

Planning and Rights of Way Panel 20th June 2017
Planning Application Report of the Service Lead - Infrastructure, Planning & Development

Application address: Upper Shirley High, Bellemoor Road, Southampton SO15 7QU			
Proposed development: Removal of two temporary classrooms and erection of a two storey building to provide 10 new classrooms with ancillary accommodation (amended to provide 12 additional car parking spaces and construction access details)			
Application number	16/01899/FUL	Application type	FUL
Case officer	Andrew Gregory	Public speaking time	15 minutes
Last date for determination:	21.04.2017 (Extension of Time Agreement)	Ward	Shirley
Reason for Panel Referral:	More than 5 objections (12 in total)	Ward Councillors	Cllr Coombs Cllr Kaur Cllr Chaloner

Applicant: Hamwic Trust	Agent: PrimmerOldsBAS
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Recommendation Summary	Delegate to Service Lead - Infrastructure, Planning & Development to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	No
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. 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. Sport England is content that given the proposed construction route is for a temporary period and that its impact on the playing field and sports facilities can be reduced, the effect on the usability of the playing field for a range of sports will be minimised. Overall, the exceptional educational need associated with the development are considered to outweigh the disadvantages. The proposed new vehicular access has been considered by highways officers as acceptable and any impact on local residents can be mitigated as explained in the report to the Planning and Rights of Way Panel on 20th June 2017.

The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012). Accordingly the proposal complies with policies CS6, CS11, CS13, CS18, CS19, CS20, CS22 and CS25 of the Core Strategy (2015) and saved policies SDP1, SDP4, SDP5, SDP6, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP16, SDP17, SDP19, SDP22, NE4 and HE6 of the Local Plan Review (2015).

Appendix attached		
1	Development Plan Policies	

Recommendation in Full

1. Delegate to the Service Lead – Infrastructure, Planning & Development to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:
 - i. The submission and approval of a Green Travel Plan aimed at reducing the reliance of the private car in relation to staff and pupil trips to/from the school and a financial contribution to ensure a meaningful implementation of the approved Green Travel Plan.
 - ii. A highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
2. That the Service Lead – Infrastructure, Planning and Development be given delegated powers to add, vary and /or delete conditions as necessary.

1.0 The site and its context

- 1.1 The application site is situated on the north side of Bellemoor Road between the junctions with Wilton Road and Pentire Avenue. The existing school buildings are a mixture of single-storey, 2-storey and 3-storey of various ages and styles and are concentrated in the middle and western parts of the site. The eastern part of the site is used for sports provision with a grassed playing field and enclosed hard surfaced tennis courts. There is currently a single vehicular access to the school which is in the south western part of the site between 46 and 60 Bellemoor Road. In the south eastern part of the site, between 80 and 82 Bellemoor Road, is what is understood to be a former vehicular access. There is a lowered kerb ‘crossover’ to the street but the access has been closed off with an established hedge and fence with the land within the school grounds being grassed and used for sports activities. It is proposed to provide temporary construction vehicular access in this position.
- 1.2 The immediate surroundings are predominantly residential in character with 2-storey houses adjoining in Queen’s Road, Pentire Avenue and Bellemoor Road. On the north western side of the school are retail/leisure uses in large retail ‘sheds’ on Winchester Road. The rear of these buildings closely adjoins the school grounds.

2.0 Proposal

- 2.1 The proposal seeks to replace two no. single-storey temporary classroom buildings within the northern part of the site with a replacement teaching block comprising ten classrooms. The proposed replacement classroom building would be part two-storey part single-storey with pitched roof form and single-storey flat-roofed element to the rear. The proposed block would occupy the position of the existing temporary classrooms with a larger footprint which extends north-eastwards towards the tennis courts. The proposed building would be set within existing hard surfacing and does not encroach on the existing playing field. The position of the building has been marginally adjusted, to prevent encroachment on the root protection areas of existing trees on the northern boundary. The proposed finishing materials comprise face brickwork, concrete roof tiles and UPVC windows.
- 2.2 The scheme proposes a temporary construction traffic access between 80 and 82 Bellemoor Road in order to separate construction traffic from pupils/staff/parents using the main school access, in the interests of health and safety. The temporary construction route will run along the edge of the existing playing fields and has been designed to ensure that sporting use of the playing fields will not be compromised. The temporary roadway will comprise heavy duty rubber mats.
- 2.3 The proposal would provide a net increase in teaching facilities of 1,015 sqm. The expansion of Upper Shirley High School is proposed to meet local need and a shortage of secondary pupil places in the local area. The school is currently at capacity and was due to be rebuilt under the Building Schools for the Future Programme until this scheme of funding was cancelled by central government in 2010. The proposed expansion plans, seek to increase pupil numbers from 150 to 180 in September 2017. The forecasted future intake, as set out within Appendix B of the Design & Access Statement Rev A, is set to reach its full capacity of 1050 pupils by 2023.
- 2.4 The proposal has been amended to incorporate 12 no. additional car parking spaces within the car park at the front of the site, accessed from the main entrance. These additional spaces have been incorporated to provide for increased parking demand arising from the increase in school capacity.

