external fire escape reaching ground level at the rear of the building. The new classrooms could accommodate an extra 250 students, taking the overall number of college students from 3250 to 3500, an increase of 7.5%.

**CONSULTEES RESPONSES**

Environmental Health	No objection
Aboricultural Officer	No adverse comments
Transportation Strategy Officer	No highway objection subject to a transport contribution of £61438 towards improvements to pedestrian & cycle links to the College from public transport hubs

**NEIGHBOURS NOTIFIED**

Individual letters were sent to 21 addresses in Prospect Avenue, Sand Hill and Whitehouse Close.

**NEIGHBOUR COMMENTS**

Letters have been received from 8 Pierrefondes Avenue, 25 & 29 Prospect Avenue and 16 Whitehouse Close raising objection to the proposal on grounds of increased traffic and pressure on parking facilities, road safety problems and inconvenience to local residents

County Councillors John Wall and Carol Leversha have made representations on the highway impact of the proposal, in particular the issue of students parking on the Empress Estate to use the footpath link to the College from St Michaels Road. They raise no objection in principle to the proposal subject to funding for traffic management measures in the vicinity of the site.

**POLICY AND DETERMINING ISSUES**

The site is in the built up area and Policy ENV17 (general development criteria) of the Local Plan Review is relevant to the proposal. Since the proposal would accommodate more students there would be an increase in multi-modal trips to and from the site. In the circumstances Policy TR8 (highway considerations) of the development plan, together with the Council's adopted Supplementary Planning Documents (SPD's) "Car & Cycle Parking Standards" and Planning Contributions - Transport" are also relevant to the proposal. The determining issues are the impact on the character of the area and on the amenities of nearby residents and highway considerations.

**COMMENTARY**

The proposal would alter the appearance of the main building and the changes would be visible from the street at a distance. However, the alterations would be in keeping with the existing building in terms of design and scale and the materials would match the existing as closely as possible. The proposal is therefore considered to be acceptable in visual terms.

The nearest dwellings are opposite the site on the other side of Sand Hill and Prospect Avenue. In view of the separation of at least 50m in the case of Sand Hill and 80m in the case of Prospect Avenue between the proposed dormer extension and these dwellings, it is considered that the proposal would have no material impact on the outlook or privacy of nearby residents.

## ITEM 9

Several local residents have raised objection to the proposal on grounds of additional traffic congestion, parking problems and road safety concerns as a result of the increase in student numbers associated with the proposal.

The highway impact of the various College proposals in recent years has been a material consideration in previous applications and residents' concerns about traffic and parking problems have been recognised. When planning permission was granted in December 2007 (07/00692/FULPP) for construction of a new Arts & Science block in place of the old Scola building, the College was required by the Council to formalise its existing travel policy into a Green Travel Plan. This was to include targets to reduce car travel to the college, together with a system for monitoring and review. The Travel Plan has been implemented and is monitored annually by means of a student survey and the results submitted to the Council and Hampshire County Council as the Highway Authority. The most recent survey and monitoring report was in December 2010.

The supporting statement with the application suggests that the College infrastructure and parking facilities can absorb any additional pressure resulting from the proposed increase in student numbers. The Transportation Strategy Officer has examined this statement in the light of information from the Travel Plan monitoring, including the survey of student travel arrangements carried out in December 2010, and makes the following observations:

- A majority of students travel by public transport; of 3163 students surveyed in Dec 2010, 1716 travelled to college by public transport (867 by bus and 849 by train);
- 859 (27%) travel by car (433 of which bring their own car to college, 181 car share and 245 have lifts from others).
- 433 students bring cars to the college where parking is controlled by a permit system; there is an apparent discrepancy with the number of permits issued (for the same period 373 were issued suggesting that 60 students park elsewhere). That said, the assessment of the College's ability to provide sufficient parking is based upon a pro-rata increase of 7.5% of 433. This demonstrates that the potential increase in student parking can be accommodated in the 533 parking spaces available for students, which includes 200 spaces at Cherrywood Road football ground.
- The application suggests a "negligible" increase in the number of staff as a result of the proposal due to other service cuts at the College over the same period.

