

**Planning, Transport & Sustainability Division
 Planning and Rights of Way Panel (East) 15th September 2015
 Planning Application Report of the Planning and Development Manager**

Application address: Bitterne Park School, 1 Copsewood Road			
Proposed development: Partial redevelopment of the school site, including demolition of some existing buildings, erection of a new 3-4 storey teaching building and single-storey activities hall, and laying out of reconfigured playing field space together with landscape and access works (new main school entrance to be from Dimond Road).			
Application number	15/01349/FUL	Application type	FUL
Case officer	Mathew Pidgeon	Public speaking time	15 minutes
Last date for determination:	02/10/2015	Ward	Bitterne Park Ward
Reason for Panel Referral:	Departure from the Development Plan (not achieving BREEAM excellent and due to the loss of playing field)	Ward Councillors	Cllr White Cllr Fuller Cllr Inglis

Applicant: Secretary of state for Education (Education Funding Agency)	Agent: Terence O'rourke Ltd
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Recommendation Summary	Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report.
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Community Infrastructure Levy Liable	Not applicable
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Reason for Granting Planning Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. Overall, the exceptional educational need and positive regenerative opportunities associated with the development and its 'proposed dual use' are considered to outweigh the dis-benefit of not achieving BREEAM Excellent or gaining support from Sport England. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and planning permission should therefore be granted. In reaching this

decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP16, SDP17, SDP19, SDP22, NE4 and CLT3 of the City of Southampton Local Plan Review (Amended 2015) and CS11, CS13, CS18, CS19, CS20, CS21, CS22, CS23, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Appendix attached	
1	Development Plan Policies

Recommendation in Full

1. Refer the application to the National Planning Casework Unit in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 following objection from Sport England.
2. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a Internal Undertaking to secure:
 - i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
 - iii. The submission, approval and implementation of a Carbon Management Plan setting out how carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013).
 - iv. Open Space and Playing Field Loss Mitigation in line with policy CLT3 of the City of Southampton Local Plan Review (as amended 2015), policy CS21 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - v. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013).
 - vi. Submission and implementation within a specified timescale of a Travel Plan;
 - vii. The funding of any Traffic Regulation Orders (TRO) required to enable the development to be implemented;
 - viii. Secure the Community Use Agreement.

3. That the Planning and Development Manager be given delegated powers to add, vary and/or delete relevant parts of the Internal Undertaking agreement and/or conditions as necessary.

1 The site and its context

- 1.1 The existing site is located in Bitterne Park, a residential area of Southampton 2 miles to the North East of the city centre. The site is occupied by the existing Bitterne Park School. The school currently provides education for 1,500 pupils between the ages of 11 and 18. The configuration of the existing school buildings is broadly rectangular and is situated in the centre of the site. To the South East are a number of modular buildings, a new 6th form centre is located to the South West and a sports centre to the North West. Hard play areas are located to the South and the majority of the playing field is to the North. The main car park is located to the North East of the school with additional localised parking at the 6th form centre and sports centre, in total 99 car parking spaces are located on site. The site slopes steeply from South to North with existing play areas and the buildings located on three plateaus. Southampton Airport flight path crosses the southern portion of the site which is heavily wooded.
- 1.2 The site comprises a mix of hard social space including playground, playing fields, natural habitat and car parking. Vehicular and pedestrian access to the existing school is via entrances on Copsewood Road to the East and Dimond Road to the West. The site is bounded on all sides by two storey residential properties with gardens.
- 1.3 The main school building is fairly well screened from adjacent residential properties due to its position on the site and also because the boundaries of the site are defined by a number of mature trees. The trees on site are protected by a Tree Preservation Order.

2 Proposal

- 2.1 It is proposed to redevelop the site to provide a modern school, with up to date facilities under the Government's priority Schools Building Programme for the South. This would be a tandem build whereby the existing school facility will remain unaffected and pupils will continue to attend and then decant across to the new facility once it is completed ready for the start of the 2017 academic year. The proposal involves the demolition of approximately 9,579sqm of existing floor space and the development of approximately 13,340sqm of new floor space. The majority of the current school buildings would be demolished following the construction of the new school. The new school will have an increased floor space of 3761sqm. The main school building proposed, which would also house the main entrance and reception of the school, would be 12.2m tall on the South elevation (3 stories) and due to a change in levels across the site the building is proposed to be 15.1m high on the North elevation (4 stories) [not including plant equipment]. The proposed materials include a red/brown facing brick, coloured rainscreen cladding plinth with white render above. The school colours (yellow and green) are represented by the cladding system and the glazing system will be powder coated aluminium.

- 2.2 Along with the main school building the existing sports hall will be extended and a new drama block will be erected. The existing drama block will be retained and used as an additional resource base for secondary mainstream students with autism. As a result the school would be capable of accommodating 300 additional pupils within the school meaning that the capacity would reach 1800. Bitterne Park School currently employs approximately 234 members of staff (183 full time and 51 part time). In the future, as a consequence of the development, this could rise by between 20 or 30 staff.
- 2.3 The proposal involves the relocation of the existing school building from its current centrally located position to a position in the northern half of the site. This will result in the reconfiguration of the playing fields. Specifically the proposed school building will replace an existing football pitch; the cricket pitch and running track will also have to move to the east and orientation will change (during the winter the space shall be occupied by a rugby pitch). No floodlighting of these pitches is proposed. The existing sports centre will be retained and partially refurbished. The football pitch that will be lost as a consequence will be re-provided where the existing main school building is once the new building is constructed and the old one has been demolished.
- 2.4 The site will become available for school and community use outside of school hours as part of the development however no further details of the proposed “dual use” are provided.
- 2.5 Two new pedestrian and cycle accesses into the site will be provided to the north west and north east boundaries of the site. Car parking will be provided in three locations: The main car parks off Dimond Road to the East with supplementary parking at the new school building and sports centre. Parking spaces will be provided in accordance with Southampton City Council policy requirements. The school, sports centre and 6th form currently benefit from a total of 99 car parking spaces (7 of which are disabled spaces) plus two mini bus parking spaces. The scheme includes the provision of 121 parking spaces (inclusive of 3 specific mini bus parking spaces, 6 spaces which are large enough to accommodate mini buses and the existing disabled parking bays). This represents an overall increase of 22 car parking spaces. The scheme also includes the provision for parking 6 motorcycles.
- 2.6 There are currently 45 cycle parking spaces provided on site. As a consequence of the scheme a total of 166 covered and secure cycle parking spaces are proposed, reflecting the aspirations of the emerging school travel plan.
- 2.7 Between 29 and 31 existing trees of varied size and species are proposed to be felled to facilitate the development. A total of 30 trees are proposed to compensate for the trees that will be removed. As well as tree planting there will also be further landscaping improvements to compliment the development, this includes softening the appearance of retaining walls and boundary treatments.

