Expiry Date - 27/03/2024

Development Control – Delegated Officer Report

Application Number: AWDM/0139/24 **Recommendation – APPROVE**

Site: **St Oscar Romero Catholic School Goring Street Worthing West Sussex**

Proposal: **Erection of a new two-storey, sixth form, classroom building (Use Class F1) including additional car parking spaces and associated hard/soft landscaping**

Date of site visit: 06.03.2024 (with Agent + Head teacher + Governor)

Neighbours checked: Y

Additional neighbour notifications: Y – Amended plans

Site and Surroundings

The application relates to St Oscar Romero Catholic School, a secondary school occupying a 'backland' position to the rear of properties in Goring Street (East), Bluebell Way (North), Goring Way (South) and Singleton Crescent (West). The main School buildings are located to the East and South of the site with the main playing field to the West, wrapping round to the North side of the buildings where a series of hard-surfaced netball courts are located. The School is accessed from Goring Street via a one-way drive located between Chatsmore House and 1-2 Dairy Farm Flats. The drive leads to a car park behind 5-12 Dairy Farm Flats, and a separate parking area between the main school building and the netball courts, before looping round and exiting onto Goring Street between the new McCarthy & Stone residential retirement complex currently under construction and Bluebell Way.

Proposal

Permission is sought to demolish a redundant Caretaker's dwelling in the SE corner of the site and erect a modular 2-storey classroom block on the former dwelling plot and the adjoining cycle shelter area, to provide a new sixth-form provision. The proposed building would include six classrooms together with breakout rooms, study rooms, WCs, canteen and common room accommodating up to 120 pupils in a new Year 12 and 13. New landscaping will be provided around the building including new tree planting and a wellbeing garden. An additional 10 car parking spaces are proposed within the reconfigured car park and alongside the access drive.

As initially submitted it was proposed to reposition the existing cycle shelters to an unused area behind (South) of the existing nearby single-storey modular classroom block, this has since been omitted from the current application.

Access to the new building would via the main School vehicular and pedestrian access drive.

At the time of the officer site visit the former caretaker's dwelling had been demolished and the site cleared.

A Design and Access Statement submitted in support of the application provides the following background to the current proposals:-

"Worthing is unusual in that none of its secondary schools offer post-16 education. Government projections for the relevant student population growth in Worthing and Adur show continued increases in both areas over the coming years resulting in increased demand for post-16 places. The current lack of sixth form provision results in leavers being spread far and wide, with many students having to travel out of the area to attend a post-16 provider with the ethos and outcomes they desire. Destination data (see Final Sixth Form Proposal for St Oscar Romero Catholic School) demonstrates that over 50% of our students have to travel out of the Worthing area to access their post-16 provision including Brighton, Chichester and Horsham. This pattern is similar in the other secondary schools in Worthing and has both financial and environmental implications.

The proposal is to create sixth form provision at St Oscar Romero School for September 2024 (current Year 11 students) was approved by West Sussex County Council in September 2023. This included the creation of a small traditional, academic sixth form that will have a Published Admission Number of 100 students in both Year 12 and 13. The sixth form is based on three guiding principles: academic excellence, outstanding pastoral care, and spiritual flourishing and will improve educational standards in the local area in the following ways:

1. St Oscar Romero has a proven track record of delivering exceptional outcomes in public examinations. In 2022, the school's Progress 8 figure of +1.1 places St Oscar Romero as one of the top 100 highest performing school in the country (Top 1-2%). This same rigorous but supportive approach would be applied to post-16 teaching and provision.
2. The pastoral care at St Oscar Romero is outstanding. The school prides itself on being a relatively small school in which every student is known, nurtured and loved. Being a relatively small sixth form of 200 compared to an FE college of several thousand, will enable them to support every student to reach their potential. This is especially important in light of the ever-increasing mental health crisis that exists with many young people.
3. Being a Catholic school, the strong Catholic/Christian ethos of the school underpins everything they do. Although sixth formers would be distinct from the rest of the school, opportunities for them to be involved in the life of the school will be maximised. This includes: leading charity events, volunteering, mentoring and supporting younger students. This not only gives sixth formers a strong sense of identity but builds self-esteem, resilience and strong moral values.

