

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 16th February 2010
 Planning Application Report of the Head of Division

Application address: Chamberlayne College, Tickleford Drive, Southampton			
Proposed development: Redevelopment by the erection of a replacement school building (up to 9,000sqm gross floor space) with a Multi Use Games Area (MUGA), associated parking and vehicular access from Weston Lane (outline application with means of access for consideration at this stage) following demolition of the existing building - Description amended following validation to include the MUGA of the site			
Application number	09/01163/R3OL	Application type	Outline
Case officer	Stephen Harrison	Application category	Q12 Majors S - other

Recommendation Summary	Delegate to Development Control Manager to grant planning permission subject to criteria listed in report (Regulation 3 application)
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Reason for Panel consideration	Application submitted on behalf of Southampton City Council
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Applicant: Southampton City Council	Agent: Capita Symonds
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Date of receipt	26.11.2009	City Ward	Woolston
Date of registration	26.11.2009	Ward members	Cllr R Williams
Publicity expiry date	12.02.2010		Cllr Payne
Date to determine by	25.02.2010 IN TIME		Cllr Cunio

Site area	53,834sq.m (5.3ha)	Usable amenity area	N/A
Site coverage	N/A - Outline	Landscaped areas	N/A
Density - whole site	N/A		

Residential mix	numbers	size sq.m	Other land uses	class	size sq.m
Studio / 1-bedroom	N/A	N/A	Commercial use	N/A	N/A
2-bedroom	N/A	N/A	Retail use	N/A	N/A
3-bedroom	N/A	N/A	Leisure use	N/A	N/A
other	N/A	N/A	other	D1	9,000 (upto)

accessibility zone	Part low/medium	policy parking max	1.5 spaces/classroom
parking permit zone	no	existing site parking	108 spaces
cyclist facilities	yes	car parking proposed	108 spaces
motor & bicycles	Not determined	disabled parking	2 spaces

Key submitted documents supporting application

1	Design & Access Statement	2	Planning Response (15/01/10)
3	Planning Supporting Statement	4	Arboricultural Method Statement
5	Contaminated Land Report	6	Biodiversity Checklist
7	Sustainability Checklist	8	Ecological Appraisal
9	Tree Survey	10	Flood Risk Assessment
11	Transport Statement & Summary	12	Green Travel Plan
13	Statement of Community Involvement	14	Archaeological Assessment
15	Acoustic Assessment (As updated)	16	Ground Contamination Assessment

Appendix attached

1	Development Plan Policies	2	Planning History
3	Sport England Objection Letter	4	Suggested Planning Conditions

Recommendation in full

1. Subject to written confirmation from Sport England withdrawing their objection to the application on statutory loss of playing field grounds, and on the location of the MUGA and potential dual use with the leisure centre, and
2. Subject to written confirmation from SCC Environmental Health withdrawing the objection to the application on the location of the MUGA and potential disturbance to adjacent residential properties,
3. Delegate to the Development Control Manager to grant planning permission

Procedural Context

Councils Own Development

The proposed scheme is a Regulation 3 application for Outline Permission. A Regulation 3 application relates to proposals made by the Local Authority (in this case as the Local Education Authority) for development that it wishes to undertake as part of its remit as a public sector service provider.

It is general practice that following the proper assessment of the planning merits of the proposal that Regulation 3 applications should be either approved if considered acceptable, or the application should be requested to be withdrawn if not considered acceptable for justifiable planning reasons that would normally result in a refusal.

Application Content

A modification of the outline planning application procedure was introduced in August 2006 by the Government. These changes require applicants to demonstrate more clearly that their proposals have been properly considered in light of the relevant development plan policies and guidance. As a minimum Circular 01/2006 (Guidance on Changes to the Development Control System) explains that outline applications should now include (as a minimum) information relating to land use, the amount of development, an indicative layout, scale parameters and indicative access points.

Background

The process leading up to the submission of this application and this project's place within the City Council's wider objective of achieving better educational attainment and attendance.

The Building Schools for the Future (BSF) project aims to rebuild or renew nearly every secondary school in England and will deliver the Government's 'Every Child Matters' agenda. As part of this agenda every BSF school will offer additional or "dual use" facilities (such as sports halls, libraries, nurseries and ICT) to the wider community. Southampton BSF was launched in Spring 2009 and has identified a number of schools that are beyond economic repair; one of which is Chamberlayne College.

The expectation of the HM Treasury and its partners is that the planning risk of each project is mitigated as far as reasonable and an initial outline planning application has been submitted to secure broad principles and give sufficient certainty to the procurement process and funding.

The detailed design and layout of the scheme is not currently known and will be pursued in due course following the event of a successful outline planning application.

Site and surrounding context

The application site (5.3ha) provides a secondary school surrounded by the residential streets of Scott Road, Hurst Green Close (which the application site has pedestrian access to and from), Tickleford Drive and Kingsclere Avenue (from where the school's main points of vehicular access are currently taken). Sports pitches and allotments separate the site from the Chamberlayne Leisure Centre and Weston Park Infant and Junior schools (to the north). All boundaries are marked by wire and palisade fencing with some mature planting.

The existing school buildings (formerly known as Weston Park Secondary School for Girls) are located in the centre and southern part of the site and comprise a series of blocks of different scale and architectural styles. The oldest part of the school was built in 1955. Hard surfaced playing courts with open grassed areas are located on the south-eastern part of the site bounded by Tickleford Drive itself. The school's existing sports pitches form the western part of the site and are themselves divided by a line of mature trees. The site is located within Flood Zone 1 and has a low probability of flooding.

Currently, the site is not accessed from the west by vehicles and the Chamberlayne Leisure Centre, and its' parking, separate the site from Weston Lane. An existing bus stop lay-by and telecoms mast mark the location of a new proposed access to serve the redevelopment proposals (as detailed further below).

Proposed development

The outline application is made with all matters reserved save access, which is listed for consideration. Illustrative layout material and indications of structural landscaping are shown with limited parameter information regarding building footprint, heights, overall lengths and widths.

Planning permission is sought for the amount of development and the access to the new school. Circular 01/06 defines "Access" as the "accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network" (paragraph 51 refers).

All other details, including Appearance, Landscaping, Layout and Scale are indicative at this stage and are reserved for consideration at the 'reserved matters' stage. An indicative site layout is provided which identifies a possible layout with a restriction of any building works within at least 30m from the site's boundary with residential neighbours.

The Council's "Estates Appraisal" has concluded that it is no longer economically viable or functionally desirable to repair or refurbish the existing Chamberlayne College buildings. It is therefore proposed to construct a new school building of no more than 9,000sq.m floorspace and a maximum height of 3 storeys (up to 12m) on part of the existing playing fields within the school site. 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. If the scheme achieves its maximum allowable floorspace of 9,000sq.m this represents an increase of 1,630sq.m over the existing provision. The capacity of the school will increase from 900 to 912 pupils with 80 staff. At January 2009 the school had a pupil roll of some 679 students.

The existing buildings will be demolished following the completion of the new school and replacement sports pitches will be provided for school and community use (on the site of the existing school). No further details of the proposed "dual use" are provided. No floodlighting of these pitches, or the new MUGA, is proposed.