3 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.

- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.
- 3.4 The application site is not allocated in the current development plan, although the existing playing pitches are designated under Local Plan Policy CLT3. Core Strategy Policy CS21 supports Policy CLT3 and seeks to protect existing playing fields from inappropriate development. A presumption of no net loss of open space now exists.
- 3.5 LDF Core Strategy Policy CS11 supports the development of new educational facilities on school sites and encourages wider community use of those facilities outside of school hours.

4 Relevant Planning History

- 4.1 The site has a lengthy planning history, listed below are the most significant cases.

In 1962 planning permission was granted for the erection of a six form Secondary Modern School.

In 1972 permission was granted for the erection of extensions to the school to form a sports hall, a teaching block and a drama and music block.

In 2004 permission was granted for the construction of a Sports Hall with associated changing rooms and formation of a new access to Dimond Road.

The siting of two modular buildings to the south of the existing School building were approved in 2007.

In 2008 permission was granted for development at the southern end of the school site to provide all weather football pitches (5 x five-a-side and 2 x seven-a-side pitches), a pavilion/clubhouse building, 20 additional car parking spaces, floodlighting columns, fencing and associated access and landscaping works.

Planning permission was granted in 2009 for the erection of a new 6th form college building on three floors with associated works and access from Dimond Road. The development has been implemented.

5 Consultation Responses and Notification Representations

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement 10.07.2015 and erecting a site notice 07.07.2015. At the time of writing the report 8 representations have been received from surrounding residents. The following is a summary of the points raised:

5.2 *Additional parking and traffic associated with the school run and after school clubs harm neighbouring amenity by blocking drive ways and footpaths; and by creating high levels of traffic congestion.*

Response:

- The project will lead to funding input to the school travel plan to enable the school to engage with pupils, parents and neighbours, to address this issue by encouraging sustainable travel to school.
- The scheme involves the formation of two new accesses into the site, this will help to spread the impact of the 'school run' parking and traffic experienced by local residents.
- The Highways team will review the need for more Traffic Regulation Orders associated with the site as a consequence of the development.

5.3 *Increased parking restrictions (Traffic Regulation Orders) will reduce on street parking availability and therefore place greater pressure on the available spaces.*

Response:

- The potential need for Traffic Regulation Orders that would result in a reduction of available on street parking availability will be assessed by Highways Engineers. The purpose, if additional Traffic regulation Orders are required, will be to improve highways safety directly in front of the site entrances. A Traffic Regulation Order would only be added if it is necessary for highways safety reasons.

5.4 *Objection to the position of the new access routes for pedestrians and cyclists due to increased disturbance.*

Response:

- The routes to and from the school are unlikely to be used intensively by pupils other than for short periods at the beginning and end of each school day and by adding these access points pressure is likely to be reduced at other entrances to the site, thus impact will be more evenly distributed across the site.
- The proposed new access on Dimond Road will be 22m from the boundary of the site with the neighbouring property (151 Dimond Road). The majority of pupils who are expected to use the new entrance are likely to pass the house at present to access the school owing to the position of the existing entrances.

5.5 *Impact of construction traffic including parking, noise and impact on road surface.*

Response:

- A highways condition survey will be added to ensure that any damage to surrounding roads caused as a consequence of the development will be repaired by the developer.

- A construction environment management plan will be required to control the development, this will address parking for contractor's vehicles and plant equipment and seek to reduce the impact of construction.
- The route used by traffic associated with the construction used to access the site will be controlled through the internal undertaking.
- Hours of construction will be controlled by a planning condition.

5.6 *Late night disturbance/anti-social behaviour.*

Response:

- Separate legislation is used to control anti-social and unlawful behaviour. The planning system should not be used to duplicate other legislation.
- Use of the school by after school clubs may also reduce the potential for the site to be used unofficially and inconsiderately.

5.7 *Lack of security measures allow the site to be used for anti-social behaviour.*

Response:

- A condition has been recommended to require crime prevention measures to be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the new school.

5.8 *Before and after school children congregate in the surrounding streets causing nuisance and behaving antisocially.*

Response:

- This is a management issue for the school to resolve.

5.9 *Objections from occupants of properties on Oaktree Road and Dimond Road who are concerned with the potential loss of privacy.*

Response:

- The distance between the proposed main school building and the north boundary between the site and properties on Oaktree Road ranges between 74m and 88m.
- The closest property on Dimond Road is number 151. No windows within the main school building will look directly towards the property or its rear garden. The distance between buildings measures 30m.
- The landscaped boundary of the site will reduce the visual impact of the development.
- Much of the boundary includes mature trees. Some trees are not present creating gaps within the boundary.
- Mitigation planting is proposed.

5.10 *Drawings showing screening around the site is misleading. Screen is reduced in winter. Seasonality increase overlooking potential.*

Response:

- A balance between visual screening and shade to neighbouring properties is needed.
- Boundary planting can be incorporated into the tree planting plan required to compensate for the trees that need to be felled to facilitate the development.

5.11 *Impact on local view.*

Response:

- Views across this site are not a material planning consideration.

5.12 *Overshadowing.*

Response:

- Due to the position of the main school building on the site relative to neighbouring residential properties; and due to its height significant overshadowing of neighbouring gardens and habitable room windows will not occur.
- Any potential impact would be limited to short periods of the day only.

5.13 *Light pollution generated from the main school building.*

Response:

- The school, as a good neighbour, will need to manage the lighting within the school building to reduce impact on neighbouring amenity. A lighting condition is recommended to ensure that the impact of lighting does not become significant in planning terms.

5.14 *Light pollution will be generated if the football pitch is flood lit.*

Response:

- There are no proposals to add floodlighting to the playing fields.