On the basis of the above the Transportation Strategy Officer raises no highway objection to the proposal in principle. However, as the proposal would increase the number of students at the College, which would in turn generate additional multi-modal trips associated with the site, he has requested a transport contribution in accordance with the Council's SPD Planning Contributions - Transport to be secured by means of a s106 planning obligation. This would support the Farnborough Town Access Plan, which contains schemes to support sustainable methods of accessing the College from bus and rail facilities in the area, including improvements for pedestrian and cycle links from Farnborough North Station. The financial contribution required, based on a sum of £230 for each additional average daily multi-modal trip during term time, is £61438.

Subject to securing this transport contribution it is considered that the proposal is acceptable in highway terms.

**FULL RECOMMENDATION**

It is recommended that SUBJECT to the receipt of a satisfactory Unilateral Undertaking under Section 106 of the Town and County Planning Act 1990 by 16 September 2011 to secure a transport contribution of £61438, the Head of Planning in consultation with the Chairman be authorised to **GRANT** permission subject to the following conditions. However, in the event that a satisfactory Unilateral Undertaking is not received by 16 September 2011, the Head of Planning, in consultation with the Chairman be authorised to refuse planning permission on the grounds that the proposal does not make satisfactory provision for local transport projects in accordance with the Council's adopted Supplementary Planning Document " Planning Contributions - Transport"

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

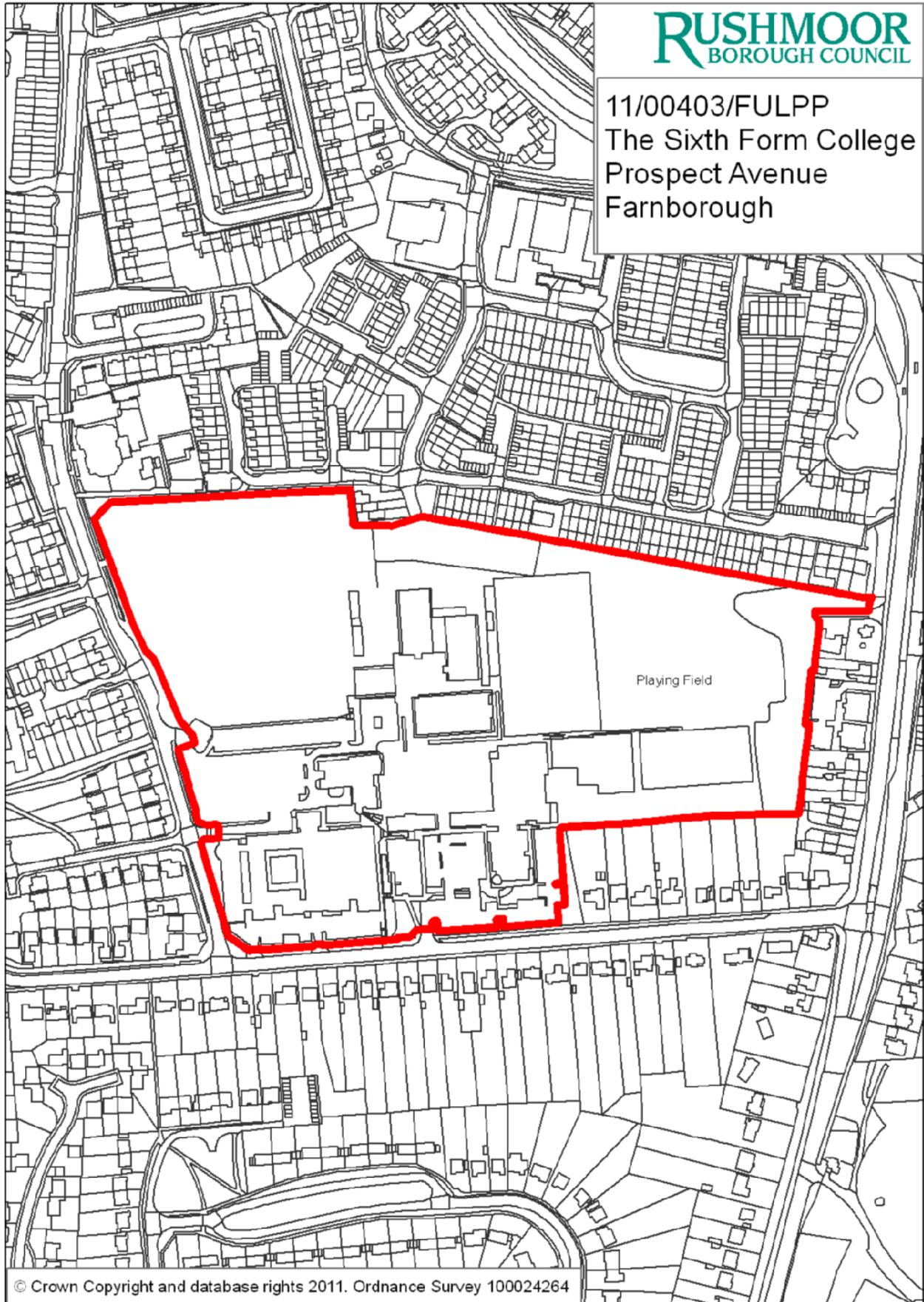
- 2 Unless agreed in writing by the Local Planning Authority, the permission hereby granted shall be carried out in accordance with the following approved drawings:- MAA/454/PL-01C, 02C, 03C, 04C, 05D, 06C, 07C & 08D