No additional car parking is proposed and 108 parking spaces will be relocated and re-provided to the western part of the site. Currently there are 89 staff spaces, 17 visitor spaces and there are 2 disabled spaces.

To facilitate the redevelopment proposals and to remove congestion issues from Tickleford Drive it is proposed that a new “controlled” vehicular and pedestrian access road will be constructed from Weston Lane between the existing Leisure Centre and 138 Weston Lane, together with the required re-profiling of existing levels and the reconfiguration to part of the Leisure Centre’s existing car parking layout. Pedestrian access to the site will be retained from Winchfield Close and all other access points will be stopped up.

Following a successful planning stage it is anticipated that development could commence on site as early as January 2012.

Relevant Planning Policy

LDF Core Strategy - Planning Southampton to 2026

Following the receipt of the Inspector’s Report from the Examination into the Southampton Core Strategy Development Plan Document (13/10/09) and its consideration and adoption by the Council (20/01/10) the policies of the LDF Core Strategy, and those “saved” from the Local Plan Review, form the planning policy framework against which this application should be determined. The relevant policies are set out at **Appendix 1**.

The application site is not allocated in the current development plan, although the existing playing pitches are designated under Local Plan “saved” 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.

Local Plan Policy L1 has been superseded by LDF Core Strategy Policy CS11, which supports the development of new educational facilities on school sites and encourages wider community use of those facilities outside of school hours. The South-East Plan recognises the need to improve education and skills to strengthen the region’s economy.

Sustainability Implications

Major developments are expected to meet high sustainable construction standards in accordance with the City Council’s adopted and emerging policies. In accordance with adopted Local Plan “saved” Policy SDP13 and Core Strategy Policy CS20 the applicants have made a commitment to securing a building with “excellent” design credentials when assessed against the Building Research Establishment Environmental Assessment Method (BREEAM). The design team will adopt an approach that reduces carbon emissions through the provision of high levels of insulation. Low and zero carbon technologies will also be employed to offset a percentage of CO₂ emissions that each building generates through its functional operation. As the detailed design is, however, currently unknown the attached planning condition is recommended to secure delivery at the ‘reserved matters’ stage.

Relevant Planning History

The school has expanded on a number of occasions since it was built on the former Weston Park in 1955. It has a capacity for some 900 pupils, albeit the current school roll is 697 pupils. Some 108 car parking spaces exist. The full planning history for this site is set out at **Appendix 2** to this report

Consultation Responses and Notification Representations

The application is supported by a 'Statement of Community Involvement', which details how the applicants have involved the local community prior to the formal planning submission. This has involved using notification letters and an up-to-date website to gauge local opinion. The plans were also made available at the Central Library for inspection between 24th and 31st October 2009.

At the application stage a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (10/12/09) and erecting a site notice (10/12/09). At the time of writing the report **18** representations had been received from surrounding residents.

Ward councillors Williams and Payne have also raised an objection to the proposals.

A re-consultation exercise has been carried out following further amendment to the proposed Multi Use Games Area (MUGA). The closing date for comments is Friday 12th February and a verbal update will be given at the Panel meeting.

Summary of Representations made

i) The Access Road

The proposed access road from Weston Lane will harm existing residential amenity in terms of noise and disturbance and early morning/late night servicing activity. The development proposals are against Human Rights legislation.

Response

Whilst the planning system takes into account Human Rights legislation it is accepted that taking access from Weston Lane will affect the residential amenity of residents living nearby – particularly at 138 Weston Lane and at 1-14 Scott Road. The existing open space will be replaced with a two-way vehicular access, and pedestrian route, which becomes the school's principal access point. Whilst many of the pupils will continue to use the retained Winchfield Close access point all vehicles will be directed to the Weston Lane access. The existing landscaped buffer between the road and the affected properties will be enhanced, and a separation distance of some 20 metres (as detailed below) will be maintained. Although the Council's Environmental Health Officer has raised an objection to the siting of the proposed MUGA they have not objected to the new road details. Any impact experienced is not considered to be significantly harmful and can be mitigated with the attached planning conditions.

A loss of privacy will also occur to the residents of Scott Road if the access road is approved with the footpath running close to existing windows.

Response

Since these comments were received the applicants have redesigned the access road so that the pedestrian footway is sited on the northern edge of the road, some 23 metres from these affected properties. With the existing (and proposed) landscaping between the road and the dwellings the loss of privacy will, therefore, be minimal.

The proposed access road from Weston Lane is harmful to the environmental and visual character of the area.

Response

The proposed access will replace an existing bus lay-by and has been designed to adoptable highway standards. Further speed restrictions can be secured with a planning condition. Although landscaping is indicative at this stage there is sufficient space to soften this Weston Lane frontage and the access road itself will be planted to improve its visual appearance.

The proposed access road from Weston Lane crosses an existing right of way, which is currently used by parents and children attending the Weston Park Infants/Junior schools. There is a potential conflict between additional vehicle movements and these pedestrian movements.

Response

The Council's Right of Way Officer (RoW) has confirmed that the right of way does not extend along the whole length of this affected footpath. The footpath is a permissive route where it is intersected by the proposed access road, and the Highways DC Officer has suggested a raised table at this point. Any potential conflict has been properly considered by the applicants' highway consultants, the Council's Highways DC Officer and the RoW Officer as acceptable.

The foundations of 138 Weston Lane will not cope with the additional traffic within yards of this property if the new access road is constructed.

Response

The foundations of 138 Weston Lane have not been inspected as no qualified evidence has been submitted to suggest that a property of this period would be harmed by an access road of the relative modest type and scale proposed.

The residents of 138 Weston Lane will have difficulty accessing their property (particularly at peak times) if the new access road is constructed.

Response

The school seeks to discourage people arriving by car through the implementation of its Travel Plan. As the majority of trips to the site will be by foot and other non-car modes, with a gradual reduction expected in car-based trips, any increase in peak time activity is not likely to be significant. The submitted Transport Assessment identifies that Weston Lane already experiences high levels of vehicle movements during peak times. For the survey date of 24th September 2009, for instance, a total of 792 cars were recorded along Weston Lane during the morning peak. A total of 1,016 cars were recorded during the evening peak. Highways DC have not objected to this planning application and do not anticipate a significant increase in vehicle movements along Weston Lane.

The access road and proposals will build over land that should be reserved for recreational uses.

Response

The application will yield a net increase of sports and recreational facilities that are available to the wider community on a 'dual use' basis. This is consistent with LDF Core Strategy policies CS11 (An Educated City) and CS21 (Protecting and Enhancing Open Space). The current objection from Sport England, the statutory consultee on this issue, is appended to this report at **Appendix 3**. The applicants are working to have this objection withdrawn and a verbal update will be given at the Panel meeting.

The existing Winchfield Close access is more than capable of providing the new school's access requirements. Alternatively it would be possible to locate the road on the opposite side of the leisure centre (away from residential property).

Response

Part of the rationale for the proposed access road is to take car borne traffic for the school away from the residential roads of the neighbouring estate. The applicants are, therefore, promoting the Weston Lane access. No alternative plans have been submitted. Highways DC have raised no objection to the proposed access as shown.

Scott Road is a narrow road and will not be able to cope with the likely increase in vehicle movements and parking as parents drop off their children as near as possible to the new entrance.