5.15 *Noise during construction.*

Response:

- The hours of construction can be restricted to prevent construction from occurring during hours of the day when it is reasonable for local residents to expect low background noise.
- The method of piling, used for the foundations of the building, can be controlled by condition.

5.16 *Noise from pupils inside the school building.*

Response:

- School operations will inevitably result in noise being generated. The school is however aware of this impact and operate to reduce the impact as much as possible. Teachers manage classrooms and pupils within the site to ensure that noise generated is not unreasonable given the nature of the education use.

5.17 *Noise from the playing fields.*

Response:

- Owing to the frequency of the use of the playing pitches and the times of the day when they will be used it is not judged that the noise generated from them will be significantly harmful. In addition the northern area of the site currently is laid out as playing fields so its use for sport is not new to this location.

5.18 *Loss of Trees.*

Response:

- The constraints placed on the development, namely the need for continuous on site education, the required expansion of the school and the need to prevent the net loss of open space means that there are limited options for the position of the building. This has led to the potential loss of

up to 31 trees. The trees that will be lost as a consequence of the development will however be compensated for by additional planting.

- The school understands that trees along the northern boundary of the site have been removed by third parties in the past and there is no connection with their removal to the current application. The trees were not removed by the school itself. It is understood that the trees were removed because of the overshadowing impacts that they caused to residential gardens. In light of this, the school is reluctant to introduce more trees in those locations on the northern boundary where trees have been removed although it would consider the further thoughts of residents on this point.

5.19 *Planting of laurels to screen the development will take a number of years to grow before they become effective screens. The tree that is between the building and neighbouring properties on Dimond Road should remain in place.*

Response:

- The tree that is proposed to be removed is an Ash tree referred to as T17 within the planning submission. It is regrettable that the tree needs to be removed. Owing to the constrained nature of the site it is not possible to retain the tree. Compensatory tree planting is proposed for all trees lost on the site. Two trees will be required (by condition) to be planted for each tree removed. Tree planting to the gap between the proposed building and the boundary of the site with the closest properties on Dimond Road can be required by planning condition.

5.20 *Too near/affecting boundary.*

Response:

- The building will be sufficiently far from the boundary to not cause any significant planning concerns relating to neighbouring amenity.

5.21 *Unacceptable mass owing to large/long rectangular shape; poor design, no reflection of surroundings. Overdevelopment.*

Response:

- The shape of the building is a consequence of conflicting demands. The site must accommodate continuous education as well as ideally achieving no net loss of open space once the development is completed. There are also tight financial constraints placed on the development and together these matters have led to the design and location of the building.

5.22 *Preference to a subtle colour scheme without bright colours.*

Response:

- Negotiation has taken place between the applicant and the Council with the aim of providing a building which exhibits the highest possible quality of design given the tight financial constraints that the scheme is under. The City Council consider that the combination of brick and cladding with small sections of colour to be acceptable in design and appearance terms. Whilst a render will be used it is not envisaged that a bright colour will be used for any of the main elements of the building on the rear elevation other than small sections of cladding used to create interest. The council will control the materials chosen by the use of a planning condition.

5.23 *Impact on local drainage.*

Response:

- Planning conditions can be used to ensure that drainage achieved on site is satisfactory. Southern Water nor the Councils Flood Risk Team object to the development on drainage grounds.

5.24 *Demolition risks and use of asbestos.*

Response:

- Demolition involving asbestos is strictly controlled under separate legislation.

5.25 *Affecting a Conservation Area.*

Response:

- There are no conservation areas located nearby that will be harmed as a consequence of the development.

5.26 *Effect on Wildlife. Cycle store next to 151 Dimond Road will disturb stag beetles.*

Response:

- The Council are in discussion with the ecologists who have carried out the ecological surveys required as part of the development. The Councils Ecologist has no significant objections at the time of writing the report however is expecting to receive additional information to support the application. There will also need to be an ecology specific mitigation and enhancement plan agreed as part of the development, this will potentially occur at the discharge of conditions stage of the application process.

5.27 *The drawings provided do not enable local residents to understand the impact of the development from their perspectives.*

Response:

- The elevation drawings and plans communicate the appearance and location of the building. It would be unusual to produce a dedicated visualisation from a private viewpoint, and the application package currently provides visualisations from suitable publicly accessible viewpoints in the vicinity of the site. Three dimensional drawings have also been provided to help assess the visual impact of the scheme and the school has held a public consultation meeting to discuss the development to local residents.

5.28 **Consultation Responses**

5.29 **SCC Principal Officer for Education and Schools:** The rebuilding and expansion of Bitterne Park Secondary School is a key part of the council strategy for the expansion and improvement of secondary school capacity in the city.

5.30 **SCC Flood Risk Management:** The proposed system complies with the requirements of the non-technical standards in relation to peak flow and volume control. However, as the maintenance requirements have yet to be established. There is a ditch at the north eastern end of the field to the rear of the properties along Oaktree Road – there have been historic flooding issues associated with this and therefore should be improved and maintained. No objection subject to the imposition of relevant conditions. .

- 5.31 **SCC Employment and Skills Development Coordinator:** An Employment and Skills Plan is needed and will be secured via legal agreement.
- 5.32 **SCC Highways:** No objection, apply recommended conditions.
- 5.33 **SCC Trees:** The trees on the site are protected by The Southampton (Bitterne Park School) Tree Preservation Order 2011 and as such are a material consideration to this application. Removal of trees for temporary structures needed for the interim period is not sufficiently justified. The plans submitted do not correspond accurately (tree labelling). Where footpaths are to be formed construction details are required. Insufficient detail has been provided to identify how trees will be protected when retaining walls are constructed on site within their root protection zones. Loss of two silver birch trees due to the revised position of the pedestrian entrance on the eastern boundary is opposed. A revised Arboricultural Impact Assessment and Arboricultural Method Statement needs to be provided. A clear specification of the proposed ground protection is required. The planting plan is not supported due to its limited species choice. The landscaping proposal should be reconsidered to increase the diversity of tree species and remove raised beds for tree planting. Details of any trees within a hard surfaced area will need to be provided (tree pit specification). Until more information is provided the Tree Team do not support the proposal.
- 5.34 **SCC Ecology:** No objection subject recommended conditions.
- 5.35 **SCC Sustainability:** The development is targeting BREEAM Very Good with a score of 61.53% (where there is a minimum of 55% for Very Good and 70% required for Excellent). The requirement for 15% reduction in CO₂ using low-carbon technologies is being met, with the use of a CHP system. The mandatory elements to achieve Excellent rating are being met, including the Excellent Energy levels (i.e. 5 credits in Ene 01).
- 5.36 Discussions were held with the consultants, who undertook the BREEAM report. Individual credits have been discussed and it is felt that it has been fully justified as to why the full BREEAM Excellent cannot be achieved on this particular scheme.
- 5.37 The development includes energy sub-metering, water metering, improvements to reduce water consumption, sourcing of legally harvested and traded timber, and minimising the impact on existing site ecology. The highest contributions to the overall assessment are predicted to be from the Health & Wellbeing, Energy & Pollution categories.
- 5.38 Further investigation is being carried out by the design team to seek the highest possible score, so additional credits may be able to be achieved. Given the constraints on the development and the effort to target as many credits as possible the Sustainability Team do not oppose the development subject to recommended conditions.
- 5.39 **SCC Contamination:** No objection subject to recommended conditions.

