

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

Application address Sholing Technology College Middle Road Sholing Southampton			
Proposed development: Redevelopment by the erection of a replacement school building (up to 10,000sqm gross floor space) with associated parking and vehicular access from Heath Road, Middle Road and South East Road following the demolition of the existing building (Outline application with mean of access for consideration at this stage)			
Application ref no.	09/01162/R3OL	Application type	Outline
Case officer	Steve Lawrence	Application category	Q06 – major other

Recommendation Summary	Conditionally Approve
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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: SCC Property Services
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Date of receipt	26/11/2009	City Ward	Sholing
Date of registration	26/11/2009	Ward members	Cllr Mrs S J Blatchford
Publicity expiry date	25/12/2009		Cllr C G Dick
Date to determine by	25/02/2010 IN TIME		Cllr N M Fitzgerald

Site area	2.1ha (21,197sq.m)	Usable amenity area	N/A – artificial pitch not affected by proposal		
Site coverage	N/A - Outline	Landscaped areas			
Density - whole site	31 % hard-surfacing				
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	10,000

accessibility zone	medium	policy parking max	1.5 spaces/classroom
parking permit zone	no	existing site parking	25 spaces
cyclist facilities	yes	car parking proposed	25 spaces
motor & bicycles	Not determined	disabled parking	? spaces

Key submitted documents supporting application			
1	Design and Access Statement	2	Planning supporting statement
3	Statement of Community Involvement	4	Archaeology report
5	Acoustics report	6	Ecology report
7	Flood risk report	8	Geotechnical/Contamination report
9	Transport Assessment	10	Travel Plan
11	Arboricultural survey/tree grading report		
Appendix attached			
1	Background information	2	Development Plan policies
3	Planning History	4	

Recommendation in full

Conditional approval for Outline Planning Permission subject to the conditions set out in this report.

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 is set out in **Appendix 1**, which forms the Statement of Community Involvement to this application.

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 Sholing Technology College.

The main purpose is to establish the principle of re-building the school on the same site, in order to demonstrate a degree of certainty to HM Treasury in order to secure funding for the rebuild from the Government.

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 its context

The surrounding area is predominantly 2 storey residential streets of Heath Road to the north, Middle Road to the east, and South-East Road to the south. Residential housing on Spring Road backs onto the site on the western side of the site. The school is accessed from both Middle Road and Heath Road and enjoys a service access via South-East Road. A public house exists on the southern junction of South-East Road opposite the all-weather pitch and two shops (hairdressers and barbers) are located by the service access off that street

The application site is occupied by one and two storey secondary school buildings of various architectural styles, which are said to be beyond economic repair or refurbishment to create a satisfactory future teaching environment. The site slopes from north to south, dropping some 5m along its length and drops approximately 1m moving west to east. An existing all-weather pitch exists in the south-east corner of the site, which would remain.

The school wraps around the Sholing Infant School. That latter School would be unaffected by these proposals save that a new shared access and parking area is to be formed off of Heath Road.

There are a number of individual trees and groups of trees within the site under the city council's care. Double yellow lines exist on the Middle Road and Heath Road school side of these streets.

Proposed development

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

The applicant proposes to completely rebuild the school. Owing to site constraints, there is no ability to build on an undeveloped part of the site and then demolish the old school. Students would be decanted to alternative premises whilst the development took place. Whereas a statement of community involvement has been submitted indicating the responses received no analysis of the views received is set out, nor how that process has influenced the design solution chosen.

The rebuilt college would offer students specialist educational opportunities related to information technology and the sciences and this is fully compliant with the city's 2026 vision - "Southampton - The major city in central southern England", which clearly sets out "Innovation and learning at its heart", as one of the six key components.

In terms of access, vehicular access is to be retained from Middle Road. A modified vehicular access is proposed in Heath Road. Both points of access would still cater for pedestrians. It is intended that construction traffic uses South-East Road and that ultimately this point of access would provide for servicing the school kitchen and give access for a refuse vehicle. An update on whether Middle Road will instead be used for construction traffic will be given at the meeting.

An additional 2580sqm is proposed arranged on two levels (5098sqm on the ground floor and 3975sqm on the first floor) to supplement and replace the existing 6495sqm in a new, state of the art school, providing a modern and exciting educational environment. It is

anticipated that only an extra 10 pupils would be added to the school roll giving a total of 1060 pupils educated by no change in the existing 100 staff currently teaching them.