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

3.3 Paragraph 72 of the NPPF indicates that:

“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- *give great weight to the need to create, expand or alter schools; and*
- *work with schools promoters to identify and resolve key planning issues before applications are submitted.”*

3.4 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.

3.5 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.

4.0 Relevant Planning History

4.1 On 26.3.10 planning permission was granted for a replacement school under the Building Schools for the Future Programme. This approval included a new gated vehicular access between 80 and 82 Bellemoor Road for servicing and delivery access only (ref 09/01328/R3OL) and the approved access plan and associated condition are attached as **Appendix 2**.

4.2 The existing temporary classrooms, proposed to be removed, were approved in 2007 (ref 07/01809/R3CFL). The school has expanded on a number of occasions since it was built in the 1960’s. There have been many subsequent planning decisions not all of which are relevant to the current planning application.

5.0 Consultation Responses and Notification Representations

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners (113 in total), erecting a site notice (03.02.2017) and a press notice (published on 03.02.2017). At the time of writing the report **12 objections** have been received from surrounding residents. The following is a summary of the planning related points raised:

5.2 ***The school expansion will result in increased on-street parking pressures. Existing problems with cars parked badly and illegally during peak school drop-off and collection times will be increased.***

5.2.1 Officer Response - An updated green travel plan is to be secured aimed at reducing the reliance of the private car in relation to any increased staff and pupil trips. The proposal also provides 12 additional staff car parking spaces within the site to reduce pressure on existing kerb side parking space. On balance, the need for additional school places is considered to outweigh any increased trip rates which do arise.

5.3 ***The opening up of a temporary construction access between 80 and 82 Bellemoor Road will be harmful to the residential amenities of immediate neighbours, particularly in respect of noise, vibration, dust, pollution, dirt etc associated with heavy construction traffic. Alternative temporary construction access routes should be explored***

5.3.1 Officer Response - Environmental controls are recommended to safeguard the amenities of neighbouring occupiers, namely: restrictions on hours of work (Monday to Friday 08:00-18:00 hrs and Saturday 09:00-13:00 hrs; controls on hours of delivery (Monday to Friday 8:30-9.15 and 14:30-15:30 hours) and no heavy goods vehicle deliveries to take place at weekends. A pre-construction traffic management analysis has been provided to explain why this temporary access route is required and to discount alternative access routes. It is not possible to re-route heavy goods vehicles through the main school entrance during the school holiday because of insufficient off road space for stationary vehicles in front of the school gates

5.3.2 On balance, the need for additional school places is considered to outweigh any increased disturbance arising from construction vehicle traffic. The amount and frequency of construction vehicle traffic for this classroom block is not considered demonstrably harmful to substantiate refusal of planning permission.

5.4 ***Concern that the access will remain in use after the construction has finished***

5.4.1 Officer Response - the school have confirmed that the temporary access is only required for construction and accept a condition which requires the access to be stopped up and hedgerow re-instated on completion of works.

5.5 ***The proposed temporary construction vehicle access would prejudice pedestrian and highway safety***

5.5.1 Officer Response - No objection has been raised by Highways Development Management. Provision of the temporary construction access to separate construction traffic from pedestrian traffic using the main entrance accords with Health and Safety Executive requirements. Controls to prevent deliveries during peak school arrival and departure times are recommended. A condition is also required to ensure the temporary dropped kerb access is designed to withstand overrun by heavy goods vehicles to prevent damage obstruction to the footway.