- 5.40 **SCC City Design:** No objection, apply recommended conditions.
- 5.41 **SCC Planning Policy:** Provided that Sports England are satisfied with the response and proposals, Policy have no objection.
- 5.42 **Sport England:** Sport England object to the application.
- 5.43 This scheme proposes the loss of playing field which has accommodated football and rugby in the past. The area has also formed the outfield for cricket and rounders. The proposal would position a new school building on this part of playing field. The scheme also proposes the creation of a new area of playing field in the middle of the site in the position of the existing school building. The proposed plans do not state the amount of playing field lost but at the meeting it was suggested to be 250 square metres.
- 5.44 Subject to the whole proposal providing either equivalent or better provision for sport, this proposal has potential to be considered in light of Sport England's Exception policy E4 which states:
- 5.45 *The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.*
- 5.46 It also has potential to be considered in light of the second criterion of Paragraph 74 of the NPPF which states:
Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location;*
- 5.47 Sport England object to the proposal because as a consequence of the development the re-provided sports pitches will not be able to accommodate adult size football and rugby pitches or a full size cricket pitch. Improvements to the circulation routes around the site and the internal layout of the sports hall & changing rooms as well as a dedicated reception for the sports facilities have been recommended. No details of how out of school hours access to the sports facilities will be provided have been given.
- 5.48 Should the Council be minded to grant planning permission for the development then in accordance with the Town and Country Planning (Consultation) (England) Direction 2009, and the National Planning Policy Guidance the application should be referred to the National Planning Casework Unit. Also if minded to approve a condition is required for the improvement and maintenance of playing field drainage.
- 5.49 **Airport Safeguarding Team:** Part of the site forms part of a Public Safety Zone. No objection has been raised to the proposal subject to the imposition of recommended conditions.

- 5.50 **Southern Water:** No objection, apply recommended conditions and informatives.
- 5.51 **City of Southampton Society:** No objection in principle, construction should be kept separate from the children at the school. Control is needed over construction traffic including vehicular parking - parking must be provided on site.
- 5.52 **Hampshire Crime Prevention Design Advisor:** The applicant has met with the Crime Prevention Design Advisor to discuss the application however the applicant has not signed up to use the formal advisory services [Designing Out Crime Consultation (DOCC)]. The Police have no objection in principle to the application but would wish the applicant to continue to work with them to satisfy any security concerns.

6 Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
- i. Principle of development;
 - ii. Sports pitch re-provision and phasing;
 - iii. Design & sustainability;
 - iv. Residential amenity;
 - v. Highways and parking; and,
 - vi. Ecology and trees.

Principle of development

- 6.2 Southampton City Council (SCC) are in favour of school development, which seeks to modernise and improve teaching facilities within the City for the benefit of pupils and teaching staff. The principle of redeveloping the site is supported. Whilst it is acknowledged that continuous education provision creates a significant constraint SCC are committed to working with developers with the aim of providing high quality education facilities which can be used for multiple purposes to benefit the community.
- 6.3 The new building will provide improved facilities for a growing number of children, and the development will also enable the Council to control the use of the building so that it can be accessed by community groups' outside of school hours.
- 6.4 Furthermore the NPPF states that 'the Government attaches great importance to ensuring that sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education' (paragraph 72 refers).
- 6.5 The site includes an area defined by Local Plan policy SDP19 as a public safety zone as it is within the flight path of Southampton Airport. The policy states that planning permission will not be granted for development in the Airport Public Safety Zone, which would result in the increase in the numbers of people within the zone. However it is important to note that the main school building is not specifically proposed within the zone itself. The school, applicant and the developer (Kier) have consulted with the airport operator to address the key operational requirements of the airport that are relevant in the context of the

proposals as well as relevant safety and amenity considerations for the school. Accordingly the development should not be opposed on the basis of policy SDP19. It is also noted that the Airport Safeguarding Team do not oppose the development.

Sports pitch re-provision and phasing:

- 6.6 As part of this application for the replacement school there is a need to ensure that the redevelopment can be undertaken without compromising the school's ability to provide continuous education provision on site. There is also a need to safeguard open space, including playing fields, due to Core Strategy Policy CS21 and paragraph 74 of the NPPF.
- 6.7 LDF Core Strategy Policy CS21 (Protecting and Enhancing Open Space) seeks to retain the quantity, and improve the quality, of existing open space provision. There is a presumption against developing existing school playing pitches unless alternative provision of equal (if not better) space is provided. Due to the need to provide continuous education on site an existing playing field will need to be built on. This will result in a temporary loss of playing fields on site during construction. Throughout the construction of the school pupils will use the offsite sports facilities at Riverside Park and it is proposed to travel to and from Riverside Park on foot with pupils being accompanied by members of staff.
- 6.8 Once the replacement school is completed the existing buildings can be demolished and the land reinstated as a replacement sports pitch. The strategy however will not be able to provide the same area of sports pitch that is provided on site at present. In summary, there will be a decrease in playing field area of 195 square metres which represents less than 1% of the existing playing field area. As such, at the time of writing the report Sport England have not been able to support the proposal (refer to paragraphs 5.42 – 5.48).
- 6.9 Given the wider benefits of improved education provision, and the site constraints, i.e. the need to provide continuous education, proximity of the Airport Public Safety Zone, location of the badger sett, site topography and scale of the building needed it is recommended that a departure can be accepted in this instance.