No increase is proposed in the 25 car parking spaces serving the school and new bicycle parking would be provided in accordance with the council's minimum standards as part of a submitted Travel Plan to encourage a reduction in those using the car to reach the site. The Transport Assessment concludes there would be no significant impact to the surrounding highway network arising from the proposals.

Two trees are proposed to be felled to form the new car park off Heath Road and the canopies of two trees by the South-East Road access point could be affected.

Ecologically, the site is said to have limited potential for roosting bats, but further survey work would need to be carried out prior to any demolition, to ensure protected species were safeguarded.

The potential for archaeology on the site is said to be limited, except that bronze age finds are moderately likely.

A desktop study shows that the potential for contamination is limited, but further intrusive survey work is proposed for the reserved matter stage.

As part of securing wider community benefit through future use of the new school and its facilities, a noise assessment has been carried out as to potential for disturbance from intensified use of the all-weather pitch for either adult hockey or football. The study recommends that some mitigation work would be required to create a 'barrier' between the pitch and nearby housing.

A target BREEAM Education 2008 BES5051 issue 3 criteria rating of 'Excellent' has been set, supported by a previous pre-assessment and hard surfaces and potentially a green roof will conform to SUDS standards.

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 2**.

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. The school's all-weather playing pitch is nationally protected under PPG17.

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

Details of relevant planning history for this site is included in **Appendix 3**.

Consultation responses & notification representations

A publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement and erecting a site notice. At the time of writing the report, 1 representation has been received from an adjoining resident in South-East Road. The representations can be summarised as:-

- Insufficient on-site car parking;
- Added congestion and damage to vehicles parked on the street, if the construction site access were to be positioned in South East Road, close to its opposite junction with Pinegrove Road. Middle Road is suggested as a better option via the existing access there, where there is greater visibility and no restriction on access owing to double yellow lines, also not affecting the trade of the two shops in South East Road;
- Additional traffic will pose a highway hazard to school children in South East Road in an area where there have been traffic accidents, especially on bin collection day;
- Concern that building heights should be restricted to two storeys maximum and that new school buildings should avoid overlooking their neighbours;
- Concern that undue disturbance will occur to neighbours during the build and a plea to control hours of construction and require contractors' parking be made available on-site.

Summary of Consultation comments

SCC Highways Control – The existing school is located in a medium accessibility zone. The existing provision probably exceeds standards at 25 spaces. It would not be appropriate to ask the school to reduce the numbers, but there is a need for the school to regularly review needs its staff travel plan, particularly with regard to how staff travel to the site. Students also need to be encouraged to travel to the site other than by the car, to address congestion.

Sympathy is expressed with the objector's views with regard to the construction access point from South East Road. Access via Middle Road is preferred from a highways safety perspective. The alternative of a temporary Traffic Regulation Order in South East Road, is unlikely to appease residents and shop proprietors there.

Only one accident has been recorded within near vicinity of school in recent time. This related to a car crossing Middle Road and colliding with another car waiting to cross the same junction with South-East Road.

SCC Ecologist – The proposal is unlikely to have an adverse impact on local biodiversity grounds whilst the redevelopment provides an opportunity to incorporate biodiversity enhancements into the site. No objection to the proposed development providing a biodiversity mitigation and enhancement plan is submitted at the reserved matters stage. The site consists of a number of buildings, plus extensive areas of amenity grassland and hard standing. There are also scattered trees, hedgerows, improved grassland, areas of scrub and a pond. Support is given for a green roof.

SCC Sustainability Team - The sustainability checklist and Design and Access Statement commits to the achieving BREEAM standard “Excellent”. This would aim to satisfy the requirement of the Learning Skills Council. This standard is a requirement of policy CS20 of the Core Strategy and therefore any proposals which voluntarily sign up to this standard prior to the implementation of the Core Strategy are to be commended by the Sustainability Team. The aim to achieve this target also accords with local plan policies SDP13 and SDP14.

It is noted that BREEAM involves a design stage assessment as well as post construction and therefore the developer should provide the details of the design stage assessment as soon as possible in order to incorporate sustainable development principals into the design of the scheme.

In the absence of the design stage assessment the Sustainability Team suggest the addition of conditions to ensure that BREEAM credits are achieved from implementing key sustainability principals.

At the time of the submission of the planning application a feasibility study relating to the potential for renewable technologies had not been undertaken. This should be achieved prior to the implementation of the scheme and therefore it is suggested that a condition be imposed to require this.

