

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 21 December 2010
 Planning Application Report of the Planning & Development Manager

Application address: Land at Five Acre Field Redbridge Lane Southampton			
Proposed development: Re-development of the site to provide a new three-storey Academy and associated buildings, a four court floodlit multi-use games area, grass playing pitch with associated parking, vehicular access off Redbridge Lane, pedestrian access (including provision of signal controlled pedestrian crossing on Romsey Road, upgrading of Romsey Road and Brownhill Road subways and diversion of public right of way), landscaping and ecological enhancement works (including diversion of ditch).			
Application number	10/01283/R3CFL	Application type	Q12 small scale major
Case officer	Steve Lawrence	Public speaking time	15 minutes

Applicant: Southampton City Council		Agent: Turley Associates	
Recommendation Summary	Delegate to the Planning and Development Manager to grant conditional planning permission, subject to the Secretary of State not wishing to 'call-in' the application for his own determination and the completion of a Undertaking to secure the matters set out in this report		
Reason for Panel referral – Departure from the Development Plan			
Appendix attached			
1.	Development Plan Policies	2.	Relevant Planning History
3.	2010 allowed outline planning appeal decision: land on west side of Redbridge Lane relating to the construction of 350 homes	4.	Correspondence from Architect and Further views of the Chair of the Southampton Architects Panel

Reason for Granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan. Whereas the proposals involve the development of public open space as a departure from the development plan, quantitative and qualitative improvements to open space on site and in the wider area, with improved sports facilities with community access mitigate for that loss. A package of off-site measures has been put in place to ensure that people reach the site safely and that the overall impact on the local highways network is acceptable. Planting and landscaping works will mitigate the visual impact of the proposals and biodiversity enhancements have been secured as part of the development. An existing public footpath will be diverted and not unduly affect the right of way, nor greatly lengthen journeys across the 5 Acre Field, otherwise known as the Lord's Hill Outdoor Recreation Centre. Other material considerations do not have sufficient weight to justify a refusal of the application. Where appropriate clauses to the legal undertaking and planning conditions/informatives have been imposed/advised to mitigate any harm identified. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Planning Permission should therefore be granted having account of the following planning policies:

'Saved' Policies - SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP16, SDP17, SDP21, SDP22, NE4, HE6, CLT3, and T12 of the City of Southampton Local Plan Review (March 2006) as supported by the adopted LDF Core Strategy (January 2010) policies CS11, CS13, CS14, CS18, CS19, CS20, CS21, CS22, CS23 and CS25.

Recommendation in Full

Delegate to the Planning and Development Manager to grant planning permission subject to the Secretary of State not wishing to 'call-in' the application for his own determination and the completion of a Undertaking to secure:

- i. An agreed series of site specific transport works in accordance with policies CS18, CS19 and CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (January 2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
- ii. 3 No. Traffic Regulation Orders (TRO's) in respect of speed and parking restrictions relating to Romsey Road and Redbridge Lane;
- iii. CCTV (linked to SCC control room) and community safety scheme to Romsey Road and Brownhill Way underpasses;
- iv. Travel Plan;
- v. Training and Employment plan;
- vi. Community Use Agreement;
- vii. Sports Development Plan;
- viii. Quantitative open space replacement to be achieved at the Millbrook Community School site and retained for public use;
- ix. Highway condition survey and repairs to the highway resulting from any damage attributable to the build process;
- x. To enter into a Stopping-Up Order and Footpath Diversion Order under s.257 of the Planning Act, as it affects a public footpath.

1.0 Procedural Context

Councils Own Development

1.1 The proposed scheme is a Regulation 3 application for deemed Planning Permission. A Regulation 3 application relates to proposals made by the Local Authority for development that it wishes to undertake as part of its remit as a public sector service provider.

1.2 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.

2.0 Background

2.1 The application has been submitted in the context of the City Council's wider objectives of achieving improved educational and attendance within the city. The proposed school is part of the Academies programme which seeks to tackle disadvantage and educational underachievement in areas which historically have a lower level of educational attainment. At present the Lord's Hill Oasis Academy has a school roll of 691 pupils and operates across the two sites of Oaklands Community School, Fairisle Road and Millbrook Community School, Green Lane. The proposal would enable the Academy to operate from a single new campus.

2.2 This project has its basis from the School Standards and Framework Act 1998 and the Education Act 2002, which expressed the Government's drive to improve educational standards. Stemming from this, the National Academies programme has the objectives of breaking the cycle of underachievement and low aspirations in areas of deprivation with historical low performance, to increase choice and diversity in education and create inclusive, mixed ability schools.

2.3 The city council embarked on its 'Learning Futures' programme in 2006, part of which was ensuring that schools should be on sites and in buildings fit for the 21st Century in the Government's Building Schools for the Future initiative. Owing to falling secondary school rolls throughout the city, the decision was taken to amalgamate two secondary schools each east and west of the city to create two Academies. Oasis won the bid to run the two new Academies.