Design & sustainability

- 6.10 The adopted LDF Core Strategy Policy CS13 continues the Council's commitment to securing high quality design. The new building is a significant structure at 110m long, 35m wide and 16m in height (4 storey elevation, including expected plant equipment). The external design has been formed with the aim of seeking to break up the mass of the northern elevation by using two different external facing materials. Alternative options for the location and configuration of buildings have been reviewed in detail, with a conclusion being that the proposed siting is the only feasible location to deliver the required scheme and optimise open areas of the site for sports facilities; the location also enables the site to operate efficiently and without pause.
- 6.11 Whilst the proposed building design could be more visually interesting, given the proposed use, retained tree screening and mitigation measures, it is acceptable

in planning terms. The chosen pallet of materials is supported and will be controlled by condition.

- 6.12 The adopted LDF Core Strategy Policy CS20 commits the Council to securing sustainable development. The applicant proposes to meet and exceed BREEAM 'Very Good' standard although cannot achieve BREEAM 'Excellent' which is required by Core Strategy Policy CS20. The development is therefore not policy compliant as new developments are expected to achieve BREEAM 'Excellent'. As such the proposal represents a departure from the Development Plan (refer to paragraph 5.35 for full details).
- 6.13 The development has been unable to achieve BREEAM Excellent because a number of the available credits are difficult to target, for example the daylighting credit cannot be achieved as the assembly hall is in the centre of the building, due to the depth of the building mechanical ventilation must be incorporated; Rainwater harvesting is unlikely to be achievable because the roof spaces must also accommodate mechanical/electrical plant items; Acoustic performance is limited due to the proximity of the airport; and because the building is being constructed prior to the demolition of the existing building use recycled aggregates will be limited.
- 6.14 Given the wider benefits of improved education provision, and the applicant's conclusion that a BREEAM 'Excellent' would jeopardise the viability of the project and the support given by the Councils Sustainability advisor (refer to paragraphs 5.35 to 5.38 above) due to the constraints of the development it is recommended that a departure can be accepted in this instance.

Residential amenity

- 6.15 The impact of the development on neighbouring residential amenity forms the bulk of the representation received as a consequence of the consultation undertaken with local residents. Eight letters of objection have been received showing the strength of feeling in the local area. The school has undertaken a public consultation exercise prior to the submission of the application in order to engage with the local community with the aim of preventing a large amount of objections to the proposal. The response to the points raised in section 5 above demonstrate that whilst there is an impact on local residents it is considered that in planning terms the impact is acceptable and allows the development to be recommended for approval.
- 6.16 Local residents raise a wide range of impacts including traffic generation and associated parking and congestion problems, visual impact concern due to the scale and position of the building leading to loss of light through increased shading and privacy. Lighting from the school building itself has also been raised as a concern along with noise from classrooms and the playing field. The response to these concerns as detailed above identify that whilst Officers appreciate that development will have an impact in planning terms the impact is justified and is acceptable. The benefits of the proposal outweigh the negative and conditions have been recommended where appropriate.
- 6.17 The most effective way to mitigate the visual impact of the development will be with compensatory tree planting. The common boundary of the site is marked by

mature planting. Where there are gaps in the tree line on the northern boundary there is the potential to plant more trees although the school are reluctant to do so as they are of the impression that they were not felled by the school and instead have been felled to reduce shading to the back gardens of residential properties to the north. There is however still the potential to add trees where gaps are situated if required. The development results in approximately 30 trees having to be felled the replacements (Council policy is 2 for 1) can be used to mitigate the impact of the development.

- 6.18 The building is located 30m from the nearest residential property. A mitigation plan will be needed to offset the impact of the development on the nearest neighbours. A laurel hedge has been planted near the boundary of the site to start this process and it is recommended that additional tree planting is located in the area of the site adjacent to residential boundaries.
- 6.19 Noise impact can be managed by the school staff. Lighting can be managed by the addition of a planning condition. As such it is judged that no significant privacy and/or amenity issues will arise as a consequence of the development. The application is considered to address the requirements of adopted Local Plan policies SDP1(i), SDP7(v) and SDP9(v).

Highways, access & parking

- 6.20 A Transport Assessment (TA) and proposed travel plan have been submitted to support the application. The latter, which includes measures to reduce the likelihood of staff arriving by car and parents arriving and collecting children by car, can be secured through the internal undertaking.
- 6.21 Car parking is a key determinant in the choice of mode of travel. The Local Plan aims to reduce reliance on the private car and encourage alternative modes of transportation such as public transport, walking and cycling. The level of proposed car parking should be governed by the Council's revised maximum parking standards (2011), which support a maximum number of 1.5 spaces per classroom for this area of accessibility. In this instance 121 spaces are proposed which equates to an additional 22 parking spaces on site. The Highways Team have not objected to the proposed level of car parking.
- 6.22 It makes sense to intensify educational use on this large site that is at the heart of its local community, with good accessibility to the public transport network, encouraging healthier lifestyles by walking and cycling. The ongoing implementation of the Travel Plan will encourage the use of non-car modes and car sharing. The proposed redevelopment of this school is acceptable in highway safety terms.
- 6.23 The relocation of the main building to the northern part of the site, and the two additional access points will help to distribute the impact of pupil's arrival and departure from school experienced by local residents. This will help to potentially dissipate the impact of the 'school run' on local residents.
- 6.24 Staff parking has been increased in numbers, and the capacity of the school will increase by 300 pupils. 14 parking spaces have been incorporated adjacent to the school entrance, which allows staff to drop off/collect their work whilst still using the main car park area at the rear which is accessed from Copsewood

Road. This car park area must be secure. CCTV can be conditioned to cover the parking area.

- 6.25 In total 22 new car parking spaces will be provided on site and the cycle storage provision will be dramatically increased from 45 to 166. The quality of the cycle storage accommodation will also be considerably improved and it is hoped that the provision will encourage more pupils and staff to use bicycles to travel to and from the site.
- 6.26 A traffic regulation order will be required to make changes to parking restrictions around the site, and for yellow school markings to be provided at the entrance points not already covered. This will help to provide passing spaces within the street to free traffic flows at peak times. It will also help improve highways safety for pedestrians and cyclists when entering and exiting the site by improving visibility for all road users.