SCC Access Officer – Satisfactory - the main entrance of the site has not been altered and the Access Statement makes reference to Part M for the new works.

SCC Environmental Health (Pollution and Safety Team) – No objection. Safeguarding conditions are suggested to limit the potential for disturbance during demolition and construction as well as acoustically attenuate any plant that comes to be installed at the site.

SCC Environmental Health (Contaminated Land Team) – Whilst noting the desktop study that has been undertaken, Annex 2 of PPS23 considers the proposed land use as being sensitive to the affects of land contamination. Conditions are recommended to ensure the site is free of prescribed contaminants by further intrusive investigation.

SCC Trees – Consider that the grading of trees undertaken from a purely visual inspection is reasonable. A number of conditions are recommended to safeguard trees during construction. It is noted that two trees are to be felled and this is objected to.

Environment Agency – Raise no objection in principle, note the water runoff study that has been undertaken and support the use of SUDS to mitigate the same by suggesting a planning condition and informative.

Sport England – Note that the all-weather pitch is to be retained in the re-building of the school, which itself will also include the re-provision of the existing internal sports hall. A condition is suggested to secure wider community use of those sports facilities, when the school re-opens. No objections are raised to the proposals on that basis.

British Aviation Authority – No objections are raised.

Planning consideration key issues

The key issues for consideration in the determination of this planning application are:

- The traffic and parking implications of the development
- Controlling the development with suitably flexibly worded planning conditions which safeguard the amenities of neighbours and natural features of the site, yet allow for the redevelopment of the school
- Promoting high quality educational facilities
- Impact of slightly intensified educational use of the site on the amenities of neighbours
- Sustainability and climate change

Whether the travel demands of the development would be met

Highways are satisfied with the methodology and principles adopted within the submitted Transport Assessment / Travel Plan.

It is difficult to predict the likely parking levels for such a use. The local community are more likely to walk or cycle to the site. A careful assessment of travel patterns associated with the existing college and pragmatic predictions as to future modal split have been set out in the TA. A realistic level of parking provision and access for buses has been made to serve the development.

No strategic highways impact is likely as trips to the current college site are already on the highway network and no significant additional trips to the facility are envisaged. No highways objections are therefore raised to the proposals.

Design and impact on the established character of the area

This will be a very large, pavilion, stand alone type of building, but officers are satisfied that the site and surrounding area can accommodate such a structure given its intended separation from other built form backing on to the site in South East Road and Spring Road. The appearance and layout of the buildings will be Reserved Matters for later consideration.

Promoting high quality educational facilities

This is the first stage in a dramatic transformation of the school buildings. The aspirations set by the council, referred to in **Appendix 1** will deliver a high quality building and state of the art facilities to engender and facilitate better educational attainment.

The impact on existing residential amenity

The only issue that has arisen out of this application has pertained to construction access off South East Road and the congestion that may cause. There would only be an increase of 10 further students at the site, which is unlikely to increase the demand for car parking. The intensified use of the all-weather pitch by the community at large could throw up some additional disturbance issues from the exuberance of those participating, but the applicant has carefully looked into that and conditions should ensure this matter is properly looked at in the Reserved Matters stage. The implementation of a Travel Plan will help to reduce reliance on the private car, helping to alleviate kerbside parking issues for residents.

Sustainability and climate change

Preliminary assessments have been made and a commitment to achieving BREEAM 'excellent' is given. Green roof feasibility is to be explored. Good opportunities exist to take advantage of passive solar gain.

CONCLUSION

By securing the matters set out in the suggested planning conditions, the proposal would be acceptable. The application is therefore recommended for conditional outline approval.

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) and South East Plan (2009), Core Strategy (2010).

SL - 03.02.2010 for 16.02.2010 PRow Panel

STATEMENT OF COMMUNITY INVOLVEMENT

Outline Planning Applications for Building Schools for the Future

1 Introduction

1.1 Building Schools for the Future (BSF) is an unprecedented capital investment programme that not only affects the schools being rebuilt but also the communities around them. Southampton City Council is committed to involving these communities in the development of its BSF plans. This will ensure local people take ownership of the new schools and, in turn, the schools become more proactive in meeting the needs of their neighbourhood.