2.4 Oasis is a Christian charitable organisation founded by Steve Chalke in 1985. Oasis, a registered charity, began its work in the UK, but now works to deliver educational, healthcare and housing projects throughout the world. The Academy would be open to all faiths and agnostics/non-believers, operating a totally inclusive admissions policy. Information Communication Technology (ICT) will be used creatively in a variety of contexts for learning, including individual, group and teamwork as well as to accommodate all students learning styles.

2.5 The Mayfield Academy (10/00522/R3CFL) accessed from The Grove, off Portsmouth Road was approved at the 20.07.2010 meeting of Planning and Rights of Way Panel.

2.6 Consultation on the proposed relocation of the Lord's Hill Academy (comprising a leaflet, two open evenings and a site walkabout) was conducted in October and November 2008. This consultation exercise also provided stakeholders with an opportunity to select one of two potential site layouts for the Academy. The responses received were generally positive, with the number of objections being negligible. In line with the general consensus of stakeholders' views, the authority decided to choose the site layout that minimised the impact on existing sports users of the site. The city council's Cabinet approved the principle of leasing the relevant portion of the Lordshill site for use by the Academy on 27 April 2009.

3.0 The site and its context

3.1 This 3.45 ha irregularly shaped site, located on the north western edge of Southampton, is situated at the northern end of an open space known as 5 Acre Field, south-east of Redbridge Lane and south-west of Romsey Road. The site is located in an area of Low Accessibility and within flood zone 1 (i.e. lowest risk of flooding). The current site includes a large BMX track. Immediately adjacent to the BMX track (formed by rough earth mounding) are an open air basketball court, and a small cycling proficiency circuit, with remaining areas as scrub grassland. The application site is situated away from the laid out playing fields behind a screen of trees.

3.2 The application site wraps around Cedar Special School (single storey scale), located at the junction of the aforementioned highways. A car park for approximately 60 cars and 4 coaches lies south-east along Redbridge Lane, which serves the Lordshill Outdoor Recreation Centre (5 Acre Field), a series of playing pitches/surfaces used for rugby, football, cricket and petanque (four football pitches, two rugby pitches and a cricket table) as well as informal recreation and occasional formal events such as a Kite Festival, forming land to the south of the application site.

3.3 5 Acre Field also abuts Brownhill Way further east. Beyond that highway and Romsey Road is housing. Brownhill Way and Romsey Road are heavily trafficked highways of strategic importance in the local road network. Redbridge Lane conveys local traffic and is more rural in character. The city boundary with Test Valley Borough Council runs along the south-eastern kerb line of that highway, under the jurisdiction of Hampshire County Council as highway authority. The soft verges though are in the ownership of Southampton City Council.

3.4 The site is constrained by a high voltage cable running parallel to Romsey Road, a public footpath and drainage crossing the south-eastern tip of the site.

3.5 There are a number of mature trees on the site on the eastern boundary to Romsey Road. The boundary adjacent to Cedar School is a 1.8m weldmesh fence in a good condition. All other existing site boundaries are open with no fencing, although in some areas densely planted. The western edge of the site encompasses a drainage ditch which is culverted and planted with trees and bushes in parts. This ditch leads to the narrower north western part of the site which bounds on to Redbridge Lane. This corner of the site has a densely wooded area with some mature trees.

3.6 The site slopes gently southwards across the playing fields and is bounded to the southeast corner by another hard-surfaced public footpath that connects the two underpasses of Romsey Road and Brownhill Way. The topography varies across the site with the lowest areas to the south of the site at 24m AOD. The steepest slope on site towards the centre of the site where the ground rises from 24m AOD up to 28m AOD.

3.7 A detailed hard and soft landscape design has been submitted which will create and improve upon existing habitats and features of nature interest. The predominant areas of ecological value on site are: the intact native species rich hedge, which lies to the west of the site; the scattered mature trees in particular the Oaks and Poplars to the south of the site; and part of the ditches which contain areas of standing water.

3.8 The main entrance coming from Romsey Road is to be paved providing a high quality paved surface which will define the school's entrance. The finish will also be carried through to the pedestrian areas along the school's northern facade where it will help define a key east-west route and the link to the school's main entrance. A rolled macadam surface will be used for the main entrance route as well as parking spaces on the northern side of this route. Parking spaces to the south of the access road will utilise permeable paving.

3.9 5 Acre field is used by the emergency services to land helicopters, adjacent to the sports pavilion and cricket table. The number and frequency of such landings is likely to lessen once the helicopter landing pad at Southampton General Hospital (recently consented) has been provided.

4.0 Proposal

4.1 It is proposed to build a 6 forms of entry (11-16 years old) Academy offering secondary education (7,900 sq.m gross floor space) for up to 900 pupils, taught and served by 100 staff. There would be one flat-roofed main building, up to three storeys in height, with a number of other supporting single storey structures, such as plant enclosure, external canopy, covered bicycle store, garage/refuse compound (15 Eurobins)/electricity sub-station housing. The design has also incorporated the CABI guidelines for a well designed school.