5.6 ***Concern that the application was lodged prior to public consultation with the local community.***

Officer Response - Concerns raised as part of the public consultation on this planning application have been shared with the applicants and additional information / amendments have been received, to provide additional car parking, details of additional need for school places and a construction traffic management analysis. The additional information has been subject to a public re-consultation. The applicants accept the imposition of conditions to control the use of the temporary construction access and to ensure the temporary access is stopped up following the completion of works

5.7 ***The application does not contain details of how the new classrooms will***

be constructed in terms of site access, contractors parking, construction hours etc

5.7.1 Officer Response - *Details of how the new classrooms will be constructed is generally not a pre-determination planning requirement. Construction hours are recommended to be restricted by condition. There is sufficient space for materials and construction vehicles to park within the site and details will be secured through a construction management plan.*

5.8 ***The planning Department hasn't correctly notified residents who live directly opposite the proposed temporary access***

5.8.1 Officer Response - Consultation has been undertaken with a total of 117 neighbouring properties which has included notifying properties which are adjacent and opposite the temporary construction vehicle access, namely 80, 82, 85, 87, 89 and 91 Bellemoor Road.

5.9 ***The temporary construction access route will leave the side boundaries to 80 and 82 Bellemoor Road exposed***

5.9.1 Officer Response - *Existing boundary treatments are in place to enclose these properties from the school playing fields. The proposed temporary access route will have controlled access to ensure the school remains secure.*

Consultation Responses

5.10.1 **SCC Highways - No objection**

The new classroom block is acceptable in highway terms subject to S106 requirements as below and the following comments. The applicant is showing a temporary access to be used for construction traffic. This would be a positive thing as far as safety is concerned, because it separates construction traffic away from school traffic. The developer however would be required to avoid any deliveries arriving around the school start or finish times.

5.10.2 There may be issues associated with noise when temporary road plates are used for HGVs to run on and thought needs to be given to this issue if this is to be the temporary solution.

5.10.3 The access which is to be opened up currently has a substantial hedgerow across it, and the dropped kerb crossing is very narrow. This vehicular crossing is likely to become damaged by HGVs running over it, as it is unlikely to have been constructed to a depth suitable to withstand overrunning with such vehicles. Core samples will need to be taken to establish the construction, across the full width likely to be overrun by an articulated vehicle, and if the construction does not meet the councils standards for a heavy duty crossover, it will need to be constructed as such, and the crossing widened to accommodate the tracking of the largest vehicle likely to use the access. Should the footway start to deteriorate we would expect immediate action to undertake repairs to avoid risk of personal injury from passing pedestrians which are numerous at school start and finish times. The footway will need to be left in a suitable condition once the construction is complete and the access closed off again.

5.10.4 Local residents are already subject to parking pressures at school start and finish times, and it will be important that the Construction Environment Management Plan recognises this and ensures that operatives will not park within the near vicinity of the site, to avoid further nuisance. Ideally they will be provided parking within a compound on site if they are unable to travel to site more sustainably.

- 5.10.5 Additional pupils will require the school travel plan to be updated and revisited to ensure the increase in pupils does not result in a significant change in vehicular trips to the school.
- 5.11 **SCC Ecologist - No objection** to the removal of the temporary classrooms and replacement with a permanent building. However, the Council's Ecologist is concerned that the proposed building's close proximity to the line of trees will lead to increased illumination of the tree canopies reducing their foraging value for bats. To reduce the risk of this occurring the building's lighting scheme should be designed to minimise light spill.
- 5.12 **SCC Environmental Health (Pollution & Safety) - No objection** subject to conditions to restrict hours of work, to secure a construction environment management plan and to ensure no ensure bonfires take place on site.
- 5.13 **SCC Sustainability – No objection**
The development is required to achieve a BREEAM standard of 'excellent' under Core Strategy Policy CS20 and a BREEAM pre-assessment estimator has been submitted which shows that Excellent would be met. Design stage and post occupation conditions are recommended to secure BREEAM 'excellent'.
- 5.14 **SCC Trees – No objection** following amendment to move the proposed classrooms to a position outside of the root protection areas of trees to the north. A tree protection plan, method statement and clear specification of any facilitation works to safeguard the trees to the north should be secured by condition.
- 5.15 **SCC Archaeology – No objection** subject to conditions to secure an Archaeological Watching Brief. The site is in a Local Area of Archaeological Potential, as defined in the Southampton Local Plan and Core Strategy -- LAAP 16 (The Rest of Southampton). There are several prehistoric (Palaeolithic, Mesolithic and Neolithic) and Roman findspots within 500m of the site, but otherwise limited archaeological evidence. However, little formal archaeological fieldwork has been undertaken in the area, so the archaeological potential of the site is uncertain. An Archaeological Desk Based Assessment, commissioned for a 2009 planning application for the school site, outlined the archaeological and map evidence for a wider study area. Prehistoric and other archaeological remains, if present on the site, would be undesignated heritage assets under the National Planning Policy Framework (NPPF).
- 5.16 **SCC Flood Officer** - If the case officer is minded to approve the application it is recommended for approval subject to a condition to secure a surface water drainage strategy
- 5.17 **Southern Water – No objection** subject to a condition to secure details of means of foul and surface water disposal. An informative is also requested in relation to connection to the public sewerage system.
- 5.18 **Sport England – No objection**
Sport England is content that given the proposed construction route is for a