Response

It is recognised that school entrances can be congested during peak times, however, nearly 80% of pupils are expected to arrive and depart by non-car modes (as existing). The success of the school's impact on its neighbours requires careful management by the school and its travel plan coordinator. The inclusion of a dedicated "drop off" point on site would undermine the success of the Travel Plan.

Parents will chose to use the Leisure Centre for dropping off children.

Response

If this becomes problematic it can be enforced by the Leisure Centre and the School in partnership.

The proposed access road will flood during heavy rain and affect neighbouring property.

Response

The application site has been categorised as having a low environmental impact and the Environment Agency have not, therefore, objected to the proposals. The recommendation includes planning conditions to secure sustainable surface water drainage techniques as requested by Southern Water.

ii) Other issues

There is no justification for undertaking these rebuilding works.

Response

The planning application explains the rationale behind the BSF project. In summary the BSF Team conclude that it is not economically viable or functionally desirable to repair or refurbish these buildings as they will not be able to meet modern educational standards.

Residents have had no involvement in the pre-application design process.

Response

The applicants have detailed their pre-application community involvement as part of the planning submission. This has involved writing to affected residents and providing details at the Central Library and on an up-to-date website. The Local Planning Authority has exceeded its own statutory requirements for consultation with the affected neighbours.

The out of hours security of the school campus is poor and the playing fields are often used by large groups causing noise and disturbance. This will get worse following the proposals.

Response

Whilst the existing problems at the school have been confirmed by Hampshire Constabulary there is no evidence to suggest that a carefully designed scheme will exacerbate these issues. Indeed, with careful planning at the design stage, the reduction in school access points and the site's existing permeability, the increased management of a dual use facility, and the input of Hampshire Constabulary at the design stage to assist the project in achieving "Secured By Design" status the project may reduce actual and perceived levels of crime for this site.

The development will cause noise, dust and disturbance during construction.

Response

These problems at the construction phase can be mitigated against with the attached planning conditions.

The proposed MUGA is too close to the residents of Scott Road, Bacon Close and Doyle Court and will result in noise and light nuisance.

Response

Agreed. This conclusion is also shared by the Council's Environmental Health Officer. The applicants have amended their indicative layout to relocate the MUGA away from the nearest residents. The MUGA has been swapped with the proposed area of car parking. No floodlighting is proposed as part of this application and the proposed car park lighting can be secured with the attached planning condition. A verbal update of this issue will be given at the Panel meeting.

The mature trees on the site should be protected and retained.

Response

Agreed. An up to date Arboricultural Report accompanies the application. No objections have been received from the Council's Tree Officer to the proposed tree loss (as set out below). Any tree removed will be replaced on a two-for-one basis.

House prices in the area will depreciate as a consequence of the development.

Response

As Councillors are aware the issue of property values, and the impact on them of neighbouring development, is not a material planning concern. In any event there is no evidence in this case to suggest that an improved educational offer on this site will reduce house prices.

Summary of Consultation comments

SCC Highways - No highway objection raised subject to planning conditions. On balance pedestrian and cycle accessibility remains the same following this redevelopment. The principal vehicular access would change to Weston Lane, which would make the majority of vehicle borne trips to the school shorter. It is anticipated that the majority of vehicles approach the school from Weston Lane. The Chamberlayne Leisure Centre also has access onto Weston Lane. This will result in additional turning traffic from this point in Weston Lane, but reduce turning traffic further down at the Wallace Road junction. The number of vehicles using Weston Lane is unlikely to change. The access road design is very straight and will need to have traffic calming measures built into it. This will include a raised table at the point where the permissive route to the Weston Park Infants and Junior School is crossed by the proposed access. This permissive route is only open at the school end at start and finish times of the school day. It is used by pedestrians and cyclists. There are good cycleway footpath links between Hurst Green Close and the Leisure Centre which will be maintained to avoid inconvenience to locals. There are no concerns to giving consent to a new access for the school from Weston Lane. Parking numbers are to remain unchanged (for both the school and the leisure centre).

SCC Ecologist - no objection to the proposed development providing a biodiversity mitigation and enhancement plan is submitted at the reserved matters stage. This plan should include the findings of any bat emergence surveys that have been recommended. The site consists of a number of buildings, plus extensive areas of amenity grassland and hard standing. There are also scattered trees, improved grassland, semi natural and plantation broad leaved woodland, areas of scrub, a species poor hedgerow and a pond. An ecology report submitted with the planning application concluded that the site is of low overall ecological value. However, the trees, woodland and scrub were assessed as having high potential for breeding birds, whilst the trees along the northern and western boundaries and the woodland in the south east corner were considered to have moderate potential for foraging /commuting bats. The buildings were considered to have little potential for bat roosts whilst the trees were considered to have low potential.

The lack of any detailed development proposals for site means that the biodiversity mitigation and enhancement measures are currently indicative. The current design shows green roofs on the new school building which are supported on both biodiversity and climate change adaptation grounds. A condition may also be needed to control lighting design in order to prevent direct illumination of the trees, scrub and boundary hedgerows. This is dependent upon the final design of the building and access routes.

SCC Sustainability - Support is given to the proposal provided conditions are applied to secure an excellent BREEAM standard, the installation of Micro-Renewables, Sustainable Urban Drainage Solutions (SUDS) and the green roof.

SCC Rights of Way Officer – No objection raised as all forms of existing access will be maintained. The existing footpath from Scott Road to the infant and junior school is only a right of way in part and not at the point that the proposed access intersects it.

SCC Access Officer - The Access Statement is satisfactory and can be resolved at the detailed design stage.

SCC Environmental Health (Contaminated Land) - No objections raised subject to the attached planning conditions. Annex 2 of PPS23 considers the proposed land use as being sensitive to the affects of land contamination. To ensure compliance PPS23 and policies SDP1 and SDP22 of the City of Southampton Local Plan Review this Department would recommend that the site be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site.

SCC Environmental Health (Pollution & Safety) – Objection raised to the proposed siting of the MUGA within the western corner of the site adjacent to Doyle Court and Scott Road.

Response

Amended plans that switch the proposed parking and the MUGA, supported by an amended acoustic survey, aim to address the concern on neighbouring residential property it is unlikely that this objection will be maintained.

SCC Regeneration & Renewal Team - Supports the proposal as the new school will provide better facilities to serve the local community and will aid the regeneration of the priority area of Weston, where there are lower levels of education, skills and training and lower levels of employment.

SCC Trees - No objection to this outline proposal subject to planning conditions. The trees in/adjacent to this site are under Council ownership and are therefore considered to have the same protection as a Tree Preservation Order and constitute a material consideration in the planning process. The important amenity trees are shown to be retained including T5 Beech, T6 London Plane and T7 Oak along with important groups, G1 and G2 which are along the boundary with properties in Hurst Green Close and G9 and G10 which are growing adjacent to Tickleford Drive. The proposed new access driveway through the leisure centre land will result in the loss of a couple of small semi-mature trees which have limited amenity. The loss of these trees can be mitigated with replacement planting.

SCC Chamberlayne Leisure Centre – Objection raised if the additional sporting facilities are not complimentary to the Leisure Centre. The new access road raises concerns as it will bring additional noise and disturbance. The closure of the existing Leisure Centre access is not supported. The scheme should not result in the loss of any leisure centre parking or its use for parents wishing to drop off children. Litter is an existing problem for both sites and requires further consideration.