4.2 The space around the buildings would be used to provide a new vehicular access from Redbridge Lane, (located between the Cedar School access and existing car park access), external playing surfaces and landscaped incidental space. A car park of 80 spaces (including 4 designed for use by the disabled, close to the main entrance), would be provided along with secure storage for 240 bicycles. This would lead around to the main plaza to be created on the Romsey Road frontage. An at-grade traffic light controlled crossing would be provided opposite this main entrance, as an alternative to the underpass, located slightly south of that point.

4.3 A package of works has been drawn up off-site to improve linkages to the site. These include:-

- Improvements to the existing (Romsey Road & Brownhill Way) underpasses (aesthetic; CCTV; and additional lighting)
- At-grade crossing over Romsey Road
- Improvements to the path linking the two subways (lighting and resurfacing)
- The 'Bowling Effect' on the 5 Acre Field side of the Brownhill Way underpass (hollowing out of the land to improve visibility at the end of the subway when emerging into that open space)
- Reprofiting of the pitches on the remainder of the 5 Acre Field site (equating to an increase of 21,978m² worth of playable area, including the Academy site)
- Installation of lighting to the 5 Acre Field community car park (5 columns)
- Additional parking provision for the Cedar School site (10 spaces)
- Installation of a footpath to cover the PRow diversion

4.4 Whilst pedestrian and cyclist access would be available from Redbridge Lane, it is intended that the primary point of such access would be from Romsey Road and approaches to the site across 5 Acre Field, via an underpass below Brownhill Way/Boniface Crescent.

4.5 The building's organisation is based on a concept diagram of 'wings'. Two wing-shaped forms are linked by the central Agora and Hall. The wings house the general and specialist Learning Zones, and envelop break-out spaces separated from the Agora by support facilities. The main feature of the new building would be a central space known as the Agora, off which break-out spaces and six 'learning zones' would flow. The Agora will be the physical and symbolic heart of the Academy. The objective has been to minimise wasteful corridor space and maximise the use of the building for learning. This objective also flows out of the building into the surrounding spaces, offering the opportunity for lessons to be taken outside, studies to be undertaken in bio diverse areas and vegetables/produce to be grown in garden areas in close proximity to the kitchen. A motor vehicle garage planned for later construction, would allow vocational training in car mechanics.

4.6 Outdoor learning, including an amphitheatre, is well-catered for. Outdoor terraces provide specific spaces for small group work. On the second floor of the building is a large central terrace, providing directly accessed outdoor space from the LRC and adjacent inclusion zone. In summary, the design meets the development brief by providing an intelligently laid out and easy to manage overall site masterplan.

4.7 The main public face of the building would be to Romsey Road. Here, it is proposed to treat the elevation with three basic materials. From the south, there would be a grey engineering brick façade punctuated by classroom windows, which would oversail a recessed triple height curtain wall glazed entry portal, in turn flanked by the theatre block, clad in a patchwork of red rainscreen cladding and bearing a halo illuminated Oasis symbol of the circle of inclusion. This red cladding is to emphasize the Academy's Arts curriculum specialism. The remainder of the building would be a mixture of brickwork and lighter rainscreen cladding, with the southern elevation arranged as a patchwork to help break up its mass as perceived when looking north from the adjoining 5 Acre Field.

4.8 Improved sports facilities would also be available for use by the community, as would an internet café (also forming a reception area for community users) and theatre/hall accessed off the central Agora space within the building. These would comprise a sports hall, with separate gym/dance studio, 3 court MUGA and new adult-sized football pitch. A gate in the perimeter fence close to the latter would allow school access to the wider 5 Acre Field.

4.9 The Academy envisages that it will operate the new buildings for the purpose of community use during the following hours:

- Weekdays (term time): 17:00-22:00
- Weekdays (non-term time): 17:00-22:00, supplemented by programmed activities during the day
- Saturdays & Sundays: 09:00-22:00

The above will be subject to review and will be maintained only insofar as it proves to be economically sustainable (i.e. not to the financial detriment of the Academy itself).

4.10 It is predicted that a stand alone gas-fired boiler and use of arrays of photovoltaics on the flat roof would deliver 30% reduction in CO₂ emissions and very good rating under BREEAM. The ventilation strategy is mixed mode; some areas are mechanically ventilated, others are naturally ventilated with mechanical assistance. The gas fired CHP system, will generate a proportion of the hotwater in the building for heat and domestic water. A large solar electric array will provide approximately 35% of the schools electricity requirements throughout the year and save 56 tonnes of CO₂ per annum. Rainwater drainage will be incorporated considering all feasible aspects for sustainable urban drainage systems (SUDS) This will mitigate for the impact of surface water run-off from the building and hard surfacing around it. The introduction of daylight into spaces through windows and roof openings will be exploited wherever possible to reduce energy consumption and operating costs. Automatic control of the lighting shall be provided wherever possible utilising passive infra-red (PIR) detectors which may energise the luminaire instantly or ramp up to full output using dimmable control gear.

4.11 A secure perimeter would be created using 2.4m high weldmesh fencing and gates (3m surrounding the MUGA) and the eastern and north/north-western faces of the building/MUGA court. Lighting would also be incorporated along this fencing. The vehicular access approach into the site and footways would be lit. Floodlighting is proposed for the MUGA court.