temporary period and that its impact on the playing field and sports facilities can be reduced, the effect on the usability of the playing field for a range of sports will be minimised. On this basis, Sport England considers that the proposed development broadly meets our E3 exception policy, subject to a planning condition to ensure the playing field and sports facilities are reinstated to their previous condition following works.

6.0 Planning Consideration Key Issues

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

- Principle of development;
- Design and amenity;
- Highway Safety and Parking.

6.2 Principle of Development

6.2.1 The proposed development of new classroom facilities to replace the existing temporary facilities and to support an increase in school capacity is acceptable in principle. Policy CS11 of the Core Strategy indicates that the development of new, inspirational, high quality education and related facilities will be promoted.

6.2.2 The new classroom facilities are required meet local need and a shortage of secondary pupil places in the local area. Upper Shirley High School is a Jefferys Education Trust Academy with a current capacity of 764 pupils. The Trust has indicated the school is overcrowded and was due to be rebuilt under the Building Schools for the Future programme in 2009, until the funding programme was withdrawn. The student intake at the school is proposed to increase from 150 to 180 in September 2017; this is to meet local demand and to accommodate the change of status of Wordsworth school from a two form infant to a three form primary school. Intake is set to increase to 210 in September 2019. The Trust has indicated that the school expansion plans show the school reaching a capacity of 1050 pupils by 2023.

6.2.3 The proposed classroom building would be located in an area at the north of the site, occupied by temporary classroom buildings and hard standing. The proposed building does not encroach onto the existing playing fields however the temporary construction route will run along the western edge of the playing fields. The applicants have submitted details to demonstrate that the temporary access route will not harmfully compromise the ability to use the playing fields for sport. The temporary construction road will compromise heavy duty rubber mats to minimise the impact on the grassed playing fields. As such Sport England have raised no objection subject to a condition requiring that the temporary access road be removed on completion of works and any damage to the playing fields made good.

6.2.4 Given the access road represents a marginal encroachment on the playing fields for a temporary period and will not compromise seasonal sports pitches, the proposal is not considered to conflict with open space safeguarding policies CS21 of the Core Strategy and 'saved' policy CLT3 of the Local Plan Review.

6.3 Design and Amenity

6.3.1 The proposed two-storey classroom block will be located in the northern part of

the site and will not be seen from the public realm. The building will be screened by trees and retail warehouses to the north, existing school buildings to the south and west and circa 120m from the nearest residential properties within Pentire Avenue, beyond the tennis courts to the east. The building is set off the northern boundary to ensure the existing boundary trees are not compromised.

6.3.2 The two-storey scale would be in keeping with the scale of surrounding buildings. The pitched roof form differs from the flat-roofed design of the existing school buildings but this is not considered harmful having regard to the pitched roof form of housing within the surrounding area. The use of face brickwork is considered appropriate within this context with precise materials details reserved by planning condition. As such the proposed development is acceptable in design terms and will not harm the visual amenities of the area.

6.3.3 The proposed building will not adversely harm the amenities of neighbouring occupiers the building is a significant distance from neighbouring occupiers as not to cause any harmful enclosure, shadowing or privacy impact

6.3.4 The proposal requires the formation of a temporary construction access route to prevent any health and safety conflict with pupils and staff using the main entrance. This involves forming a temporary access between 80 and 82 Bellemoor Road which will inevitably change the environment for adjacent residential properties during the construction period.