Response

The school's new sports facilities will not 'double-up' on the existing Leisure Centre facilities and Sport England would wish to see a dual-use arrangement whereby the schools and the leisure centre's facilities compliment each other.

The new access road will fall under the ownership of the school and will be maintained and managed independently of and will not involve the blocking up of the existing Leisure Centre access. The Access Road will have necessary speed control measures and will also be lined by a soft landscaped buffer zone which will form both an acoustic and a visual barrier to the adjacent leisure centre car park and neighbouring houses. As part of the planning process the school will have to provide a School Travel Management Plan which will aim to highlight the intended process for pupil drop-off / pick-up. The overall intention is that the majority of pupils arrive at school via foot or public transport.

Sport England - Objection raised if the additional sporting facilities are not complimentary to what the Leisure Centre offer. The objection letter from is appended at **Appendix 3**.

NOTE - Should the Local Planning Authority be minded to grant planning permission for the proposed development, despite the Sport England objection, then the application will need to be referred to the Government Office for the South East in line with the Town and Country Planning (Consultation) (England) Direction (2009).

Response

Amended plans that switch the proposed parking and the MUGA, supported by a phasing strategy to demonstrate how the needs of pupils will be met during the construction phase, aim to address the concern on linkages with the existing leisure centre it is unlikely that this objection will be maintained.

Hampshire Constabulary - As the site is a complete new build the applicant will be expected to take reasonable steps to achieve 'Secured By Design' on the site. Planning conditions are recommended.

The crime statistics indicate that the area suffers from anti-social behaviour related offences in the form of rowdy and inconsiderate behaviour and criminal damage. The plans would be unlikely to cause a rise in reported incidents however there is likely to be a displacement. The new entrance along Weston Lane will cause an increase in traffic related issues in an area which is already problematic from parents dropping off children to the Junior/ infant school.

Further details will be required to show how the security issues of the school site will be addressed, concerns are raised that the increase in footfall along this path will cause further problems to the residents of Scott Road with the possibility that incidents of criminal damage could also arise to the rear of the dwellings unless further details of means of enclosure and site security are submitted. The Winchfield Close entrance should be secured once pupils are on site to prevent members of the public wandering onto the site. of how the school will prevent unlawful access onto the roof. Opening the school facilities to the public will be of great benefit to the local area and will hopefully provide some diversionary activities.

Environment Agency – No objection in principle subject to a planning condition being added in relation to sustainable urban drainage.

BAA – The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. No objection is raised to this proposal.

Planning Consideration Key Issues

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;
- iv. Residential amenity;
- v. Highways and parking; and,
- vi. Trees.

Principle of Development

The site is currently in a educational use (Use Class D1) and the redevelopment proposals for a larger school are considered appropriate. A maximum increase of 1,630sq.m floorspace is proposed which will increase the capacity of the school from 900 to 912 pupils. The new building will provide state of the art facilities meeting corporate as well as planning policy aims of the Development Plan for Southampton, principally Policy CS11 (An Educated City) from the adopted LDF Core Strategy (2010).

Sports Pitch Re-Provision & Phasing

As part of this outline application for the replacement school, and as well as demonstrating that the quantum of development can be accommodated, the applicant needs to satisfy the Local Planning Authority that the redevelopment can be undertaken without compromising the school's ability to provide continuous education provision, including access to external play space to serve the needs of the pupils. 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.

Following objection from Sport England to the proposals (as attached at **Appendix 3**) the applicants have submitted additional information and a phasing plan. This explains that the existing off-site sports pitches adjacent to the Chamberlayne Leisure Centre will be upgraded prior to any construction works taking place on the school's existing on-site playing fields. The existing on-site sports pitches have an area of 21,565sq.m. The off-site pitches comprises a running track and at least two football pitches with a combined area of 33,160sq.m. Once available for use by the school the construction phase can be implemented without affecting the pupil's access to convenient play space.

Once the replacement school is completed the existing buildings can be demolished and the land developed as the proposed sports pitches. The replacement school will be served by a 400m running track, three football pitches, cricket pitch, two long jump tracks and athletic areas with a combined area of 23,915sq.m. This phasing strategy is considered to be compliant with Policy CS21 and will deliver an improved sports pitch offer in terms of quality and quantity. That said, Sport England's objection is material and a verbal update will be given at the Panel meeting.

Design

The adopted LDF Core Strategy Policy CS13 continues the Council's commitment to securing high quality design. The application is in outline with External Appearance, Siting, Scale and Landscaping reserved for a later consideration. No further details are currently available as the proposed site plan is indicative at this stage. The design of the proposed access from Weston Lane involves a change in the topography to secure a level approach for vehicles and pedestrians. Additional buffer landscaping will be secured at the reserved matters stage.

Residential Amenity

Whilst the proposed site plan is indicative at this stage the Council needs to be satisfied that a school of 9,000sq.m with its requirements for external sports pitches and parking can be accommodated on site before issuing outline planning permission. The submission indicates that the building will not exceed 12m in height (3 storeys) and a minimum 30m “no build zone” has also been identified from the boundary with neighbouring property. At the detailed design stage the Local Planning Authority will be able to give full consideration to the impact of the building on its neighbours and can encourage a design solution that removes development from the most sensitive boundaries of the site.

The scheme has been amended and the MUGA’s indicative location is shown adjacent to the Leisure Centre. A re-consultation exercise has been undertaken with all concerned stakeholders following amendments to address concerns raised in respect to the location of the MUGA on the site and a verbal update will be given at the Panel meeting.

The principal objection to the current proposals concern the proposed access road from Weston Road and its impact on highway safety and existing residential amenity. The introduction of the new access will clearly impact on the existing residential amenity of residents living in Scott Road whilst the closure of the existing Tickleford Drive and Winchfield Close accesses will improve the amenity of adjacent residents. An assessment has to be made as to the significance of the impact to residents along Weston Land and Scott Road.

The proposed road is approximately 175m long and 5m wide and is to be built to adoptable highway standards. It is located approximately 16.5m from the properties at Scott Road. The proposed 2½5m wide associated footway is located on the northern side of this road and some 23m from the dwellings at Scott Road. There is existing planting along this affected boundary that will be complimented at the detailed design stage. No objections to the proposed access have been received from either the Council’s Environmental Health Officer or Highways to the proposed access road’s introduction. Given the separation distances, the additional planting and the lack of a statutory objection the proposed access is not considered to significantly reduce existing residential amenity. The application is considered to address the requirements of adopted Local Plan policies SDP1(i), SDP7(v) and SDP9(v).

Highways, Access & Parking

A Transport Assessment (TA) and proposed travel plan have been submitted to support the application. They confirm that the school currently has 679 students (11-16 year olds) and employs 109 members of staff. On-site parking is provided for 108 vehicles served by three existing accesses. The main vehicular, pedestrian and visitor access to the school is from Tickleford Drive. There is a secondary access from Winchfield Close. There is also a public right of way that links Weston Lane to Tickleford Drive via Hurst Green Close.