Ecology and trees

- 6.27 The ecological investigation carried out on site identified that the site is capable of accommodating a range of species including species protected in law, these include badgers, bats and stag beetles. As a consequence of the development the amount of foraging habitat for those species will reduce (especially during construction) therefore a detailed scheme of mitigation measures is required. Planning conditions have been agreed to ensure that the development is satisfactory in ecological terms.
- 6.28 Adopted Local Plan policies SDP6 (vii), SDP7(i) and SDP12 seek to ensure that major planning applications are supported by tree survey work and details of tree protection. The trees on site are protected by The Southampton (Bitterne Park School) Tree Preservation Order 2011. This makes them a material consideration in the planning process. Between 29 and 31 (exact figure not yet known as the proposal involves the removal of groups of small trees) are proposed to be felled as a consequence of the development. Compensatory planting can be provided on site. The principle of the development is not opposed by the Tree Team however the submitted Arboricultural Method Statement and Impact Assessment that accompanies the application is not of sufficient quality to allow the Tree Team to lend their support to the scheme. Whilst the loss of trees on site is regrettable the provision of a new school and potential for replacement planting (2:1 ratio) outweighs the loss of trees from a planning perspective. Removed trees can be compensated for and an amended Arboricultural Method Statement and Impact Assessment will need to be submitted. Planning conditions can be applied address the concerns of the Tree Team.

Summary

- 6.29 The main school building dates from the 1960s and would require significant and costly remodelling to bring it up to modern standards and to facilitate its extended purpose.
- 6.30 There is a significant need for additional school places in this catchment. Failure to deliver by the intake for 2017 will result in more pupils than places. This is a significant material consideration in this case. The proposed phasing allows for continuous education to take place on site.

- 6.31 All material planning considerations have been taken into account when assessing the merits of this planning application. Whilst it is recognised that design could be improved, the scheme fails to achieve BREEAM 'Excellent', Sport England have objected and the Council require additional information to be submitted regarding the trees on site. On balance, it is considered that the scheme is acceptable due to the urgent requirements for additional school places and improved teaching facilities in this location; in addition to the community 'dual use' potential.
- 6.32 Failure to deliver the project would represent the loss of an important opportunity for the City Council, the school and most importantly its pupils. This is a significant material consideration in this case in accordance with Policy CS11.
- 6.33 The development is not policy compliant as it cannot achieve BREEAM 'Excellent' and the amount of playing field re-provided after the development has been completed cannot match the amount of playing field that is available at present however for the reasons outlined in this report the application is recommended for approval subject to the attached planning conditions.

Conclusion

- 6.34 For the reasons detailed in the report above the scheme is recommended for approval. In the event that the Planning and Rights of Way Panel agree the application must be referred to the National Planning Casework Unit prior to the decision being issued.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1a-d, 2b-d, 4f, 4v, 6a, c, d, i, 7a, 8a, 9a-b

MP3 for 15/09/2015

PLANNING CONDITIONS

1. APPROVAL CONDITION - Full Permission Timing Condition - Physical works

The development works hereby permitted shall begin not later than three years from the date on which this planning permission was granted.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

2. APPROVAL CONDITION - Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning.

3. APPROVAL CONDITION - Use Restriction [Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), the buildings shall only be used for educational purposes with ancillary sporting and refectory facilities available to the public through the community use agreement, and for no other purpose within Class D1 of Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To define the consent having regard to the need for classroom spaces across the city, level of car parking provision and to allow the local planning authority to control the nature of development in terms of protecting the character and amenity of the surrounding area.

4. APPROVAL CONDITION - Operation restriction [Pre-Occupation Condition]

The school premises hereby approved shall be operated on a "dual use" basis in accordance with further details that shall be agreed in writing with the Local Planning Authority prior to first occupation. These details shall include the proposed hours of use, the on-site management of the community uses and a pricing policy (if applicable). The site shall be closed and vacated of all persons enrolled on educational courses or accessing the building through the community use agreement between the hours of 22:00 and 06:00 on a daily basis.

Reason: To safeguard the amenities of occupiers of adjoining residential properties and to secure wider community benefit in accordance with Policy CS11.

5. APPROVAL CONDITION - Hours of work for Demolition / Clearance / Construction [Performance Condition]

All works relating to the demolition, clearance and construction of the development hereby granted shall only take place between the hours of;

Monday to Friday 08:00 hours to 18:00 hours (8.00am to 6.00pm)

Saturdays 09:00 hours to 13:00 hours (9.00am to 1.00pm)

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of the occupiers of existing nearby residential properties.

6. APPROVAL CONDITION - Details of building materials to be used (Pre External Elevations)

Notwithstanding the details shown on the approved drawings no works shall commence on the construction of the external elevations of the buildings hereby approved until a schedule of materials and finishes (including samples and full details of the manufacturers, types and colours of the external materials) to be used for external walls, windows and the roof of the proposed buildings has been submitted to and approved in writing by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality.

7. APPROVAL CONDITION - Construction Plan (Pre-Commencement Condition)

Prior to the commencement of any development a written Construction Environment Management Plan and a Construction Method Statement and appropriate drawing

shall be submitted to and approved by the LPA. The Construction Environment Management Plan shall contain method statements and site specific plans to prevent or minimise impacts from noise, vibration, dust and odour for all operations, as well as proposals to monitor these measures at the site boundary to ensure emissions are minimised beyond the site boundary. The Construction Method Statement shall specify vehicular access arrangements, the areas to be used for contractor's vehicle parking and plant, storage of building materials and any excavated material, temporary buildings and all working areas required for the construction of the development hereby permitted. The building works shall proceed in accordance with the approved Construction Environment Management Plan and Construction Method Statement once agreed.

Reason: To protect the amenities of neighbours and the wider environment.

8. APPROVAL CONDITION - No Pile Driving for Foundations [Performance Condition]
No percussion or impact driven piling activities shall take place for pre-works, foundations, or as any part of the development.

Reason: In the interests of securing the stability of the site and adjacent land in order to protect the amenities of occupiers of nearby properties.

9. APPROVAL CONDITION - Demolition - Dust Suppression [Pre-Commencement Condition]

Measures to provide satisfactory suppression of dust during the demolition works to be carried out on the site shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The agreed suppression methodology shall then be implemented during the demolition period.