1.2 This Statement of Community Involvement sets out how the city council's BSF Team has involved schools and their wider communities in the early design phase of Building Schools for the Future, specifically in relation to:

- Chamberlayne College for the Arts
- St George Catholic College
- The Sholing Technology College
- Upper Shirley High School

2. Programme objectives

2.1 Southampton has a number of educational challenges that the city council is striving to overcome: standards are below the national average; not enough young people attend school regularly; and, many are categorised as Not in Employment, Education or Training (NEET) after statutory school age. In addition, many of the city's secondary school buildings are no longer fit for purpose. These are just some of the priorities for the city.

2.2 Southampton's BSF programme has been developed to support the priorities set out in the Children and Young People's Plan, among other city-wide strategies with links to education and the neighbourhood agenda. With this in mind the overarching aims for Southampton's BSF programme are to:

- Raise standards and attendance
- Provide world-class educational facilities for students, staff and their communities
- Build sustainable schools that compliment their neighbourhoods
- Create work for local people and businesses.

3 Community involvement

3.1 In preparation for the submission of its Outline Planning Applications the city council has undertaken a wide variety of stakeholder involvement activity.

NCSL BSF leadership programme

3.2 In the first half of 2009, the BSF Team arranged for head teachers and their senior managers to take part in a series of workshops to start conceptualising their new schools. The programme was lead by the National College for School Leadership (NCSL) and gave school leaders and the BSF Team access to design case studies and experts. This helped set the groundwork for the strategy for delivering each school rebuild.

Super seven heads

3.3 The BSF Team hosts a monthly meeting for the head teachers of the seven schools involved in the city's BSF programme. This is an opportunity for the team to discuss the city-wide programme with the heads and for the heads to update each other on their plans.

Stakeholder Board

3.4 This Board was established in January 2009 as part of the reporting and decision making structure for BSF. It draws members from local partners, such as the police and PCT, local businesses, Southampton City Youth Parliament, and from across the education sector. This board meets bi-monthly for progress briefings on the emerging plans for Southampton's secondary schools.

Ward councillor meetings

3.5 Briefings been offered to ward councillors for each of the four schools. These began in the first half of the Autumn term and covered the broad scope of the project at their local school and the programme for delivery.

Student engagement programme

3.6 Students from the four schools, as well as a number of pupils from their linked primary schools, took part in a series of design workshops between May and October this year. These were organised by the city council and design charity, the Sorrell Foundation. Students were asked to identify some of the key areas for improvement within their schools and present their ideas to their teachers, parents, peers and members of the council and government. Around 80 students were directly involved from the four schools, with hundreds of others asked for their input through questionnaires and assemblies. The students' ideas will be used in the development of the full planning applications for each school have been turned into detailed design briefs.

Web pages

3.7 Members of the public have access to a wealth of information about Southampton's BSF programme via www.southampton.gov.uk/bsf. The pages include background information, latest news and consultations, and a timeline. The pages have been advertised through internal communication channels and articles in the council's residents' magazine, City View.

SEN Review consultation

3.8 Between June and July 2009 a consultation took place about the inclusion of Special Educational Needs (SEN) Learning Centres in the designs for the four schools. More than 7,000 consultation booklets were sent out to parents and other stakeholders to explain the proposals. These were supported by web pages, meetings with staff and governors, as well as public consultation events at each school. At least 990 individuals engaged with this consultation by attending meetings, seeking further information on the website or sending in written responses. The overwhelming response was in favour of including SEN Learning Centres in these mainstream schools.

Upper Shirley expansion consultation

3.9 At the start of the autumn term, the city council ran a consultation on a proposal to increase the Published Admission Number for Upper Shirley High School when it is rebuilt through BSF. This consultation was run on behalf of the school's governing body and set the scene for further consultation that governors would need to carry out in line with the School Admissions Procedure. Parents, staff and local residents were sent a leaflet about the proposal and invited to a consultation event at the school. There were also dedicated web pages about the consultation, which were viewed by 245 individuals during the consultation. More than 20 people attended the consultation event and 49 sent in written responses. Fifty-nine percent of respondents were in favour of the school admitting more students to each year group. All of the feedback has now been shared with the school's governors so that they can use it when making their decision in the future.

Stakeholder meetings

3.10 The BSF Team has arranged a programme of meetings to brief key stakeholders such as the governing bodies of each school, local businesses and Southampton City Youth Parliament.