From surveys undertaken on 24 September 2009 it is estimated that 59% of students walk to school, 21% travel by car, 16% catch the bus and the remainder (4%) cycle. The TA also confirms that some 96% of pupils currently live within 4km of the school. The survey work suggests that the peak period for “drop offs” in the morning is between 8:15am and 8:30am. The peak times for “pick ups” is between 2:45pm and 3pm. On the survey day there were 25 drop offs by car onto Tickleford Drive during the morning peak, and 16 pick ups by car during the afternoon peak. There were 17 drop offs by car onto Kingsclere Avenue between 7:30am and 9:30am, and 19 pick ups by car between 2:30pm and 4:30pm. The proposed increase in student numbers (from 900 to 912) is considered to have a negligible impact on these current trends or the local highway network.

Furthermore, the modal split may change favourably as part of the ongoing implementation of the school's Travel Plan. Additional movements will create some additional disturbance to residents of Scott Road and Weston Road, but this would be concentrated at the beginning and end of the school day when most people in the adjacent housing will have risen and be about their normal business.

It makes sense to intensify educational use on this large site that is at the heart of its local community, encouraging healthier lifestyles by walking and cycling to the site as well as cutting down cross-town traffic that might have otherwise occurred should students have to attend schools elsewhere. The ongoing implementation of the Travel Plan will discourage parents from entering the school site for collection and drop off and will encourage the use of non-car modes and car sharing. The proposed access from Weston Lane has been designed to adoptable standards and can achieve the necessary sight lines onto Weston Lane. An existing bus lay-by will be removed and re-provided to accommodate the access. In highway safety terms the proposed access has been assessed as acceptable.

In terms of car parking there is no net increase in on-site provision proposed. 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 Council's adopted maximum standards for schools is 1.5 spaces per classroom. As the detailed design of this replacement building is currently unknown it is sensible to ensure that the existing parking provision can be accommodated at the outline stage. The actual level of on-site car parking provision can be secured at the detailed design stage. It is also considered appropriate to discourage use of the private car by continued implementation of a travel plan, which could be regularly monitored.

Trees

Adopted Local Plan policies SDP1(ii), SDP6(vii), SDP7(i), SDP12 seek to ensure that major planning applications are supported by tree survey work and details of tree protection. The application is supplemented by an Arboricultural Method Statement, which has assessed the trees on the site to establish an acceptable development area. The proposed new access driveway through the leisure centre land will result in the loss of a couple of small semi-mature trees which have limited amenity. The revisions to the car parking layout also require the potential removal of a mature Hornbeam in the centre of the site. This tree is categorised as having limited long term value.

The Council's Tree Officer has raised no objection to the removal of these trees subject to a 2:1 replacement being secured. In any event, a revised tree report will be required at the detailed design stage and the loss of the Hornbeam tree will be dependent on the exact siting of the proposed building.

Summary

At this "outline" stage there is sufficient information, as detailed by the indicative siting plan, to conclude that the site's redevelopment with a replacement school (of up to 9,000sq.m of floorspace) and MUGA can be accommodated without detriment to the site, its context, its pupils or its existing neighbours. The proposed phasing allows for continuous education to take place on site, with the retention of direct access for pupils to a good quality sports provision throughout (and after) the construction phase. The proposed access onto Weston Road will reduce traffic movements along Tickleford Road and Kingsclere Avenue, and there is sufficient spacing between the proposed access and the Scott Road properties to provide an appropriate landscaped buffer. All means of enclosure can be secured at the reserved matters design stage to ensure that the replacement school works towards a "Secured By Design" accreditation.

Conclusion

The application is recommended for outline approval subject to the attached planning conditions.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), 1(b), 1(c), 1 (d), 2 (a), 2 (c), 2 (d), 3(a), 4 (c), 4 (e), 4 (g), 5 (e), 6(a), 6(c), 6(e), 6(k), 7(a), 7(g), 7 (i), 7(k), 7 (n), 7 (o), 7(u), 7 (v),7 (w), 7 (x), 8(a), 9(a), 9(b), Draft South East Plan, City Plan Review (Adopted Version) as saved by the adopted Core Strategy (2010)
SH for 16.02.10 PROW Panel

POLICY CONTEXT**Adopted LDF Core Strategy for City of Southampton (2010)**

CS6	Economic growth
CS11	An educated city
CS13	Fundamentals of design
CS18	Transport: Reduce-manage-invest
CS19	Car and cycle parking
CS20	Tackling and adapting to climate change
CS22	Promoting biodiversity and protecting habitats
CS25	The delivery of infrastructure and developer contributions.

Saved City of Southampton Local Plan Review Policies (March 2006)

SDP1	General Principles
SDP2	Integrating transport and Development
SDP3	Travel Demands
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Context
SDP8	Urban form and public space
SDP9	Scale, Massing and Appearance
SDP10	Safety and Security
SDP11	Accessibility and Movement
SDP12	Landscape and biodiversity
SDP13	Resource conservation
SDP14	Renewable Energy
SDP15	Air quality
SDP16	Noise
SDP17	Lighting
SDP19	Aerodrome safeguarding
SDP20	Flood Risk
SDP21	Water Quality and Drainage
SDP22	Contaminated land
NE4	Protected Species
HE6	Archaeological remains
L1	School development
REI7	Food and drink uses
IMP1	Infrastructure

South East Plan (Regional Spatial Strategy)

SP1	Growth and regeneration in sub-regions
SP2	Support for development which increases use of public transport
SP3	Urban focus and urban renaissance
SP4	Regeneration and social inclusion
CC1	Sustainable development
CC2	Climate change
CC3	Resource use
CC4	Sustainable design and construction
CC6	Sustainable communities and character of the environment
CC7	Infrastructure and implementation

RE1	Contributing to the UK's long term competitiveness
RE2	Supporting regionally important sectors and clusters
RE4	Human resource development
RE5	Smart growth
RE6	Competitiveness and addressing structural economic weakness
T1	Manage and invest
T2	Mobility management
T4	Parking
T5	Travel plans and advice
NRM1	Sustainable water resources and groundwater quality
NRM2	Water quality
NRM5	Conservation and improvement of biodiversity
NRM7	Woodlands
NRM9	Air quality
NRM10	Noise
NRM11	Development design for energy efficient and renewable energy
W2	Sustainable design, construction and demolition
W6	Recycling and composting
W8	Waste separation
M1	Sustainable construction
BE1	Management for an urban renaissance
BE2	Sub-urban intensification
BE3	Sub-urban renewal
BE6	Management of the historic environment
S3	Education and skills
S4	Higher and further education
S5	Cultural and sporting activity
S6	Community infrastructure
SH1	Core policy for regeneration of South Hampshire
SH7	Sub-regional transport strategy
SH8	Environmental sustainability

Saved policies of the Hampshire County Structure Plan Review (27.9.2007)

T5 Transportation requirements in relation to development

Other guidance

PPS1 Delivering sustainable development
PPS9 Biodiversity and geological conservation
PPG13 Transport

In particular paragraph 38 states:-

'Higher and further education establishments, schools and hospitals are major generators of travel and should be located so as to maximise their accessibility by public transport, walking and cycling. Similarly, proposals to develop, expand or redevelop existing sites should improve access by public transport, walking and cycling.'

Paragraph 49 states:-

'Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.'

And paragraph 51 states:-

'...in developing and implementing policies on parking, local authorities should ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable travel choices; and, not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls'.