4. As a Catholic school, disadvantaged students are always a key priority, something that would be reflected in their post-16 provision. Currently, both nationally and locally, there is a significant gap, of around one full grade, between disadvantaged students and their peers. Romero's has a proven track record when it comes to closing the disadvantage gap that exists.
5. Specialism in Religious Education and Philosophy. Religious Education and Philosophy remains a shortage subject and very few post-16 institutions offer A-Level Religious Education as an option. All students at Romero's study a full GCSE in Religious Education and post-16 applications confirm that this is a popular choice at A Level. There is huge expertise and subject knowledge within the department including past experience of teaching A level successfully both in 11-18 sixth form and FE college. Similarly, St Oscar Romero will be offering A level Music, Drama and Dance that are not currently offered locally.
6. Drop- out rates at Post-16 are high. Based on the destination data of 2020 leavers, pupils not staying in education, employment or training remains high at 5% nationally and 6% for Romero's leavers. This will only be addressed by outstanding pastoral care, support and partnership with parents/carers and other agencies. Being part of a relatively small school community enables the school to know their students well and provide proactive support as students transition to post-16 education.

There have already been 120 applications from both internal students and those who attend other secondary schools and we expect further applications in the coming weeks."

Relevant Planning History:

AWDM/0600/23 Proposed Extension of existing netball courts from 3 to 4 to create new 4th court with macadam surface and new fencing system and installation of floodlights to all courts. Approved 10.07.2023

AWDM/0754/20 Provision of 3no single-storey classroom blocks to south of site with associated hardstanding and landscaping. Approved 21.08.2020. Implemented.

Consultations:

WSCC: The Local Highway Authority (LHA) initially commented:-

"The Planning Statement states that the proposed F1 Use building will facilitate an increase of 200 students and 10 staff. The LHA would request that more information be provided regarding the estimated change in daily trip levels for all modes of transport for the proposed use."

Following the receipt of further information and travel data the LHA has commented:-

"*The applicant has submitted modal split data for the choice of transportation to be taken by prospective year 12 students. This combined with year 13s the following year, and taking into account existing trips associated with siblings*

also attending, the data would suggest an additional 18 car journeys for the proposed increase in students. 10 additional staff will also be hired as part of the proposals; a worst-case scenario would indicate an additional 10 car journeys for staff. Considering what the wider campus site generates as existing, the LHA are satisfied that the increase in movements can be accommodated into the local highway network without adverse impact. As such, no capacity concerns would be raised. The school travel plan should be updated to reflect the change in student and staff numbers.

Ten additional car parking spaces are proposed to facilitate an increase in staff numbers. From inspection of the plans, the proposed parking spaces appear suitably sized and on-site turning appears achievable. 160 existing cycle spaces are to be relocated within the site.

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal."

The following conditions are recommended in the event of approval:-

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout
the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- the prevention of deliveries at the site during school drop-off and pick-up time (generally 0800-0900 and 1430-1530),
- Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan
No part of the development shall be first occupied until an updated or new Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Southern Water

Foul and Surface Water Drainage

Investigations indicate that Southern Water can facilitate foul sewerage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

In situations where surface water is being considered for discharge to our network, we require the below hierarchy for surface water to be followed which is reflected in part H3 of the Building Regulations. Whilst reuse does not strictly form part of this hierarchy, Southern Water would encourage the consideration of reuse for new developments.

- Reuse

- Infiltration

- Watercourse

- Storm Sewer

- Combined Sewer.

Alternatively, if this is a brownfield site redevelopment, the developer can discharge surface water flow no greater than existing levels if proven to already be connected and it is ensured that there is no overall increase in flows into the surface water system. The developer will be required to provide a topographical site survey and/or a CCTV survey with the connection application showing the existing connection points, pipe sizes, gradients and calculations confirming the proposed surface water flow will be no greater than the existing contributing flows.

The supporting documents make reference to drainage using Sustainable Drainage Systems (SuDS). Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Design and Construction Guidance (Appendix C) and CIRIA guidance.

Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme.
- Specify a timetable for implementation.
- Provide a management and maintenance plan for the lifetime of the development.

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Land uses such as general hard standing that may be subject to oil/petrol spillages should be drained by means of appropriate oil trap gullies or petrol/oil interceptors.

We request that should this planning application receive planning approval, the following informative is attached to the consent:-

"*Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to, and approved in writing by the Local Planning Authority in consultation with Southern Water."*

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.