Publicity

3.11 Articles promoting progress in Southampton's BSF programme have been featured in a range of internal and external council publications. These have included In View magazine for staff, the staff e-Bulletin, and City View, which circulates to 106,000 properties in the city. Press releases have also been issued to local and national media resulting in coverage on local radio, in the local daily newspaper, and national specialist press. The BSF Team also produces its own monthly e-Bulletin, which is distributed to nearly 2,000 stakeholders and can be subscribed to at www.southampton.gov.uk/bsf.

4 Public exhibition of outline planning proposals

4.1 The outline plans for Chamberlayne, St George, Sholing and Upper Shirley High were exhibited in Central Library at the Civic Centre between Saturday 24 and Saturday 31 October. This venue was chosen because it is a central and easily accessible location that is open all day Monday to Saturday and early evenings on week days.

4.2 The plans were also available to view online at www.southampton.gov.uk/bsf and in the four schools.

4.3 The public exhibition was publicised in a number of ways:

The schools were sent details of the exhibition and asked to inform parents, governors, staff and students

More than 600 letters were sent to residents whose properties had a boundary with the four schools

A press release was issued, resulting in an article in the local newspaper prior to the exhibition.

4.4 In addition, the following stakeholders were informed via email:

All city council staff

All councillors

All head teachers

All chairs of governors

The BSF Stakeholder Board

The PE and Sports Stakeholder Group, incl Sport England

All Children's Trust members

Diocese colleagues

Learning & Skills Council

Local colleges and universities

NHS Southampton City

Hampshire County Council ward councillors and lead planning officer

Eastleigh Borough Council ward councillors and lead planning officer

Test Valley Borough Council ward councillors and lead planning officer

Local MPs

5 Feedback

5.1 The footfall through the Central Library averages at approximately 1,000 per day. 25 people marked the sheet to show they had visited the exhibition, with 7 writing comments as

requested. In addition approximately 5 comments were made by phone call and approximately 8 emails were received.

5.2 The issues raised by respondents (number of responses in brackets) were:

5.3 In relation to Upper Shirley High School

- Parking (2)
- Noise (5)
- Proximity to houses (4)
- Access (4)
- Devaluation of Property (2)
- Privacy (1)

5.4 In relation to Chamberlayne College for the Arts

- Parking (2)
- Access (9)
- Increased Traffic (2)

5.5 In relation to St George Catholic College

- Access (1)
- Ecological (3)

5.6 In relation to The Sholing Technology College

- Parking (2)
- Increased Traffic (1)
- Access (1)

5.7 There were also 3 comments received with no specific school mentioned. These were concerning the following issues:

- Parking (1)
- Increased traffic (1)
- Ecological (1)

5.6 In relation to The Sholing Technology College

- Parking (2)
- Increased Traffic (1)
- Access (1)

5.7 There were also 3 comments received with no specific school mentioned. These were concerning the following issues:

- Parking (1)
- Increased traffic (1)
- Ecological (1)

6 Further consultation

Design Quality Indicator workshops

6.1 Head teachers, governors, school staff and students from the two sample schools, Chamberlayne and St George, are taking part in Design Quality Indicator training in November. This will enable these key stakeholders to be involved in determining and monitoring the quality of the design of their schools. Workshops for The Sholing Technology College and Upper Shirley High School will take place next year.

Further consultation on Reserved Matters planning application

6.2 The BSF Team will be consulting with stakeholders in and around schools on the full details of the plans. This will include displaying the developing plans in school reception areas and inviting stakeholders to school specific exhibitions. The consultation process will be publicised on the BSF web pages, in city council publications and via press releases to the local media. In addition, we will be writing to residents, parents and statutory consultees linked to each school to keep them up-to-date with the planning process and let them know how they can get involved.

Other ongoing consultation and information

6.3 The BSF Team will continue to run its Stakeholder Board, briefings with ward councillors and other stakeholder meetings throughout the planning process. This consultation will be supported by information on the BSF web pages, in the BSF stakeholder e-Bulletin and other council publications, as well as ongoing correspondence with stakeholders.