4.12 Proposals will be fully compliant with Part M of the Building Regulations to ensure access for all, including two lifts inside the building. Level or manageable gradient access is being provided to the building, whose door openings will be of appropriate width with flush thresholds.

4.13 Mechanical ventilation is proposed for sealed rooms, such as the music areas, science classrooms and theatre. The normal study and teaching rooms on the east façade shall have acoustically-rated ventilation. All other rooms will have opening windows. All external windows, doors and glazed rooflights shall achieve Weighted Sound Reduction Index of not less than Rw 32dB for the complete unit. All vision areas will incorporate, standard double glazing units. These measures are considered sufficient to guard against occasional noise intrusion from an emergency services helicopter landing close by on 5 Acre Field.

5.0 Relevant Planning Policy

5.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (LPR - March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**.

5.2 The existing open space at 5 Acre Field is designated under LPR Policy CLT3. Policy CS21 also seeks to protect such existing open spaces from development. The

Policy points to an overall deficit of open space to serve the city and advocates there should be no net loss of such land, unless equivalent replacement land and wider community benefits can be secured through development. This site is not in an area where there is an over provision of accessible open space, nor is the site deemed surplus to requirements. The Open Space Audit carried out in 2005 showed that, when compared against various national and local standards, the west area of the city is characterised by a high proportion of natural and semi-natural urban green space, with outdoor sports facilities also well represented.

5.3 Core Strategy Policy CS11 supports the development of new educational facilities, the development of skills to aid the economy and encourages wider community use of school facilities outside of school hours.

5.4 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 Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13.

5.5 Major developments are expected to be supported by a transport assessment and CS18 of the Core Strategy advocates a strategy of 'reduce-manage-invest'.

6.0 Relevant Planning History

6.1 The 5 Acre Field was compulsorily purchased with other land in Lordshill from the Barker Mills Estate under an Order made in 1963, with the Council purchasing that land in 1964. There are no legal restrictions for its use for that proposed under this application. Land was transferred from the Housing portfolio to the Leisure portfolio in the late 1970's. More recently, the application site land has been transferred from Leisure Portfolio to Children's Services Portfolio, following a public consultation exercise referred to in 2.6 above.

6.2 The Cedar Special School was built out under a consent granted in 1970. It was to serve 120 children with physical handicaps, taught by 25 staff and serviced by 24 car parking spaces.

6.3 5 Acre Field was planned to be laid out as the Lordshill Outdoor Recreation Centre via deemed permissions, the last granted in 1979. These had included increased car parking provision (150 spaces overall) at the site of the existing car park off Redbridge Lane. The detached sports pavilion and maintenance compound close to it were developed under a permission granted 1980. Funding to implement the remaining proposals for the recreation centre was cut in the early 1980's and proposals to expand car parking there were not realised. These had attracted a highways objection from Hampshire County Council as highways authority, who required the Romsey Road/Bakers Drove/Redbridge Lane junction to be improved. That objection was refuted as the recreational car parking would not have occurred at peak hour traffic times.

6.4 More recent applications include the BMX track 1985 provision of a and floodlit rugby training area for Millbrook RFC (1985), cycle proficiency track (1986) and floodlit football pitch for QK Southampton FC (2004). Further afield on the southern part of 5 Acre Field, the David Lloyd Tennis Centre was built out under a consent as a replacement facility (1998).

6.5 A list of the relevant applications on and adjoining the site, including the 350 dwelling outline consent to land west of Redbridge Lane, won on Appeal on 3.11.2010 are set out in **Appendix 2** and **Appendix 3** respectively.

7.0 Consultation Responses and Notification Representations

7.1 Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement and erecting site notices (both 14.10.2010). At the time of writing the report **64** letters of objection and one petition of objection signed by 74 people living at 50 different addresses have been received. Revised information submitted by the applicant has been re-notified to those who have made representations and consultees. Any further views received in writing will be reported at the meeting.

7.2 The objections/concerns are raised relating to the original particulars are on the following grounds:-

7.2.1 Choice of location for the new Academy

- The Academy has been poorly located at the edge of its catchment, making it more likely that parents will drive their children to and from school. One writer suggests the new Academy should be developed on dock land – ‘within the city’s embrace’.
- The proposals represent an inefficient use of taxpayers’ money at a time of national austerity, when either the existing Oaklands or especially the Millbrook Community School ‘brownfield’ sites could be individually re-developed to provide a 900 pupil Academy, more central to its catchment, with less traffic impact and no loss of public open space. This represents a lost opportunity at a time when a Masterplan is being prepared for the Lordshill District Centre.

7.2.2 Unacceptable loss of public open space

- Would cause loss of protected open space, where a 2006 Council audit has already concluded an overall shortage of open space to serve the city and these objections already known from the ‘appropriation’ consultation exercise that took place. The proposals are contrary to the Partnership for Urban South Hampshire’s (P.U.S.H.’s) recently announced Green Infrastructure Strategy.
- Use of the Millbrook Community School site as an alternative would be too remote for some dog walkers close to the 5 Acre Field and informal space for basketball practice, off-road bike riding and events such as the Kite Festival should be retained.