PPG17 Planning for Open Space, Sport and Recreation
PPS23 Planning and pollution control
PPG24 Planning and Noise
PPS25 Development and Flood Risk

City of Southampton Local Transport Plan 2006 – 2016

Southampton Biodiversity Action Plan

RELEVANT SITE HISTORY

1236/5 - Conditionally Approved 22.01.1963
Siting of Weston Park Youth Club

1047/nn - Conditionally Approved 16.09.1954
Erection of a girls secondary school

1318/26 – Conditionally Approved 08.11.1966
Temporary classroom unit

1355/p32 – Conditionally Approved 30.07.68
Two classrooms

1375/52 – Conditionally Approved 24.06.1969
One classroom

1463/c3 - Conditionally Approved 04.09.1973
Erection of a 150 place extension

880842/ec - Conditionally Approved 29.07.1988
Erection of 2.75 metre high chain link fence to tennis court and across sports ground

901366/eh – Conditionally Approved 13.02.1991
New vehicular and pedestrian access plus car parking area

940443/eh – Conditionally Approved 25.05.1994
Erection of a single storey extension to form new fitness room and stores

960754/eh – Conditionally Approved 10.09.1996
Completion of fencing to tennis courts 3.6 m high galvanised weldmesh on iron posts

970719/ec - Conditionally Approved 07.08.1997
Location of 2 no relocatable classrooms for a period of 1 year 3 months

971026/e – Conditionally Approved 14.11.1997
Erection of a new science, it and library resource block

971363/e – Conditionally Approved 29.01.1998
Erection of a new science it and library resource block

981313/ec – Conditionally Approved 17.02.1999
Construction of a new music and drama facility

99/00623/ful – Conditionally Approved 05.08.1999
Construction of single storey building to accommodate music and drama

990473/ec – Conditionally Approved 05.07.1999
Siting of 3 no temporary classroom units

00/00743/R3CFL – Conditionally Approved 13.10.2000
Construction of extension and other alterations to accommodate additional 280 pupils

00/00902/R3CFL – Temporary Conditionally Approved 25.10.2000
Relocation of three temporary classrooms

03/00025/R3CFL – Conditionally Approved 07.02.2003
Three storey extension to north elevation to accommodate lift shaft

04/01268/R3CFL – Conditionally Approved 04.10.2004
Installation of a 2.7m high section of fencing to the northern boundary to replace existing.

07/00855/R3CFL – Withdrawn 26.06.2007
Erection of a single-storey Youth Centre

07/00935/FUL - Conditionally Approved 04.10.2007
Erection of a single storey building for youth centre use to the rear of the school

07/00995/FUL – Conditionally Approved 11.12.2007
Erection of a single storey building for use as a Youth Centre involving new access gates.

07/01046/R3CFL – Conditionally Approved 30.08.2007
Erection of single storey extension to main building.

09/01280/TCC – Refused 15.01.2010
Installation of a replacement street pole and additional cabinet (prior approval sought for siting and appearance of equipment) on land Adjacent to Chamberlayne Leisure Centre

“The proposed telecommunications mast is considered to be a visually intrusive structure within this predominantly residential location and would have a harmful impact on the street scene. This is having particular regard to the additional massing of the mast at the top which would result in mast appearing incongruous within suburban, residential context. The proposal would therefore prove contrary to the provisions of policies SDP1 (ii), SDP7 (iv)/(v), SDP9 (ii)/(iv)/(v) and T15 (i)/(iii) of the City of Southampton Local Plan (March 2006).”

RECOMMENDATION: CAP

CONDITIONS for 09/01163/R3OL

01. APPROVAL CONDITION - Commencement

The development hereby permitted shall be begun before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last reserved matter to be approved, whichever is the later.

REASON:

To comply with S.92 of the Town and Country Planning Act 1990 (as amended).

02. APPROVAL CONDITION - Submission of Reserved Matters

The details of the proposed ACCESS are hereby approved and shall be implemented in accordance with the approved plans, namely plan ref: Access 01 Rev P1, CS39406/T/074 and the amended indicative "Proposed Site Plan" 910-001 Rev P02 (received by the Local Planning Authority on 25th January 2010). Further application(s) for the approval of the following reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission:

- a) LAYOUT, namely the way in which buildings, routes and open spaces are provided within the development and their relationship to buildings and spaces outside the development;
- b) SCALE, namely the height, width and length of each building proposed in relation to its surroundings;
- c) EXTERNAL APPEARANCE, namely the aspects of a building or place which determine the visual impression it makes;
- d) LANDSCAPING, namely the treatment of private and public space to enhance or protect the site's amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

REASON:

To comply with S.92 of the Town and Country Planning Act 1990 (as amended), Circular 01/06 and in order to secure a high quality form of development having regard to the character of the area and the amenity of existing residents

03. APPROVAL CONDITION - Highway Construction & Access Details

No development hereby permitted shall be commenced until the Local Planning Authority has approved in writing further details of the Weston Lane access road, including:-

- (i) A specification for the type of construction proposed for the roads and footpaths including all relevant horizontal cross-sections and longitudinal sections - especially of the proposed speed reduction tables - showing existing and proposed levels;
- (ii) Details of street lighting;
- (iii) The method of disposing of surface water;
- (iv) A programme for the making up of the roads and footpaths;
- (v) Details of speed restrictions and signage applicable;
- (vi) Means of securing the access including details of the proposed security gate, entry systems and on-site management; and,
- (vii) Visibility splays onto Weston Lane with details for ensuring that no signage, planting or means of enclosure above 600mm is sited within these agreed sight lines

The access hereby approved shall be implemented in accordance with these agreed additional details.

REASON:

To ensure the roads and footpaths are constructed to an adoptable highway standard and to facilitate convenient pedestrian/cycle crossing and to maintain highway safety and prevent congestion on Weston Lane.

04. APPROVAL CONDITION - Access and Parking

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 108 cars to serve the school (to include a minimum of 2 disabled spaces). 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.

05. APPROVAL CONDITION - Bicycle parking

A minimum of 237 covered and secure cycle parking spaces, including the provision of secure lockers, changing rooms and showering facilities shall be provided as part of the replacement school prior to the first occupation of the new building(s), in accordance with elevational and layout details to be submitted to and approved by the local planning authority in writing at the Reserved Matters Stage. Once provided, those facilities shall be retained for that purpose at all times thereafter.

REASON:

To promote cycling as a sustainable form of travel in accordance with Local Plan Appendix 2 requirements and to meet the aims of the submitted Travel Plan.

06. APPROVAL CONDITION - Construction Access and Routeing

Unless otherwise agreed in writing prior to the commencement of development all traffic associated with the construction and demolition works hereby approved shall enter and leave the site via the new Weston Lane access only, and shall be subject to a routeing agreement to be submitted to and approved by the local planning authority before the development commences. Once approved, that routing agreement shall be observed throughout the construction period.

REASON:

In the interests of highway safety and to protect the residential amenities of those living close by.

07. APPROVAL CONDITION - Travel Plan

Notwithstanding the submitted Travel Plan a revised Travel plan shall be submitted and agreed in writing by the Local Planning Authority prior to the first occupation of the development hereby approved. These details shall include scope for ongoing monitoring and shall be implemented in accordance with the agreed details.