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 planning history

Application Ref & Site	Description of Development	Decision & Date
92/11329/R3CC	new eight class block and associated works	Approve with Conditions 24/12/1992
93/11222/R3CC	Three new buildings to provide two science laboratories one cdt facility and eight general teaching spaces	Approve with Conditions 04/01/1994
95/11104/R3CC	Erection of a single storey front extension	Approve with Conditions 22/06/1995
95/11105/R3CC	New sports barn changing facilities lecture room and new sports pitch with associated fencing	Approve with Conditions 19/09/1995
96/11123/FUL	Erection of a single storey extension for two additional classrooms servery and toilets	Approve with Conditions 03/05/1990
99/00585/FUL	Construction of a single storey extension to provide new entrance foyer and office, new canopy and alterations to car parking layout	Approve with Conditions 13/10/1999
99/10385/R3CFL	Siting of 1 no temporary classroom unit	Approve with Conditions 10/08/1999
03/01649/R3CFL	Relocation of existing mobile classroom and the addition of 1 no. mobile classroom to the west elevation of art block.	Approve with Conditions 16/01/2004
03/01650/R3CFL	Two single storey extensions to the west elevation of existing art block.	Approve with Conditions 14/01/2004
03/01698/R3CFL	Provision of metal storage container to south side of existing sports hall.	Approve with Conditions Temporary Consent 14/01/2003
07/01215/FUL	Relocation of existing mobile classrooms temporary	Approve with Conditions 10/10/2007
07/01807/R3CFL	Siting of a temporary building for use as	Approve with Conditions

RECOMMENDATION: CAP

CONDITIONS for 09/01162/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: Proposed site plan 910-001 Rev P01 and the amended indicative 061-001 Rev P02. 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. 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;
- 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. 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 any green roof which may come to be installed, as hereby approved.

The two trees indicated 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 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

Visibility splays shall be provided to the new vehicular access to Heath Road with details for ensuring that no signage, planting or means of enclosure above 600mm is sited within these agreed sight lines. Any redundant areas of dropped kerb shall be re-instated to full kerb.

REASON:

In the interests of highway safety.

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 25 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 275 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 Middle Road 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 - Limitation of Development

The development shall be limited to a maximum floorspace of 10,000sq.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 - between 60 and 80 metres;
- (b) length - between 110 and 130 metres;
- (c) height - up to 12 metres and 2 storeys above ground level.

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.

08. 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.

09. 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 - including the all-weather pitch - 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 07.30 the following day on a daily basis.

REASON:

To safeguard the amenities of occupiers of adjoining residential properties.

10. APPROVAL CONDITION - Ecological Mitigation Statement

Prior to development commencing, including site clearance, the developer shall commission additional survey work recommended in paragraph 8.2 of the approved Ecological Appraisal report CS/039406-08-01. No site clearance shall occur between March and August inclusive, without the prior written consent of the local planning authority. Following that the developer shall submit a programme of habitat and species mitigation and enhancement measures recommend under paragraph 9.4 of the approved Ecological Appraisal report CS/039406-08-01. The principles of these measures shall have been submitted and agreed in writing with the Local Planning Authority at the Reserved Matters stage. Unless otherwise agreed in writing by the Local Planning Authority those measures 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 and to avoid disturbance to breeding birds.

11. 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.

12. 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.

13. 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.

14. APPROVAL CONDITION - Noise - plant and machinery

The use hereby approved shall not commence until an acoustic report and written scheme to minimise noise from 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 submitted scheme shall follow the recommendations of the submitted acoustic report CS/040723 01A, particularly the design targets set out in paragraph 6.1.7 of that report. The development shall be implemented in accordance with the agreed details.

REASON:

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

15. 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 school 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.

16. 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.

17. 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.

18. 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.

19. 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.

20. 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.

21. APPROVAL CONDITION - Sports development plan

Prior to commencement of use a Sports Development Plan shall be submitted to and approved in writing by the Local Planning Authority. The Programme shall be carried out and implemented in full in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority after consultation with Sport England.

REASON

To secure sufficient benefits to the development of sport and to accord with Local Plan policy.

22. APPROVAL CONDITION - Means of enclosure/sound barriers [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 any replacement bunding/fencing for the all-weather pitch (in accordance with the recommendations of paragraph 5.5.6 of the submitted acoustic report CS/040723 01A, 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 or the first re-use of the all-weather pitch outside school hours 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, especially given the extended community use of the all-weather pitch into the evening

23. APPROVAL CONDITION - External Lighting [Pre-Commencement Condition]

A written lighting scheme - relating to the car parking 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. For the avoidance of doubt, this outline consent does not permit the installation of floodlighting to the all-weather pitch to be retained, which should be the subject of a further planning application if intended at some future date.

REASON:

To protect the amenities of the occupiers of existing nearby residential properties and in the interests of crime prevention.

24. APPROVAL CONDITION- Land Contamination Investigation

Notwithstanding the phase 1 geotechnical desktop study 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 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.