<u>Adoption of Sewerage System</u>
This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with the Design and Construction Guidance will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

<u>Water Connection</u>
Investigations indicate that Southern Water can facilitate water supply to service the proposed development. Southern Water requires a formal application for a connection to the water supply to be made by the applicant or developer.

UK Power Network

Expiry Date - 27/03/2024

We refer to the Planning Application for the above site. The proposed development is in close proximity to our substation and have the following observations to make:

If the proposed works are located within 6m of the substation, then they are notifiable under the Party Wall etc. Act 1996. The Applicant should provide details of the proposed works and liaise with the Company to ensure that appropriate protective measures and mitigation solutions are agreed in accordance with the Act. The Applicant would need to be responsible for any costs associated with any appropriate measures required. Any Party Wall Notice should be served on UK Power Networks at its registered office: UK Power Networks, Newington House, 237 Southwark Bridge Road, London SE1 6NP.

Our engineering guidelines state that the distance between a dwelling of two or more stories with living or bedroom windows overlooking a distribution substation should be a minimum of ten metres if the transformer is outdoor, seven metres if the transformer has a GRP surround or one metre if the transformer is enclosed in a brick building. It is a recognised fact that transformers emit a low level hum which can cause annoyance to nearby properties. This noise is mainly airborne in origin and is more noticeable during the summer months when people tend to spend more time in their gardens and sleep with open windows.

A problem can also occur when footings of buildings are too close to substation structures. Vibration from the transformer can be transmitted through the ground and into the walls of adjacent buildings. This, you can imagine, is very annoying.

In practice there is little that can be done to alleviate these problems after the event. We therefore offer advice as follows:

1. The distance between buildings and substations should be greater than seven metres or as far as is practically possible.

2. Care should be taken to ensure that footings of new buildings are kept separated from substation structures.

3. Buildings should be designed so that rooms of high occupancy, i.e. bedrooms and living rooms, do not overlook or have windows opening out over the substation.

4. If noise attenuation methods are found to be necessary we would expect to recover our costs from the developer.

Other points to note:

5. UK Power Networks require 24 hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.

6. The development may have a detrimental impact on our rights of access to and from the substation. If in doubt please seek advice from our Operational Property and Consents team at Barton Road, Bury St Edmunds, Suffolk, IP32 7BG.

7. No building materials should be left in a position where they might compromise the security of the substation or could be used as climbing aids to get over the substation surround.

8. There are underground cables on the site associated with the substation and these run in close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.

9. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 Avoiding Danger from Underground services. This document is available from local HSE offices.

WSP: The Council's Drainage Consultant has commented:-

Following a review of the submitted information, we would recommend the approval of the application with the following conditions attached:

Condition 1: No phase of the development shall commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. Winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any infiltration drainage. Supporting calculations for the 100% AEP (1 in 1 year), 3.33% AEP (1 in 30 year), 3.33% AEP (1 in 30 year) plus climate change, 1% AEP (1 in 100 year), and the 1% AEP (1 in 100 year) plus climate change critical storms will be required to support the viability of drainage scheme and demonstrate the discharge rate of 1l/s. No part of the building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

Reason: To ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Policies of Adur and Worthing Council.

Condition 2: The development hereby approved shall not be occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The

Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

1. a timetable for its implementation.
2. details of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a drawing showing where they are located.
3. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with NPPF and Policies of Adur and Worthing Council.

Adur and Worthing Council's

EHO, Public Health & Regulation: No adverse comments.

Private Sector Housing team: No comment.

Representations:

2 representations in support of the application have been received from the occupiers of 134 Goring Way and 9 Chatsmore House commenting (respectively):-

"I fully support the need for a sixth form at the school. The proposal replaces an existing two story building which has seen better days. The new building will be a welcome replacement. The school are very sensitive to neighbours and I believe the impact will be minimal."

"The project is well thought out and will add to the position of the school. I strongly support the project and hope you will approve it as soon as you can so that it can go ahead without delay."