6.3.5 The application is supported by a pre-construction traffic management analysis which explains why construction vehicle access through the main entrance, or alternative access via the adjacent retail park to the north, have been discounted.

The Health and Safety Executive provides advice on 'The Safe Use of Vehicles on Construction Sites' and recommends that public and construction traffic be separated. Furthermore use of the existing gated main entrance would mean that HGVs would have to wait on a bend in order to access the site, which could prejudice highway safety and obstruct the free flow of traffic. Access through the retail park has been discounted due to site levels, obstruction from existing building and land ownership issues

6.3.6 The opening up of the access between 80 and 82 Bellemoor Road was previously approved for servicing and deliveries as part of the replacement school under the Building Schools for the Future Programme. In order to minimise the environmental impact on adjacent residents and to prevent conflict with peak school traffic, controls are recommended to limit the use of the temporary access and to require the temporary access to be stopped up and re-landscaped following completion of works. The proposed hours of work will be Monday to Friday 08:00-18:00 hrs and Saturday 09:00-13:00 hrs. No deliveries should take place Monday to Friday 8:30-9.15 and 14:30-15:30 hours.

6.3.7 The applicants have indicated they have no intention to work Saturday but would like the option available if required to complete the works on time because of delays due to unforeseen circumstance. They have also confirmed that no deliveries or large vehicles will be accepted on a Saturday and delivery vehicles will be limited to size, to small / medium with access through the main entrance only on Saturday's. A construction management plan will also be required to ensure that construction vehicles park within the site and not within Bellemoor Road or surrounding streets

6.4 Highway Safety and Parking

6.4.1 The new classroom block is acceptable in highway terms subject to S106

requirements to secure a green travel plan to encourage other forms of travel instead of private cars.

- 6.4.2 The applicant is showing a temporary access to be used for construction traffic. This would be a positive thing as far as safety is concerned, because it separates construction traffic away from school traffic. The developer however would be required to avoid any deliveries arriving around the school start or finish times.
- 6.4.3 The existing dropped kerb will need to be assessed and if necessary upgraded to ensure it can withstand overrunning from heavy construction vehicles. A highway condition survey will also be secured to ensure that any damage to the public highway arising from construction works is made good.
- 6.4.4 The development provides an additional 12 car parking spaces within the school to reduce staff parking overspill onto Bellemoor Road.

7.0 Summary

- 7.1 In summary, the new classroom facilities are required as part of the expansion of Upper Shirley High School to meet local need and a shortage of secondary pupil places in the local area. The design and scale of the building is considered in keeping with the character and appearance of the area and will not harm the residential amenities of neighbouring occupiers.
- 7.2 The proposed temporary access route will not harm the function and usability of the school playing fields and Sport England has raised no objection. The temporary access route between 80 and 82 Bellemoor Road is required in order to separate the public from construction traffic in the interests of health and safety. Planning conditions are recommended to minimise the disturbance arising from construction traffic and to ensure the temporary access is stopped up on completion of works.
- 7.3 Additional staff parking is provided on site to reduce any staff parking overspill into surrounding streets and construction vehicles will be required to park within the site.
- 7.4 The green travel plan for the school will need to be updated to account for the increase in school capacity.

8.0 Conclusion

The application is recommended for approval subject to securing the matters set out in the recommendations section of this report and the conditions set out below.

Local Government (Access to Information) Act 1985 **Documents used in the preparation of this report Background** **Papers**

1(a)(b)(c)(d), 2(b)(d), 4(f) & (qq), 6(c)
AG for 20/06/2017 PROW Panel

PLANNING CONDITIONS to include:

01. Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

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

02. Details of building materials to be used (Pre-Commencement Condition)

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include presenting alternatives on site. 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.

03. Hours of work for Demolition / Clearance / Construction (Performance)

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 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

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

04. Construction Management Plan (Pre-Commencement)

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Plan for the development. The Construction Management Plan shall include details of:

(a) parking of vehicles of site personnel, operatives and visitors;

(b) loading and unloading of plant and materials;

(c) storage of plant and materials, including cement mixing and washings, used in constructing the development;

- (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
 - (e) measures to be used for the suppression of dust and dirt throughout the course of construction;
 - (f) details of construction vehicles wheel cleaning; and,
 - (g) details of how noise emanating from the site during construction will be mitigated.
- The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason: In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

05. Tree Retention and Safeguarding (Pre-Commencement Condition)

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.