7.2.3 Unacceptable impact to the open character and appearance of the area

- The proposals – which would represent the ‘thin end of the wedge’ - would further erode a green gap preventing the settlement of Nursling becoming subsumed by the City of Southampton.
- Recent developments such as Adanac Park and the development of land on the west side of Redbridge Lane for 350 homes, taken with the proposed Academy would represent an overdevelopment of the wider area, adversely affecting its ‘open rural’ character.
- The Building would be far more obtrusive than the smaller Cedar School building within the landscape, with its ‘pink’ corner materials inappropriate. One writer suggests that the building would be better positioned by the Brownfield Way/Romsey Road roundabout.
- Floodlighting to the MUGA court and lighting of the building during hours of darkness would cause undue visual impact in an otherwise generally unlit area.

7.2.4 Highways impact

- Undue traffic congestion would result from additional traffic and inconsiderate parking generated by the proposed development, from parents driving their children to school, waiting to turn into Redbridge Lane, the introduction of an at-grade crossing and removal of bus lay-by in Romsey Road. This would make 'rat-running' more likely through the Hillyfields area - (delaying bus services, especially relied upon by the elderly there) - and cause inconvenience to residents of Redbridge Lane and other nearby streets trying to access or park by their properties.
- Such congestion would be likely to cause delays to ambulance services connecting emergency helicopter landings at 5 Acre Field with the General Hospital.
- General criticism of the submitted transport assessment, which suggests such trips are already on the local highways network. It is asserted these trips are not passing through the Redbridge Lane/Bakers Drove/Romsey Road junction.
- A number of writers suggest vehicular access to the Academy should be via a 5th arm to the Brownhill Way/Romsey Road roundabout, thus overcoming the need for impact to the aforementioned junction, no requirement for an at-grade crossing to Romsey Road and no need to remove the bus lay-by to Romsey Road, all helping traffic to continue to move more freely in the area.
- Other development in the area, notably the Ordnance Survey move to Adanac Park and recently approved 350 home development of Barker Mills land on the west side of Redbridge Lane, whose access is almost opposite the proposed vehicular access to the proposed Academy and proximity of the existing access to the adjoining Cedar Special School has not properly been factored into the applicant's transport assessment.
- The highways impact of the development would be principally be borne by people living immediately beyond the city boundary, not city residents.
- The quantum of dedicated car parking is inadequate and bus services to the site are limited as an alternative means of reaching the site. Also dual use of the existing car park off Redbridge Lane by parents dropping off their children would conflict with use by those sports clubs and other informal users using 5 Acre Field for recreation, especially in the late afternoon and early evenings on weekdays. The submitted transport assessment at paragraphs 4.6 and 4.16 is unclear on this point as to whether use of the existing car park would be necessary during 'community' use of the Academy building.

7.2.5 Personal safety issues

- Highway safety for drivers, cyclists and pedestrians would be prejudiced by the additional traffic/off-site highway measures. Accidents at the Redbridge Lane/Romsey Road/Bakers Drove junction would be more likely, where a number of accidents have occurred and tail-backs at peak hours are already common.
- Redbridge Lane is unlit, narrow and 'rural' in character with a footway on only one side, where motorists often already exceed the speed limit because of its linear alignment and hazardous verge parking by Cedar School staff already occurs. No traffic calming is proposed by the applicant to mitigate such problems.

- Children would not necessarily cross at the Romsey Road at-grade crossing and elsewhere on the immediate highway network, placing themselves and others in danger.
- Concern that children could be assaulted in either the Romsey Road or Brownhill Way underpasses, when going to or from the Academy and concern that anti-social behaviour generally would increase in the underpasses.
- Concern that anti-social behaviour would increase in the area generally.
- No proposals are included to provide CCTV to the existing car park off Redbridge Lane. If the development proceeds, that should be secured in the interests of personal safety.

7.2.6 Unacceptable human amenity impacts

- There would be an unacceptable increase in noise and air pollution resulting from the additional traffic caused by the development, especially for those with breathing difficulties at the Cedar School.
- Use of the Pelican at-grade crossing at unsocial hours would disturb nearby residents, arising from the 'beeping' effect to assist visually impaired pedestrians.
- Vulnerable children attending Cedar Special School could be subjected to bullying by Academy pupils, would lose their open aspect to 5 Acre Field and be overshadowed by the new academy building.
- Street lighting in Bakers Drove, resisted for many years, may become a consequence of any junction improvement to Bakers Drove/Romsey Road/Redbridge Lane and would be visually obtrusive.

7.2.7 Ecological impact

- The proposals would adversely affect wildlife.

7.2.8 Drainage impact

- Poor drainage adjacent to Romsey Road, would be exacerbated by the Academy proposals and improvements should be made to the cricket table on 5 Acre Field if the development proceeds.

7.2.9 Wider later community impact from existing school sites becoming redundant

- Concern about loss of the publicly accessible gym and swimming pool at Oaklands Community School, use of the Sports Hall and loss of the 'City Farm' at Millbrook Community School.