The Occupier of 11 Chatsmore Crescent neither objects, nor supports the application, commenting:-

"*Whilst I support the growth of the school, it is adamant that West Sussex County Council look at permit parking in Goring Street and Chatsmore Crescent. With the loss of 6 parking spaces due to the Macarthy Stone development and the introduction of unnecessary double yellow lines, the additional premise at the school is likely to increase on street parking. With commuters now using private residential areas as parking spaces at their leisure, it is now imperative that permit parking is introduced in the area to*

remove commuter parking possibility and encourage more use of the paid station parking as it should be.

All previous traffic surveys carried out by the council have been unrealistic and very poor and the whole parking situation needs revisiting in the local area. We now have a number of vehicles parking on pavements, on double yellow lines and on zig zag lines without penalty. It is time for parking to be addressed before any sort of developments in the areas are considered."

Relevant Planning Policies

Worthing Local Plan policies (WBC 2023): SP1, SP3, DM1, DM5, DM8, DM15, DM19, DM20, DM22
National Planning Policy Framework (HCLG 2023)
National Planning Practice Guidance

Planning Assessment

Principle

The former caretaker's house dated from 1956 and had been redundant for some time with the school caretaker no longer living on-site. It had latterly been used for storage. The dwelling had been demolished at the time of the officer site visit, although photos taken prior to its demolition show it had a run-down appearance.

Policy DM1 seeks to resist the loss of existing dwellings providing (amongst other things) the proposed change of use will provide a local community service/facility that meets an identified need. The former caretaker's dwelling was unoccupied and redundant in the sense that modern-day management practices for school facilities/grounds typically no longer require an on-site caretaker. The former caretaker's dwelling was ancillary to the School use and was no longer required. Its loss is outweighed by the provision of a new sixth form facility, which is supported by WSCC, and will be the only post-16 education offer based at a secondary school in the town.

The siting of the proposed development does not involve the loss of any School playing field or sports provision.

The principle of the development can therefore be supported in accordance with policies SP3 and DM8 which seek to improve the provision of and/or access to education.

The main considerations are the effects on visual amenity and local character, the impact on the amenities of neighbouring residential occupiers and highway safety matters.

Visual Amenity and Local Character

The proposed 2-storey modular Portakabin building will be (maximum) 26.4m long and 16.7m wide with a flat roof 7.4m high. It will have a structural steel framework and composite roof with coloured pre-finished aluminium sheet panels (in the School livery colours, a combination of Anthracite, Signal Black and Signal Red) to the 2no school-side elevations (Northeast and Northwest); and standard Portakabin 'Ultima' wall panels in 'Pure Grey' to the 2no outer-facing elevations (Southeast and Southwest). Windows will be UPVC in Jet Black. A 'Signal Red' vinyl decoration will be added to 'frame' the windows on the Southeast and Southwest elevations. External stairs are proposed on the Southwest elevation.

The proposed building will be visible in public views from Goring Street along the access drive (between Chatsmore House and 1-2 Dairy Farm Flats) and also across the landscaped grounds of Chatsmore House between the 2no separate blocks. It is possible glimpsed views of the new building will also be visible from Goring Way.

Concerns were raised following the site visit about the utilitarian appearance of the Portakabin modular panels on the Southeast and Southwest elevations that would be visible in public view. The Head teacher subsequently confirmed in writing that the budget for the project is extremely tight (with no LEA funding or Government grant aid for the project), and would not stretch to having the better quality aluminium cladding on all 4 elevations of the building. It was suggested that the better quality external finish should instead be applied to the most visible outward-facing elevations (Southeast and Northeast). The School was not agreeable to this suggestion and other alternative treatments and finishes provided as standard by Portakabin were considered, including use of darker coloured wall panels (to match the fascia treatment, windows, downpipes etc.). However, these were deemed unsuitable and a safety hazard for educational buildings as they retain radiated heat (in the Summer) and become hot to the touch.

Whilst the very utilitarian design of the modular classroom building and particularly the external finish of the Southeast and Southwest elevations is not ideal in terms of visual impact, the proposed red vinyl framing around the window openings will at least provide some visual interest and will help achieve a more cohesive appearance with the coloured aluminium cladding on the other elevations. The introduction of tree-planting adjacent to the site periphery, will not only enhance the proposed well-being garden and biodiversity, but will in time filter views of the proposed building in public views across the grounds of Chatsmore House. Whilst the design solution is not ideal, given the positioning of the building within the enclosed school site, on balance, it is considered that there would be no significant visual harm caused. It is recognised that this type of modular building installation is a cost effective way for the school to provide this welcome new post-16 educational provision.