06. Arboricultural Method Statement (Pre-Commencement Condition)

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

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

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

07. APPROVAL CONDITION Archaeological watching brief with provision for excavation 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.

08. APPROVAL CONDITION Archaeological watching brief with provision for excavation 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.

09. External Lighting Scheme (Pre-Commencement)

Prior to the development hereby approved first coming into occupation, external lighting shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be designed to prevent increased illumination of the tree canopies on the northern boundary. The lighting scheme shall be thereafter retained as approved.

Reason: To minimise the impact on protected species.

10. Surface / foul water drainage (Pre-commencement)

No development approved by this permission shall commence until a scheme for the disposal of foul water and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason: To ensure satisfactory drainage provision for the area.

11. APPROVAL CONDITION - BREEAM Standards [Pre-Commencement Condition]

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

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

12. APPROVAL CONDITION - BREEAM Standards [performance condition]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum Excellent against the BREEAM Standard in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

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

13. APPROVAL CONDITION - Zero or Low Carbon Energy Sources [Pre-Commencement Condition]

Confirmation of the energy strategy, including zero or low carbon energy technologies that will achieve a reduction in CO2 emissions of at least 15% must be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development hereby granted consent. 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 thereafter.

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

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

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and

iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

15. APPROVAL CONDITION - Playing Fields (Pre-commencement)

No development shall commence until a scheme for the removal of the temporary works which includes the temporary construction traffic route and access on playing field land and the long jump pit and track has been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The scheme must be in accordance with Sport England guidance "Natural Turf for Sport" (2011). By * date, the use hereby permitted shall be discontinued and the temporary works carried out under this permission shall be removed from the site and the playing land and long jump pit and track reinstated in accordance with details that have previously been submitted to the Local Planning Authority and approved in writing.

Reason: To ensure the site is restored to a condition fit for purpose and to accord with policies CS21 of the Core Strategy and 'saved' policy CLT3 of the Local Plan Review.

16. APPROVAL CONDITION - Servicing and Deliveries

The development shall be carried out in accordance with the pre-construction traffic management analysis dated March 2017 in relation to routing of construction vehicles, permitted construction traffic hours, site access requirements, vehicle call up procedures and provision of wheel cleaning facilities.

No deliveries shall take place between 8:30-9.15 and 14:30-15:30 hours Monday to Friday.

Any deliveries or servicing on Saturdays between 09:00 to 13:00 hours shall only be made by small/medium size vehicles which shall access the site through the main entrance.

Reason: In the interests of pedestrian safety and neighbouring amenities

17. APPROVAL CONDITION - Temporary Construction Access

Prior to commencement of the use of the temporary construction traffic access, the existing dropped kerb shall be assessed to ensure it can withstand overrunning by heavy goods vehicles, with details to be submitted and agreed in writing with the Local Planning Authority. Core samples will need to be taken to establish the construction, across the full width likely to be overrun by an articulated vehicle, and if the construction does not meet the councils standards for a heavy duty crossover, it will need to be constructed as such, and the crossing widened to accommodate the tracking of the largest vehicle likely to use the access. Any works to upgrade the existing dropped kerb will need to be undertaken under a s171 notice and completed prior to commencement of the use of the temporary construction traffic access.

Prior to occupation of the classrooms hereby approved, the temporary construction access shall be stopped up and a secure boundary treatment comprising fencing and hedgerow shall be reinstated with details of the fencing and hedgerow to be agreed in writing with the Local Planning Authority prior to the commencement of development. The fencing and hedgerow shall be installed and retained as agreed.

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.

Reason: In the interests of highway safety.

18. APPROVAL CONDITION - Temporary access stopped up

Prior to occupation of the classrooms hereby approved, or during the first planting season following the full completion of building works, whichever is sooner, the temporary construction access shall be stopped up and a secure boundary treatment comprising fencing and hedgerow shall be reinstated. Details of the fencing and hedgerow to be agreed in writing with the Local Planning Authority prior to the commencement of development. The fencing and hedgerow shall be installed and retained as agreed.

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.