REASON:

In the interests of promoting green travel and to reduce congestion around the school at peak times

08. APPROVAL CONDITION - Limitation of Development

The development shall be limited to a maximum floorspace of 9,000sq.m within Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) and shall only exhibit the following maximum dimensions as specified in the submitted parameters for development given below:-

College building maximum dimensions -

- (a) width - not specified;
- (b) length - not specified;
- (c) height - up to 12 metres and 3 storeys above ground level.

No buildings shall be sited within the "No Build Zone" identified on plan ref: 910-001 Rev P02.

REASON:

To define the permission having regard to the existing school provision and the capacity of the site and to allow the local planning authority to control the scale of development in terms of protecting the character and amenity of the surrounding area.

09. APPROVAL CONDITION - Use Restriction

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 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.

10. APPROVAL CONDITION - Operation restriction

The college 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 at the Reserved Matters stage. 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 (10pm) and 07:30 (7:30am) on a daily basis.

REASON:

To safeguard the amenities of occupiers of adjoining residential properties.

11. APPROVAL CONDITION - Details & Samples of Building Materials

No development works shall be carried out unless and until a detailed schedule of materials and finishes including samples (if required by the Local Planning Authority) to be used for external walls, fenestration and the roof of the proposed building(s) has been submitted to and approved in writing by the Local Planning Authority. Details shall include all new glazing, panel tints, stained weatherboarding, drainage goods, and the ground surface treatments formed. Development shall be implemented only in accordance with the agreed details.

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.

12. APPROVAL CONDITION - Ecological Mitigation Statement

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, [the principles of which shall have been submitted and agreed in writing with the Local Planning Authority at the Reserved Matters stage] which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the agreed programme.

REASON:

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

13. APPROVAL CONDITION - No Amplified System

There shall be no installation or use of a personal address system or tannoy equipment or other sound amplification machinery for external broadcast outside of the college building at any time unless agreed in writing by the Local Planning Authority for temporary, seasonal, or permanent use.

REASON:

To protect the residential amenities of adjacent residents.

14. APPROVAL CONDITION - BREEAM Standards (commercial development)

In accordance with the submitted Design and Access Statement written documentary evidence demonstrating that the development will achieve at minimum a rating of "Excellent" against the BREEAM standard (or equivalent ratings using an alternative recognised assessment method), shall be submitted to the Local Planning Authority at the detailed Reserved Matters stage and verified in writing prior to the first occupation of the development hereby granted permission.

REASON:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy SDP13 of the City of Southampton Local Plan (2006) as supported by adopted LDF Core Strategy Policy CS20.

15. APPROVAL CONDITION - Renewable Energy - Micro-Renewables

An assessment of the development's total energy demand and a feasibility study for the inclusion of renewable energy technologies on the site, that will achieve a reduction in CO2 emissions of at least 15%, shall be conducted. Plans for the incorporation of renewable energy technologies to the scale that is demonstrated to be feasible by the study, and that will reduce the CO2 emissions of the development by at least 15% shall be submitted and approved in writing by the Local Planning Authority at the Reserved Matters stage. Renewable technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter.

REASON:

To reduce the impact of the development on climate change and finite energy resources and to comply with policy SDP13 (vi) of the City of Southampton Local Plan (2006) should be undertaken as supported by adopted LDF Core Strategy Policy CS20.

16. APPROVAL CONDITION - Noise - plant and machinery

Notwithstanding the submitted details the uses hereby approved shall not commence until an acoustic report and written scheme to minimise noise from external playspaces, plant and machinery associated with the proposed development, including details of location, orientation and acoustic enclosure, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

REASON:

To protect the amenities of the occupiers of existing nearby properties.

17. APPROVAL CONDITION - Ventilation - control of noise, fumes and odour

No development shall take place until a written scheme for the control of noise, fumes and odours from extractor fans, associated refuse and other equipment from commercial cooking processes on site have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and findings.

REASON:

To protect the amenities of the occupiers of existing nearby properties.

18. APPROVAL CONDITION - Landscaping detailed plan

A detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, means of enclosure and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority as part of the approval process for the LANDSCAPING reserved matter. These details shall relate to the external spaces and the green roof as hereby approved.

The landscaping scheme shall specify all trees to be retained and to be lost and shall provide an accurate tree survey with full justification for the retention of trees or their loss. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise) to ensure a suitable environment is provided on the site.

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 scheme 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

19. APPROVAL CONDITION – Sustainable Drainage Systems

A feasibility study demonstrating an assessment of the potential for the creation of a sustainable drainage system on site shall be carried out and verified in writing by the Local Planning Authority as part of the detailed Reserved Matters stage. If the study demonstrates the site has the capacity for the implementation of a sustainable drainage system, a specification shall be agreed in writing with the Local Planning Authority. A sustainable drainage system to the approved specification must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter. In the development hereby granted consent, peak run-off rates and annual volumes of run-off shall be no greater than the previous conditions for the site.

REASON:

To conserve valuable water resources as required by the Environment Agency in their letter dated 15th December 2009, in compliance with policy SDP13 (vii) of the City of Southampton Local Plan (2006) and to protect the quality of surface run-off and prevent pollution of water resources and comply with SDP21 (ii) of the City of Southampton Local Plan (2006). To prevent an increase in surface run-off and reduce flood risk in compliance with SDP21 (i) of the City of Southampton Local Plan (2006) and Code for Sustainable Homes: Category 4 - Surface Water Run-off

20. APPROVAL CONDITION – Boundary fence [Pre-Occupation Condition]

Prior to the commencement of the development hereby approved, details of the design and specifications of the boundary treatment of the site and the MUGA - to include heights, design and means of fixing - shall be submitted to and approved in writing by the Local Planning Authority. The agreed boundary enclosure details shall be subsequently erected prior to the occupation of any of the building(s) or the first use of the MUGA provided under this, permission and such boundary treatment shall thereafter be retained and maintained as agreed.

REASON:

In the interests of the visual amenities of the area and to protect the amenities and privacy of the occupiers of adjoining property

21. APPROVAL CONDITION – Lighting [Pre-Commencement Condition]

A written lighting scheme – relating to the MUGA, car parking, access road and any other external areas - including light scatter diagram with relevant contours shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of any external lighting to support the development hereby approved. 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. The installation must be maintained in accordance with the agreed written scheme.

REASON:

To protect the amenities of the occupiers of existing nearby residential properties

22. APPROVAL CONDITION - Floodlighting System

No external floodlights shall be installed on the site (including the approved Multi Use Games Area, sports pitches and/or car parking) unless otherwise agreed in writing by the Local Planning Authority following the submission of a planning application.

REASON:

In the interest of protecting residential amenity, safeguarding highway safety and not causing undue distraction to aircraft approaching Southampton Airport.

23. APPROVAL CONDITION - Tree Retention and Safeguarding

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. Details of the specification and position of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

REASON:

To ensure that trees to be retained will be adequately protected from damage throughout the construction period.

24. APPROVAL CONDITION - no storage under tree canopy

No storage of goods including building materials, machinery and soil, shall take place underneath the crown spread of the trees to be retained on the site. There will be no change in soil levels or routing of services through tree protection zones or within canopy spreads, whichever is greater. There will be no fires on site. There will be no discharge of chemical substances including petrol, diesel and cement mixings within the tree protection zones or within canopy spreads, whichever is greater.