Residential Amenity

The most affected neighbours are the occupiers of the residential flats in Chatsmore House and the bungalows, 132-136 Goring Way.

Chatsmore House consists of 2no 3-storey T-shaped residential flat blocks set at an angle within mature landscaped grounds at the junction of Goring Way with Goring Street. A block of garages along the western site boundary adjoins the former caretaker's dwelling and garden within the School site. The northern site boundary adjoins the School entrance drive.

The proposed building would be sited a minimum 14m from the North-west corner of the nearest (Northern) block of Chatsmore House. The proposed building would be prominently visible from the west-facing windows of this block. Owing to its relatively close proximity, concerns were initially expressed by officers about the potentially unneighbourly impact of the proposed building on the amenities of this block in terms of loss of privacy and increased noise and disturbance. Following discussions, the siting of the proposed classroom block has been rotated within the site, creating a more oblique angle between the respective buildings to avoid directly facing windows.

There would be a separation distance of in excess of 30m between the Southeast elevation of the new building and the nearest, directly facing part of the Southern block of Chatsmore House.

The proposed classroom building will undoubtedly have an impact on the amenities of Chatsmore House, introducing additional overshadowing and overlooking impacts to the northern block, and considerably altering the existing aspect of both buildings. However, in time, views of the new building will be filtered, and its presence appear less assertive, as the proposed new tree planting within the proposed wellbeing garden matures.

In response to concerns raised about potential noise and disturbance relating to the position of the proposed 'common room' adjacent to the common site boundary, the Head teacher has provided a Statement setting out the planned culture and ethos of the sixth form. An extract states:-

"*When St Oscar Romero applied to create sixth form provision, we were clear that we wanted to create something that was fundamentally 'different' to what currently exists in the post-16 landscape locally……*

Central to our sixth form is the belief that our sixth formers are an extension of the staff and are the most important role models for the rest of the school.

Our sixth formers will be involved in the life of the school, leading and mentoring younger students, running clubs, supporting lessons and carrying out duties. There will also be two Student Presidents and a Senior Student Leadership Team consisting of both Year 12 and Year 13 students and various sub-committees.

Part of being an extension of the staff and a role models for all other students is the way our sixth formers will dress and conduct themselves in and around

school. We have opted for business dress, as is the case for our teaching and support staff. This sets a tone and standard and prepares our sixth formers for professional life.

I can say with confidence that our sixth formers will be an asset to our local community and neighbours and will work hard to strengthen an already positive relationship between them and our school.

The Wellbeing Garden will be a place of tranquillity and calm and the common room will only be open at break-time (10.40-11,00am) and lunchtime (12.40-1.20pm). When not in lessons, they will be taking part in supervised study."

Taking on board this supporting information and lack of opposition from near neighbours, it is considered the requirement for a Noise Management Plan would not be not warranted in this case.

To the south, at its closest point, the corner of the proposed building will be sited just over 2m from the site boundary with the large residential garden of 134 Goring Way, with a separation distance in excess of 30m between the rear North-facing windows of Nos 132-136 Goring Way (all bungalows). The northern boundary of the garden of 134 (which wraps around the adjoining rear gardens of 132 and 136) is enclosed by a tall, dense hedge of overgrown conifer trees and other mature trees and vegetation along the common site boundary with the school. This mature hedge/tree planting will provide an effective screen although the top of the new building will still likely be visible above the trees from the rear of Nos 132-138 Goring Way. The impact of the building would certainly be more assertive if the existing tall planting within the extended garden of 134 were to fail or be removed. A condition of planning permission should require that the external stairs on the Southwest elevation are only used for fire escape purposes.

The constraints of this school site mean that there are limited alternative options for siting the proposed new modular building without impacting existing playing field or sports provision. Whilst considered to be on the margins of acceptability, on balance it is considered, subject to the suggested conditions, the impact of the proposed new 2-storey modular building will not be so severe or result in such harmful loss of amenity to neighbouring residents to warrant refusal.

Parking and Highway Safety

No alterations to the existing site access/egress arrangements are proposed. An additional 10 car parking spaces would be provided by reconfiguring part of the existing car park and access drive (to the rear of the new retirement complex under construction).