Reason: To protect the amenities of adjacent properties, in the interests of highway safety, and to improve the appearance of the site and enhance the character of the development in the interests of visual amenity

19. APPROVAL CONDITION - Parking (Performance)

The 12 additional car parking spaces shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

20. Approved Plans

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

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

POLICY CONTEXT

Core Strategy - (as amended 2015)

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

City of Southampton Local Plan Review – (as amended 2015)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP16	Noise
CLT3	Open Space

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - September 2013)

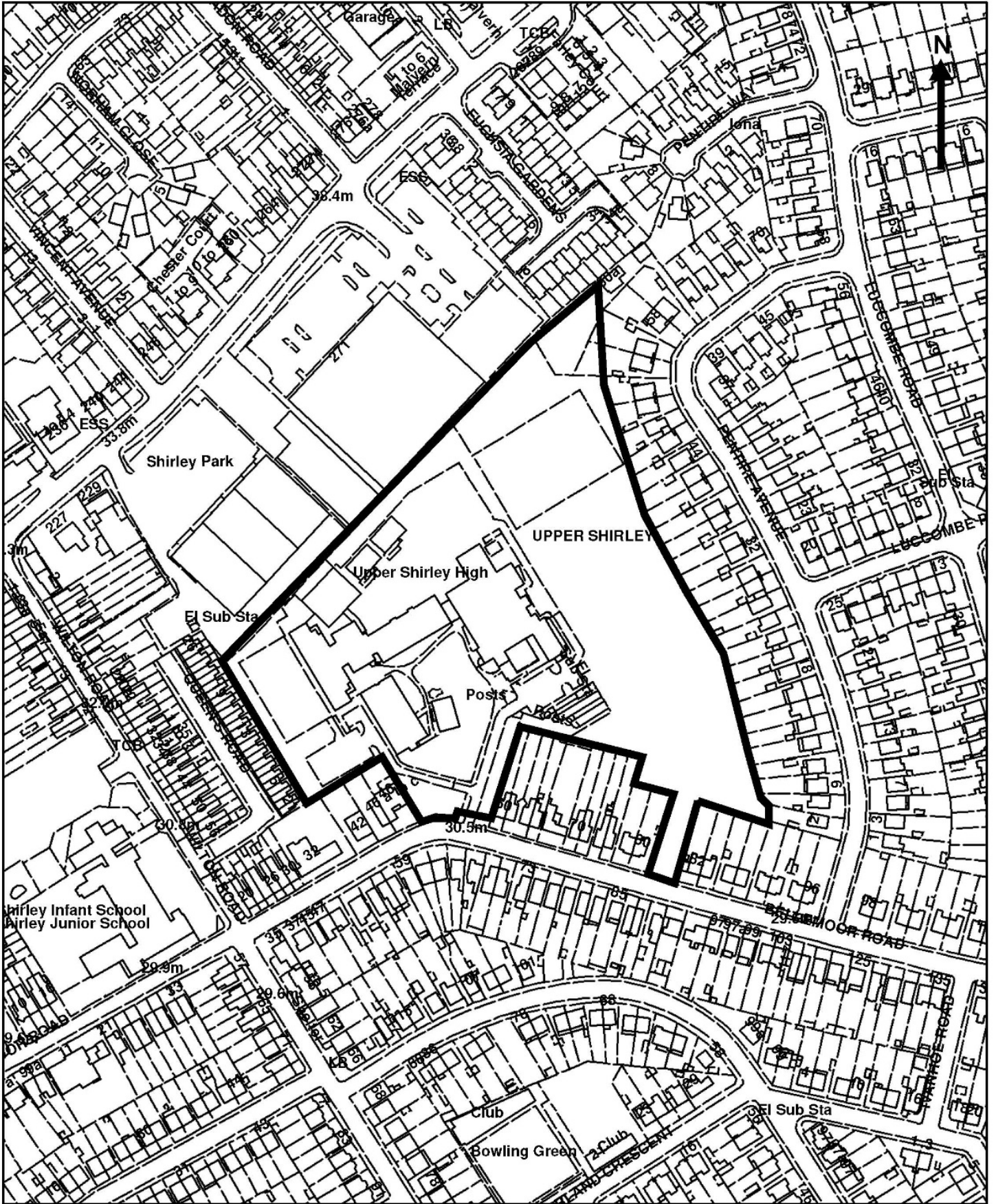
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

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Scale: 1:2,500

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