REASON:

To preserve the said trees in the interests of the visual amenities and character of the locality.

25. APPROVAL CONDITION - Overhanging tree loss [Performance Condition]

For the duration of works on the site no trees on or overhanging the site shall be pruned/cut, felled or uprooted otherwise than shall be agreed in writing by the Local Planning Authority. Any tree removed or significantly damaged, other than shall be agreed, shall be replaced before a specified date by the site owners /site developers with two trees of a size, species, type, and at a location to be determined by the Local Planning Authority.

REASON:

To secure a satisfactory setting for the proposed development and to ensure the retention, or if necessary replacement, of trees which make an important contribution to the character of the area.

26. APPROVAL CONDITION - replacement trees [Performance 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 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.

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.

27. APPROVAL CONDITION - Arboricultural Method Statement

Notwithstanding the information submitted to date 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.

28. APPROVAL CONDITION - Arboricultural Protection Measures

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 BS5837:2005, 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.

29. APPROVAL CONDITION- Land Contamination Investigation

Notwithstanding the information submitted to date 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.

2. 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.

3. 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 scheme 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.

30. APPROVAL CONDITION - Use of uncontaminated soils and fill

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.

31. APPROVAL CONDITION- Unsuspected Contamination

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.

32. APPROVAL CONDITION – Construction & Demolition Method Statement

Before development commences a statement setting out the management of demolition and construction operations shall be submitted to and approved by the Local Planning Authority. The statement shall include detailed plans specifying (i) the areas to be used for contractor's vehicle parking and plant; (ii) storage of building materials, and any excavated material, huts and all working areas (including cement mixing and washings) required for the construction of the development hereby permitted; (iii) areas for the parking of vehicles of site personnel, operatives and visitors; (iv) areas for the loading and unloading of plant and materials; (v) the treatment of all relevant pedestrian routes and highways within and around the site throughout the course of demolition and construction and their reinstatement where necessary; (vi) a scheme for the erection and maintenance of security hoardings including decorative displays and facilities for public viewing; (vii) a scheme for recycling waste resulting from the construction programme (viii) measures to be used for the suppression of dust and dirt throughout the course of construction (including wheel cleaning); (ix) a "hotline" telephone number shall be provided for the use of residents in the case of problems being experienced from demolition and construction works on the site. The phone line will be provided, managed and problems dealt with by a person or persons to be nominated by the developer and shall operate throughout the entire development period. The demolition and development works shall be implemented in accordance with the agreed statement.

REASON:

To safeguard pupils of Chamberlayne College and the nearby Weston Park Infant and Junior Schools and to protect the amenities of neighbours and the wider environment.

33. APPROVAL CONDITION - Hours of Work for Demolition/Construction

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.

No deliveries of construction materials or equipment, or removal of demolition materials associated with this development shall take place between the following times:

Mondays to Fridays 08.30 to 09.15 hours and 14.30 to 15.30 hours

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 safeguard pupils of Chamberlayne College and the nearby Weston Park Infant and Junior Schools and to protect the amenities of neighbours and the wider environment.

34. APPROVAL CONDITION - Demolition and Phasing

The existing Chamberlayne College buildings shall be demolished in accordance with a phasing programme to be agreed in writing with the local planning authority prior to the commencement of building works associated with the replacement College. This phasing strategy shall explain how continued education upon the site will be achieved during the construction phase and shall include access to external sports pitches that are convenient and fit for purpose.

All resultant materials from the demolition phase shall be removed from the site before the development hereby approved is first brought into use, unless otherwise agreed in writing by the Local Planning Authority.

REASON:

To secure a satisfactory comprehensive form of development and to safeguard the visual amenity of the locality.

35. APPROVAL CONDITION - Site clearance restriction

Any clearance of trees and scrub shall avoid the bird breeding season 1st March to 31st August inclusive, unless otherwise agreed in correspondence with the Local Planning Authority.

REASON:

In the interests of biodiversity and nature conservation.

36. APPROVAL CONDITION – Secured By Design

The applicant shall submit as part of any reserved matters application further details of how the proposed school and its site has been designed to achieve a “Secured By Design” accreditation. These details shall include measures for the closure of the Winchfield Close pedestrian entrance during normal school hours to prevent unauthorised access at this point. The development shall be carried out in accordance with the agreed details.

REASON:

In the interests of crime reduction and customer/staff safety.

37. APPROVAL CONDITION - CCTV system [pre-commencement condition]

Before the use is first commenced details of a scheme for a CCTV system to comprehensively cover the site including all public entry points, servicing spur, car parks, MUGA's and all-weather pitches, shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be fully installed and operational prior to the approved use first commencing and shall

be maintained in working order and operated at all times when the premises is open. Recorded images shall be held for a 1 month period after being made on a daily basis for use by the Police as required.

REASON:

In the interests of crime reduction and customer/staff safety.

38. APPROVAL CONDITION - MUGA security

The MUGA hereby approved shall be locked shut to prevent unauthorised vehicular/pedestrian access 30 minutes after the closure of the main college building as specified in the hours of use in this planning permission, and thereafter remain locked shut until 20 minutes before the opening times of the main building the next day.

REASON:

In the interests of crime prevention.

00. Reason for Granting Outline Planning Permission

The development is acceptable taking into account the policies and proposals of the Development Plan and other guidance as set on the attached sheet. Other material considerations do not have sufficient weight to justify a refusal of the application. Where appropriate planning conditions have been imposed to mitigate any harm identified. Overall, the exceptional educational need and positive regenerative opportunities associated with the development are considered to outweigh the dis-benefits. The proposed access onto Weston Lane has been considered by Highways DC as acceptable and any impact on the residents of Scott Road can be mitigated as explained in the report to the Planning and Rights of Way Panel on 16th February 2010. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Outline Planning Permission should therefore be granted having account of the following planning policies:

LDF Core Strategy – Adopted January 2010

CS6, CS11, CS13, CS18, CS19, CS20, CS22 and CS25

Local Plan Review (2006) – Saved Policies

SDP1, SDP2, SDP3, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP19, SDP20, SDP22, NE4, HE6, L1 and RE17

Note to Applicant

Public Sewer Informative

A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Atkins Ltd, Anglo, St James House, 39A Southgate Street, Winchester, SO23 9EH (tel 01962 858688), or www.southernwater.co.uk.

Southern Water Informative

The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Atkins Ltd, Anglo, St James House, 39A Southgate Street, Winchester, SO23 9EH (tel 01962 858688), or www.southernwater.co.uk.

Pre-Commencement Conditions Informative

Your attention is drawn to the pre-commencement conditions above which require the full terms of the condition to be satisfied before development commences. In order to discharge these conditions you are advised that a formal application for condition discharge is required. You should allow approximately 8 weeks, following validation, for a decision to be made on such an application. It is important that you note that if development commences in without the condition having been formally discharged by the Council in writing, any development taking place will be unauthorised in planning terms, invalidating the Planning Permission issued. Furthermore this may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council's Development Control Service.

Performance Conditions Informative

Your attention is drawn to the performance conditions above which relate to the development approved in perpetuity. Such conditions are designed to run for the whole life of the development and are therefore not suitable to be sought for discharge. If you are in any doubt please contact the Council's Development Control Service.