25. 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.

26. 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.

27. 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; and, (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. For the avoidance of doubt the local planning authority's preference is that the existing all-weather pitch shall not be used for any of the above activities unless it can be clearly demonstrated that this is an operational necessity. In the event of that being demonstrated, this sand based all-weather pitch shall be fully re-instated to playing standard before the new school first re-opens.

REASON:

To protect the amenities of neighbours and the wider environment.

28. APPROVAL CONDITION - Bonfires [Performance Condition]

No bonfires are to be allowed on site during the period of demolition, clearance and construction.

Reason:

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

29. 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.

REASON:

To protect the amenities of neighbours and the wider environment.

30. 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. The development shall be carried out in accordance with the agreed details.

REASON:

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

31. 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, car parks, and all-weather pitch, 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.

32. APPROVAL CONDITION - Sustainable Drainage Systems (Pre-Occupation Condition)

A feasibility study demonstrating an assessment of the potential for the creation of a sustainable drainage system on site, including any green roof for the building, shall be carried out and verified in writing by the Local Planning Authority prior to first occupation of the development hereby granted consent. 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, in compliance with policy SDP13 (vii) of the City of Southampton Local (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.

33. APPROVAL CONDITION - Archaeological investigation [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local planning Authority.

Reason:

To ensure that the archaeological investigation is initiated at an appropriate point in development procedure.

34. APPROVAL CONDITION - Archaeological work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local planning Authority.

Reason:

To ensure that the archaeological investigation is completed.

35. PERFORMANCE CONDITION - Travel plan

The framework travel plan submitted by Capita Symonds dated 28 October 2009 shall be implemented at all times the college is in use and shall be updated and reviewed on an annual basis, in accordance with the recommendations of Section 9 of the above document. The City Council's Travel Plan Officer and at least one Deputy Head Teacher from the college shall be members of the body that will review the School Travel Plan hereby approved. A copy of the reviewed Travel Plan shall be submitted to and approved in writing by the Local Planning Authority on an annual basis. The plan shall include provisions to encourage the use of alternative modes of travel to and from the site, together with targets and provisions for monitoring and review. In particular, the facilities to be submitted at the Reserved Matters stage for bicycle parking, including shower facilities, lockers and secure bicycle parking shall be fully implemented as part of this permission and any later approval of reserved matters and retained at all times thereafter.

REASON

To encourage sustainable modes of travel.

36. 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 of general disturbance and periodic, localised highway congestion likely during the construction period. The proposed construction traffic access onto Middle Road has been considered by Highways DC as acceptable and any impact on the residents of Middle Road and South-East 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 REI7

Note to Applicant

1. 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.

2. 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.

3. 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.

4. 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.

5. The Environment Agency welcomes the consideration of a range of SUDS techniques within the submitted Flood Risk Assessment (FRA). We would wish to see appropriate SUDS techniques incorporated into the final surface water drainage system.

The final drainage system should be designed to accommodate surface water runoff according to the following criteria:

- The discharge from the developed site should be no greater than that from the site as existing for a range of storms including the 1 in 2, 1 in 30 and 1 in 100 20% (climate change allowance) events. The FRA recommends that surface water drainage from the site following development will be maintained at 80% of the current runoff levels. This is welcomed by the Agency.
- Long term storage must be provided to cater for the additional runoff volume generated by the development compared to that from the site as existing.
- The drainage system should be designed to ensure no surface flooding for storms up to the 1 in 30 year event.
- Surface flooding for storms exceeding this return period might be acceptable for short periods providing water is routed away from buildings, access ways and does not increase flood risk off site.
- There should be no flooding of buildings for storms up to and including the 1 in 100 20% event.

6. Given the nature of the proposed development it is possible that a crane may be required during its construction. The British Aviation Authority draws the developer's attention to the requirement within the British standard code of practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note No. 4 'Cranes and other construction issues' available at - www.aoa.org.uk/publications/safeguarding.asp.

7. The development is close to Southampton Airport and the landscaping it includes may attract birds, which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, "Potential bird hazards: Amenity landscaping and building design", available at - www.aoa.org.uk/publications/safeguarding.asp.

8. Bird management plan: Due to the location of the site and the proposed nature of the development, there is potential for large flat roofs to be used. Your attention is drawn to advice note 8 - "Potential bird hazards from building design", a copy of which is attached to this decision notice., which details the requirements for roofing and the potential attraction of birds.