7.2.10 Procedural dissatisfaction

- Millbrook RFC and the Southampton City Petanque Club were not personally notified about the planning application, where assurances had been given following the recent 'appropriation' consultation exercise.

7.3 **SCC Highways**

7.3.1 The Transport Statement still needs to address certain issues, but some of these can be resolved by the imposition of conditions.

7.3.2 The figures used for the calculation of the traffic numbers likely to use the Romsey Road/Redbridge Lane junction are possibly over calculated, as the traffic data used dates back to 2008, and the road closures in Hillyfields have been implemented since then. As a result, the maximum figure of 96% capacity relating to if improvements are carried out as part of the 350 dwellings appeal decision is an absolute maximum, but in reality may be somewhat less. Any update from the applicant will be reported at the Panel meeting.

7.3.3 If the figure reaches in excess of 100% the outcome is that there will be delays at the junction causing tailbacks as the light phasing will not clear all waiting traffic in one green sequence. It is therefore preferable that the capacity figure is kept as low as possible to avoid delays, and the possible risk of encouraging rat running through Hillyfields, where deterrents have already been put in place to discourage traffic from using that route.

7.3.4 Subway improvements are proposed which will improve the perception of personal safety and encourage the use of these facilities. Better lighting, finishes and approaches will give users the opportunity to see through the subways, and a requirement is that staff of the Academy will supervise pupils approaching the schools via the subways to ensure that the likelihood of incidents during these times are minimised. CCTV will be installed to monitor the subways at all times, which will help to encourage use outside of school times. The school will be responsible for monitoring this during school hours, but the central monitoring facility for SCC will take over outside school hours.

7.3.5 It is a concern of the police that the subways are a focus for anti-social behaviour, but by providing for cover at school start and finish times and CCTV monitoring should help to alleviate some of the reservations of the police. The presence of the school may well reduce the likely occurrence of anti-social behaviour both during and outside school hours due to increased use of the subways and the improvements from which they will benefit.

7.3.6 The at grade crossing is not favoured by your own highway officers or the highway officers of the TVBC and HCC. Concerns include the risk of accidents which may occur as a result of infrequent use of the crossing both within and outside school hours, risk of delays to traffic flows at peak times which may encourage rat running through Hillyfields, and that pupils will spill out onto the inadequate footpath on Romsey Road and be encouraged to walk down to the roundabout with Brownhill Way, where there are no pedestrian crossing facilities. There are also no plans in place to provide safe cycling routes via Romsey Road, and all pupils both on foot and cycle should be encouraged to use the improved underpasses. Also, the provision of pedestrian access onto Romsey Road may encourage parents to drop off pupils on Romsey Road near the entrance leading to the risk of delays and potential accidents.

7.3.7 The main vehicular access to the school and its car park is to be from Redbridge Lane, and it is likely that parents will use the adjacent informal public car park for pupil drop off and collection. (The bus lay-bys on Romsey Road are to be stopped up to remove the possibility of parents using these for pupil drop off and collection). This car park may also be used for overflow of week end/evening parking when the school facilities are used by the community. There is a planning consent in place for 350 dwellings to be served from Redbridge Lane, on the opposite side of the road, and carries a Section 106 obligation to provide traffic signals at the junction of Redbridge Lane with Romsey Road. This obligation must be implemented prior to the first occupation of that development. There is therefore, a risk that the academy could open before the traffic signals are provided, which could result in the increased risk of conflict at that junction during the interim period. There is a strip of land reserved to provide pedestrian access facilities along side the new proposed access road to the school which may be required for pupils from the new development who may attend the Academy.

7.4 Hampshire County Council (in their capacity as highways authority for Redbridge Lane). Concerns raised on the following grounds:-

7.4.1 The site is remote and would suggest that the location does not serve the catchments of the two existing schools very well. Pupils using sustainable means of travel now might be less inclined to do so, raising the potential for more to travel by car, due to the additional distance and barriers to the sites accessibility on foot. A more centrally located site would be better.

7.4.2 The proposed access onto Redbridge Lane is of principle concern as it is likely to result in significant additional movements along Redbridge Lane (potential for increased 'rat-running' through Hillyfields and accidents are referred to) and through the junction of Redbridge Lane/Romsey Road/Bakers Drove, which is considered to be unacceptable. Alternative access via the Brownhill Way/Romsey Road roundabout is suggested.

7.4.3 Lack of analysis of movements/appropriate modelling through the above junction is criticised, to justify either a staggered priority junction or as a signal controlled junction. This assessment will need to include committed development traffic from both Adanac Park, Redbridge Lane Barker Mills site development of up to 350 dwellings and proposed Oasis Academy. Distribution of the Academy traffic must be based on the postcode data of existing pupils and not a turning count at the junction. It is concluded that the Academy proposals will necessitate a further improvement to the junction above that secured from the 350 dwellings referred to above.