Reason: To protect the amenities of users of the surrounding area.

10. APPROVAL CONDITION - Wheel Cleaning Facilities [Pre-Use Condition]

During the period of the preparation of the site, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on the site and no lorry shall leave the site until its wheels are sufficiently clean to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

11. APPROVAL CONDITION - Sightlines Specification [Pre-Commencement Condition]

Prior to the use of the revised parking layout and associated additional parking spaces as approved a detailed plan shall be submitted to and approved in writing by the local Planning Authority showing visibility splays/sightlines for all vehicular access/egress points for the site.

Reason:

To provide safe access to the development and to prevent congestion on the highway.

12. APPROVAL CONDITION - Access and Parking [Performance Condition]

The application site shall at all times (both during and after the construction phase) provide facilities for the loading/unloading/circulation of vehicles and for the parking of a maximum

of 121 cars to serve the school use. The car parking shall thereafter be retained for use in association with the educational buildings and their "dual use" hereby approved.

Reason: To prevent obstruction to traffic in neighbouring roads, to ensure provision of vehicular access, car parking and servicing, to avoid congestion in the adjoining area and to protect the amenities of the area, in the interests of highway safety.

13.APPROVAL CONDITION, School Deliveries (Performance Condition)

Deliveries to the school shall not be between the hours of 8:30am – 10am and 2:30pm – 4:30pm.

Reason: In the interests of reducing highways congestion during peak traffic hours at the beginning and end of the school day.

14.APPROVAL CONDITION, Cycle Storage [Pre-Occupation Condition]

Before the building is first occupied full details of facilities to be provided for the secure storage of 166 bicycles shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle storage facilities shall be provided prior to the first occupation of the development hereby approved and retained thereafter whilst the site is used for education.

Reason: In the interests of visual amenity, the amenities of future occupiers of the development and the amenities of occupiers of nearby properties

15.APPROVAL CONDITION - Refuse & Recycling [Pre-Commencement Condition]

Before works commence details (and amended plans) of facilities to be provided for the storage, removal and recycling of refuse from the premises shall be submitted to the Local Planning Authority and approved in writing. Such facilities as approved shall provide for a level approach and be permanently maintained and retained for that purpose.

Reason: In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.

16.APPROVAL CONDITION, Internal Lighting (Pre-commencement Condition)

A written lighting scheme to demonstrate how the internal rooms of the building shall be illuminated outside of daylight so that lights are turned off in rooms when they are not required and methods of ensuring that neighbours do not experience significant light intrusion, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the hereby approved development.

Reason: To respond to neighbouring concerns/in the interests of neighbouring amenity and sustainability.

17.APPROVAL CONDITION – External Lighting [Pre-Occupation Condition]

A written lighting scheme to demonstrate how the parking areas and across routes across the site shall be illuminated outside of daylight hours, to include a light scatter diagram with relevant contours, shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the hereby approved development. The installation must be maintained in accordance with the agreed written scheme and the hard play surfaces/pitches at the southern end of the site shall not be floodlit at any time. The scheme must demonstrate compliance with table 1 "Obtrusive Light Limitations for Exterior Lighting Installations", by the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light 2005.

Reason: In the interest of safety and security and to prevent harm to local wildlife (in particular badgers and bats); and to protect neighbouring amenity.

Informative: In the interests of ecology and more specifically protected bats which are sensitive to light an ecologist should be consulted when designing the scheme to ensure that no harm to wildlife, that might otherwise use the trees and hedges for nocturnal foraging, shall occur.

18.APPROVAL CONDITION - Ecological Mitigation Statement [Pre-Commencement Condition]

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, [as set out in 'Update Phase 1 Bat And Badger Survey, Bitterne Park School, June 2015, Updated August 2015' submitted with the application] which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme before any demolition work or site clearance takes place.

Reason: To safeguard protected species under the Wildlife and Countryside Act 1981 (as amended) in the interests of preserving and enhancing biodiversity.

19.APPROVAL CONDITION - Protection of Nesting Birds [Performance Condition]

No clearance of vegetation likely to support nesting birds shall take place between 1 March and 31 August unless a method statement has been agreed in writing by the Local Planning Authority and works implemented in accordance with the agreed details.

Reason: For the safeguarding of species protected by The Wildlife & Countryside Act 1981 (as amended) and the conservation of biodiversity

20.APPROVAL CONDITION - BREEAM Standards (commercial development) [Pre-Commencement Condition]

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum overall 'Very Good' against the BREEAM Standard, including the mandatory credits for 'Excellent', in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

Reason: To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

Informative: The Applicant should be seeking to achieve 61.53% overall for the BREEAM assessment. The scoring identified is a reflection of the discussions held between the Council and the Applicant prior to the application being determined at Planning Panel.

21.APPROVAL CONDITION - BREEAM Standards (commercial development) [performance condition]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum overall 'Very Good' against the BREEAM Standard, including the mandatory credits for 'Excellent

'in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

Reason: To ensure the development has minimised its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

22. APPROVAL CONDITION- Land Contamination Investigation and Remediation [Pre-Commencement & Occupation Condition]

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following phases, unless identified as unnecessary by the preceding phase and approved in writing by the Local Planning Authority:

1. A desk top study including;
 - historical and current sources of land contamination
 - results of a walk-over survey identifying any evidence of land contamination
 - identification of the potential contaminants associated with the above
 - an initial conceptual site model of the site indicating sources, pathways and receptors
 - a qualitative assessment of the likely risks
 - any requirements for exploratory investigations.
1. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
2. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scene of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development.

Any changes to these agreed elements require the express consent of the local planning authority.

Reason: To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required remediation of the site is to an appropriate standard.

23. APPROVAL CONDITION - Use of Uncontaminated Soils and Fill [Performance Condition]

Clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall only be permitted for infilling and landscaping on the site. Any such materials imported on to the site must be accompanied by documentation to validate their quality and be submitted to the Local Planning Authority for approval prior to the occupancy of the site.

Reason: To ensure imported materials are suitable and do not introduce any land contamination risks onto the development.

24.APPROVAL CONDITION- Unsuspected Contamination [Performance Condition]

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority.

Any changes to the agreed remediation actions will require the express written consent of the Local Planning Authority.