On-street parking in Goring Street and nearby Chatsmore Crescent is extremely heavy with very little, if any, capacity for additional on-street parking as identified by the third party representation. Commuter parking is likely to

account for a substantial proportion of existing parking within Goring Street. Goring rail station is located within 200m of the School entrance.

The Local Highway Authority sought further information and travel data in relation to the proposed new sixth-from provision. This has been provided by the School as follows:-

- *The 100 available places in Year 12 (starting in September 2024) are allocated based on two guiding principles: students must reach the academic entry requirements for their course and, where there are more applications than places, as is the case with us, the 100 places are allocated using the oversubscription criteria.*
- *The data used in this analysis has used these principles e.g. it is based on the students who have applied and we believe will be allocated a place. However, there is always a little bit of movement e.g. not all students hit entry requirement and some students have a change of preference. That being said, we are confident it is accurate within a 5% degree of uncertainty.*
- *The 100 students who will be joining the sixth form were asked how they will be travelling to St Oscar Romero. We also calculated the distance they live from the school. For students who will travel to sixth form by car, we also explored whether they currently have a sibling and will continue to car share. By way of context, St Oscar Romero is significantly oversubscribed and each year, approximately, 40-60% of new students who join the school in Year 7 have an older sibling in the school.*

Methods of Transport

Method of Transport	Number	%
Bus	7	7
Car	25	25
Cycle	5	5
Train	35	35
Walk	28	28
TOTAL	100	100

- *The train when combined with the other forms of sustainable transport (cycling, walking or bus) make up 75% of the total planned mode of transport.*
- *Although car journeys make up 25% of sixth form journeys, further analysis reveals a more complicated picture due to the high number of siblings in the school. For example, 16 of the 25 car journeys would take place anyway irrespective of whether these sixth form students travel by car or another mode of transport due to having a younger sibling in the school who travels by car. Based on this data, the actual the number additional car journeys that will take place is 9.*
- *The data above is based on Year 12 only as St Oscar Romero is a new sixth form college. Therefore, assuming that each year is roughly the same in terms of profile, siblings etc it is reasonable to assume that by September 2025, there would be 18 additional car journeys travelling to*

Oscar Romero. In addition to this, there will be an additional 10 member of staff. Assuming all of these travel by car which may or may not be the case, 10 additional car parking spaces are being created onsite. Additionally, teaching staff travel to and from school outside of the peak times of school-based traffic (8.30am and 3pm).

- *The small number of additional car journeys to St Oscar Romero will be significantly offset by the reduced car use that our sixth form will create. Based on destination data from previous years, over 40% of our leavers in Year 11 travel out of area to attend sixth form provision including Collyer's in Horsham, BHASVIC in Hove and Chichester College. Additionally, the location of Worthing College is 1.7 miles from Worthing Railway Station which is why a significant number of students are dropped there by their parents.*
- *One of the reasons our sixth form was approved was to provide a 'local solution' and prevent students having to travel significant distances to other institutions, often by unsustainable modes of transport. It is clear from Appendix 1 that half of our students will be travelling 2 miles or less to attend their post-16 education at St Oscar Romero. All of the external applicants who have applied to St Oscar Romero cite the short distance they will have to travel and the schools' location in relation to Goring railway station as one of the reasons why they have chosen us as their first preference.*

Following the receipt of this information the LHA is satisfied of capacity in the local highway network to accommodate the additional car trips and has raised no objection on highway safety grounds. An updated Travel Plan should be sought to reflect new staff and pupil numbers and to continue to promote sustainable travel options.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Standard time limit
3. Materials as detailed
4. No external plant
5. External stairs used for fire escape purposes only
6. Agree and implement hard and soft landscaping scheme to include new tree planting within the wellbeing garden as shown on the approved Proposed Site Plan.
7. Agree surface water scheme (pre commencement)
8. Agree surface water management (pre commencement)
9. Agree foul water disposal (pre commencement)
10. Provide parking (pre occupation)
11. Agree Construction Method Statement (pre commencement)
12. Hours of construction
13. Agree updated Travel Plan

Informative

Expiry Date - 27/03/2024

Pro-Active Amendment
Southern Water
UK Power Network

Is recommendation contrary to letter(s) of representation? Y

Case Officer: Jo Morin Date: 11.04.2024

Authorised by: Gary Peck Date: 11 April 2024