7.4.4 The 2.4m x 33m visibility splays to the Redbridge Lane access point would require a Traffic Regulation Order (TRO - via contribution paid to each Highways Authority via a S.106 agreement) to reduce vehicle speeds in that highway to 25 mph. The County Council's agreement to such a TRO cannot be confirmed at this point. Speed survey work is recommended to justify/define the splays. The positioning of the secure boundary fencing would interfere with those splays.

7.4.5 Whilst it is acknowledged that measures to prevent 'rat-running' were secured through the Adanac Park development (Redbridge Lane and the northern end of Jerrett's Lane have been closed to vehicles), it is asserted that a degree of rat running still takes place. Further measures would be secured if the 350 dwelling scheme was implemented. Delays from the at-grade crossing proposed in Romsey Road would increase the likelihood of 'rat running' conflicting with Test Valley Borough and Hampshire County Council objectives. An improved underpass should instead be relied upon to provide safe access, whilst not congesting vehicular traffic. Providing no at-grade crossing to Brownhill Way is inconsistent.

7.4.6 HCC Highways Officers confirm their objections as being twofold:-

- The proposal involves development that cannot be reconciled with national planning policy guidance in PPG13 in that it fails to make the best possible use of opportunities to reduce reliance on the private car. The proposed location for the Academy would result in an unacceptable increase in the number and length of car journeys to the detriment of the environment and the locality. The proposal therefore conflicts with PPG13.
- The proposed development is likely to generate additional traffic on the local highway network that can not be adequately and safely accommodated by the existing network and neither can it be accommodated at the junction of Redbridge Lane/Romsey Road/Bakers Drove when it has been improved under the terms of the Section 106 dated 16 September 2010 between Hampshire County Council and The Trustees of the Barker Mill Estate.

7.4.7 If, however, the city council is minded to resolve to grant permission, a number of legal agreement clauses/planning conditions/informative to secure:-

- An improvement to the junction of Redbridge Lane/Romsey Road/Bakers Drove, completed to the satisfaction of the relevant Highway Authority prior first use of the Academy.
- A contribution to enable the County Council to improve Redbridge Lane in the vicinity of the site to achieve a mean vehicle speed of 20mph and the introduction of further parking restrictions on part of Redbridge Lane.
- Agreeing full details of parking and manoeuvring onsite of contractor's and delivery vehicles.
Provision of visibility splays in Redbridge Lane and ensuring they remain unobstructed before first use of the access.
- That the access way be surfaced in a non-migratory materials.
- Wheel cleaning of contactors' vehicles to take place during the build to prevent mud being taken onto the highway.
- That a road opening permit would be required from HCC before forming the Redbridge Lane access.

- are recommended.

7.5 **Test Valley Borough Council** raises an objection on the following grounds:-

7.5.1 **Landscape & Ecology:** The proposed access would require the unnecessary removal of trees and hedgerow at the point of the proposed new access. As a suitable access point already exists from Redbridge Lane this would seem to create unnecessary harm to the rural character of the lane. The location of the proposed access is part of a network of natural habitats. Paragraph 12 of PPS9 advises '*Such networks should be protected from development and where possible strengthened by or integrated within it... including those within urban areas.* the PPS9 Guide to Good Practice advises planning authorities should seek to avoid harm to biodiversity as the first priority, and the correct process is avoidance of harm, then mitigation and then compensation.

7.5.2 The 2.4m high fence of wire mesh on the Redbridge Lane frontage represents a very urban feature on an otherwise rural lane, the character of which will be retained even with the additional residential development opposite the site.

7.5.3 **Tree impact:** An old gate set back in the vegetation along Redbridge Lane, south of the intended access may be a better position, given the tree loss necessary at the point of the proposed access.

7.5.4 **Transport impact:** 'Rat-running' issues as set out in paragraph 7.4.2 above are feared along Redbridge Lane and Yew Tree Lane adversely affecting the settlement of Hillyfields. Measures approved via a legal agreement to the 350 dwelling approval at Appeal on the other side of Redbridge Lane includes calming of the section of Redbridge Lane past the residential site with a view to reducing the mean speed to 30 mph. Further improvement of the Romsey Road/Redbridge Lane/Bakers Drove junction, over and above that secured through the 350 dwelling consent, is called for.

7.5.5 The originally submitted Transport Statement is criticised in the following ways:-

- The operation of the junction of Redbridge Lane/Romsey Road/Bakers Drove is of principle concern. The operation of the junction will need to be considered in further detail and tested with the appropriate modelling software. This assessment will need to include committed development traffic from both Adanac Park and Redbridge Lane and the proposed Oasis Academy development. The inference in the

Transport Statement that the amount of queuing traffic will encourage trips by sustainable modes is not accepted;