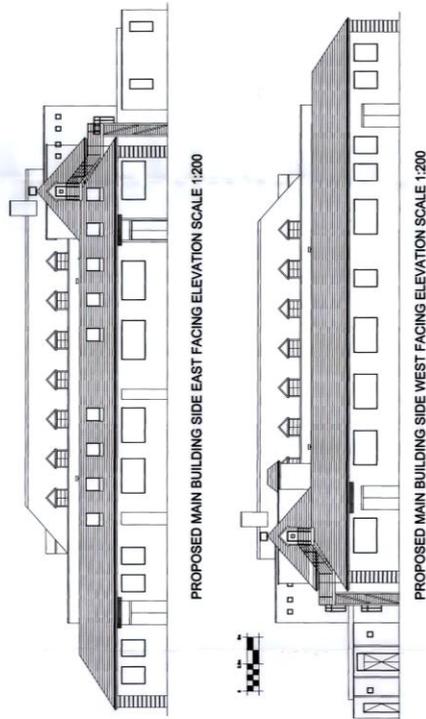
Reason - To ensure the development is implemented in accordance with the permission granted

**INFORMATIVES**

- 1 INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).
- 2 INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by: a) ensuring the design and materials to be used in the construction of the building are consistent with these aims; and b) using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment for the production of electricity and heat.
- 3 INFORMATIVE - REASONS FOR APPROVAL - The Council has granted permission because:

The proposal has no material adverse implications for the character of the area, the amenities of nearby residents or highway safety, subject to a financial contribution to local transport projects. The proposal is therefore in accordance with Policies ENV17 and TR8 of the Rushmoor Local Plan Review and the Council's adopted Supplementary Planning Document "Planning Contributions - Transport". It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.





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C. EXISTING LMP		DRAWING CORRECTION	
A. EXISTING LMP		DRAWING CORRECTION	
REVISIONS		BY	
DATE		DATE	
DATE		DATE	

PROJECT: New Loft Space Class Rooms  
 The State Farm College, Frankborough, Hampshire GU14 8XJ

PLANNING SERVICES: 28 JUL 2016  
 DEVELOPMENT CONTROL: VALID

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DRAWING NO: 1/05/17  
 DATE: 28 JUL 2016  
 SCALE: 1:200  
 SHEET NO: 45

PREPARED BY: General Arrangement  
 PROPOSED BY: Mason Anderson Associates  
 DRAWING NO: MAA-454/PL-06  
 SHEET NO: 45