Reason: To ensure any land contamination not previously identified is assessed and remediated so as not to present any significant risks to human health or, the wider environment.

25.APPROVAL CONDITION - Replacement Trees [Pre-commencement Condition]

Any trees to be felled pursuant to this decision notice will be replaced with species of trees to be agreed in writing with the Local Planning Authority prior to any trees being felled in association with this development at a ratio of two replacement trees for every single tree removed. The trees will be planted within the site or at a place agreed in writing with the Local Planning Authority. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The replacement planting shall be carried out within the next planting season (between November and March) following the completion of construction. If the trees, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, they will be replaced by the site owner / site developer or person responsible for the upkeep of the land in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

No trees will be planted that will have the potential to grow higher than 36m AOD.

Reason: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990 and due to the proximity of the site to Southampton Airport.

26.APPROVAL CONDITION - Arboricultural Method Statement [Pre-Commencement Condition]

No operation in connection with the development hereby permitted shall commence on site until a site specific Arboricultural Method Statement in respect of the protection of the trees during all aspects of work on site is submitted and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works on site. The Method Statement will include the following:

1. A specification for the location and erection of protective fencing around all vegetation to be retained.
2. Specification for the installation of any additional root protection measures.

3. Specification for the removal of any built structures, including hard surfacing, within protective fencing areas.
4. Specification for the construction of hard surfaces where they impinge on tree roots.
5. The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs).
6. An arboricultural management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures.
7. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

Reason: To ensure that provision for trees to be retained and adequately protected throughout the construction period has been made.

27. APPROVAL CONDITION - Arboricultural Protection Measures [Pre-Commencement Condition]

No works or development shall take place on site until a scheme of supervision for the arboricultural protection measures has been approved in writing by the LPA. This scheme will be appropriate to the scale and duration of the works and may include details of:

- Induction and personnel awareness of arboricultural matters.
- Identification of individual responsibilities and key personnel.
- Statement of delegated powers.
- Timing and methods of site visiting and record keeping, including updates.
- Procedures for dealing with variations and incidents.

Reason: To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2012, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees on site.

28. APPROVAL CONDITION - Landscaping, Lighting & Means of Enclosure Detailed Plan [Pre-Occupation Condition]

Notwithstanding the submitted details before the occupation of the development hereby approved a detailed landscaping scheme and implementation timetable shall be submitted, which includes:

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise and agreed in advance);
- iv. details of any proposed boundary treatment, including retaining walls; and
- v. a landscape management scheme.
- vi. The landscaping shall include a detailed mitigation scheme, including tree planting, to the rear of properties on Dimond Road and Oaktree Road to the North of the site who are most effected by the proposal in particular (but not exclusively) the neighbour at 151 Dimond Road.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

The approved hard and soft landscaping scheme (including parking) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

Reason: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990

29.APPROVAL CONDITION - Improvement and Maintenance of Playing Field Drainage, Pre-Occupation Condition

The development shall not be occupied until a scheme for the improvement and maintenance of playing field drainage, based upon an assessment of the existing playing field quality and including an improvement and maintenance implementation programme, shall be submitted to and approved in writing by the Local Planning Authority [after consultation with Sport England]. The playing fields shall thereafter be improved and maintained in accordance with the approved scheme.

Reason: To ensure the quality of pitches is satisfactory and that they are available for use before the development is occupied.

Informative: Sport England recommend that the drainage assessment and improvement/management scheme is undertaken by a specialist turf consultant.

30.APPROVAL CONDITION - Sustainable Drainage (Pre Commencement Condition)

No development shall take place until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i. a timetable for its implementation, and
- ii. 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.

Reason: To seek suitable information on the future maintenance and management arrangements of the Sustainable urban Drainage Systems as required by government policy and Policy CS20 of the Southampton Core Strategy (Amended 2015).

31.APPROVAL CONDITION - Foul and Surface Water Drainage (Pre-Commencement Condition)

No development shall commence, apart from demolition of the existing buildings, until details of the proposed means of foul and surface water sewerage disposal has been submitted to, and approved by, the Local Planning Authority in consultation with Southern

Water. The development shall be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the Local Planning Authority may be satisfied that the development would not increase the risk of flooding in the area.

32.APPROVAL CONDITION - Protection of Sewers (Pre-commencement condition)

No demolition shall commence, apart from demolition of the existing buildings, until details of measures to protect or divert the public sewers which cross the site, have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water. The development shall be carried out in accordance with the approved measures unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure this important public infrastructure is protected during the course of construction of the development.

33 APPROVAL CONDITION, Plant Equipment Screen (Pre-Commencement Condition).

Notwithstanding the details shown on the approved drawings no works shall commence on the construction of the external elevations of the buildings hereby approved until a scheme is submitted to and approved in writing by the Local Planning Authority showing how the plant equipment at roof top level is to be screened. Once approved the plant equipment screen shall be installed prior to the occupation of the building and shall be retained in perpetuity.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity by endeavouring to achieve a building of visual quality.

34.APPROVAL CONDITION - Crime Prevention Measures - [Pre-Occupation Condition].

Prior to the occupation of the development hereby approved details of measures proposed to reduce the potential for crime to occur on the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall have been provided prior to the first use of the new school for education purposes.

Reason: In the interest of crime prevention and to address the written comments of Hampshire Constabulary at the planning application stage.

35. APPROVAL CONDITION - Window specification limitations [Performance Condition]

All windows shall have a reveal of at least 100mm from the finished facade.

Reason: In the interests of amenity by endeavouring to achieve a building of visual quality.

POLICY CONTEXT

City of Southampton Local Plan Review – (March 2006)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban design principles
SDP7	Context
SDP8	Urban form and public space
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable energy
SDP16	Noise
SDP17	Lighting
SDP19	Public Safety Zone
SDP21	Water quality and drainage
SDP22	Contaminated land
NE4	Protected Species
CLT3	Protection of Open Spaces
TI2	Vehicular access

City of Southampton Core Strategy - (January 2010)

CS11	An Educated City
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS21	Protecting and Enhancing Open Space
CS22	Promoting Biodiversity and Protecting Habitats
CS23	Flood Risk
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Emerging Bassett Neighbourhood Plan (June 2015)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)



Scale: 1:2,500

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