- No accurate assessment of the number of spaces that can be provided in the existing car park to Redbridge Lane has been provided;
- Whereas minor injury accidents at the Redbridge Lane/Romsey Road/Bakers Drove junction have been quantified, an analysis of their likely causes has not been given;
- There is concern that the scenario of parents dropping their children off in Romsey Road has not been adequately assessed, not the potential for parents to make their return journeys via Barkers Drove or Redbridge Lane/Yew Tree Lane quantified;
- Reiterating the points in 7.4.4 above, that a speed survey needs to be carried out and that the confirmation of a TRO in Redbridge Lane to reduce the speed limit to 20 mph by the proposed Academy access cannot be confirmed at this stage and a contribution would need to be included in the S.106 to cover administration/implementation of any TRO that was confirmed;
- Reiterating the point in 7.4.5 above that 'rat-running' will be more likely through Hillyfields when the use of the at-grade crossing in Romsey Road, particularly in the morning peak travel hour, will cause delays and people to find alternative routes. It is feared the number of journeys will not be reduced just redistributed along Redbridge Lane through Hillyfields. The inconsistency of not providing an at-grade crossing to Brownhill Way is pointed to and absence of scatter plot of existing pupil distribution is criticised and a site more central to such a pattern should be preferred. The Highway Authority cannot agree that the forecast inbound flows are spread evenly across the three approaches without more detailed information on where the staff and students live being provided;
- No details of off-site works – particularly removal of the bus layby in Romsey Road;
- No confirmation of how well-served the site is by public transport has been given;
- Highway Authority's concern relates to traffic leaving the site to the west. There has been no believable information provided to indicate the amount of vehicular traffic that will be attracted to this site on a daily basis nor how it is distributed both directionally and during the day;
- With the junction of Redbridge Lane and Romsey Road in its greater improved form operating at near its capacity with the traffic from the Adanac Park and Redbridge Lane residential traffic using it, there is no spare capacity to accommodate traffic from the proposed Academy in the morning peak especially;
- With the relative remoteness of this site to the existing the Highway Officers suspect more than 18% of the students will arrive by car. That said, if 18% of students do come by car at an occupancy of 2 students/car some 81 cars would arrive, this figure appears to have been increased by 50% to reach the figure of 122. More information on the catchment area and likely distribution of the trips by mode is required.
- The distribution of the cars based on the observed distribution at the junction is also questionable as many parents/guardians are more likely to return to the City rather than go northwards to either their homes or their employment locations after dropping off their children.

- It is unfortunate that not all existing and proposed cycle routes within the Test Valley area have been identified/assessed.

7.5.6 In conclusion, Test Valley Borough Council therefore formally objects on the following grounds:-

- Inadequate information has been provided to fully indicate the impact the proposed development will have on the local highway network.
- The proposed development is likely to generate additional traffic on to the local highway network that can not be adequately and safely accommodated by the existing network, neither can it be adequately and safely accommodated at the junction of Redbridge Lane with Romsey Road and Bakers Drove when that has been improved under the terms of the Section 106 Agreement dated 16 September, 2010 between HCC and The Trustees of the Barker Mill Estate.
- The proposed access is unnecessary and in combination with the proposed security fence would not retain and improve the hedged and landscape road boundary to Redbridge Lane to the detriment of the landscape character of the lane. The hedgerow is an important mitigating impact identified by the Inspector in allowing the residential development allowed opposite the application site.

7.5.7 If Southampton City Council is minded to grant deemed permission S.106 clauses, conditions and informatives are suggested covering:-

- Improvement of the Redbridge Lane/Romsey Road/Bakers Drove junction;
- TRO in Redbridge Lane to achieve mean 20 mph vehicle speeds/associated financial contribution;
- Similar planning conditions/informative to those set out by HCC.

7.6 **Nursling & Rownhams Parish Council** – Object, particularly with regard to matters referred to above, with specific reference made to cumulative traffic issues pertaining to:-

- Adanac Park Plots 4 & 5,
- 350 dwellings at Redbridge Lane,
- The proposed Oasis Academy
- At-grade crossing proposed for Romsey Road.

- being likely to cause ‘rat-running in the Hillyfields Area.

7.7 **SCC Access Officer** – The Access Statement references the relevant guidance and covers all the main issues to ensure access for all will be achieved.

7.8 **SCC Sustainability Team** – No objection subject to conditions to secure implementation of the submitted sustainability statement and achievement of ‘BREEAM Very Good’.

7.9 **SCC Environmental Health (Pollution & Safety)** – No objections, provided the MUGA remains in the position shown in the acoustic report and subject to conditions relating to MUGA position and its method/hours of floodlighting, hours of construction and no bonfires during site clearance/construction period.

7.10 **SCC Environmental Health (Contaminated Land Team)** - Records indicate that the subject site is located on/adjacent to former Landfill (on site). There is the potential for these off-site hazards to migrate from source and present a risk to the proposed end use, workers involved in construction and the wider environment. Conditions are therefore recommended to ensure the site is free of prescribed contaminants.

7.11 **Natural England** - No objection to the proposed development. The site is within proximity to habitats which form part of the River Test Site of Special Scientific Interest (SSSI) and the Lower Test Valley SSSI. The Lower Test Valley SSSI is part of the Solent Maritime Special Area of Conservation (SAC), the Solent and Southampton Water Special Protection Area (SPA), and Wetland of International Importance under the Ramsar Convention (Ramsar Site). Either alone or in combination with other plans or projects, this proposal would not be likely to have a significant effect on the above sites. With regard to protected species the submission of ecological surveys is welcomed and the advice of the Council's Planning Ecologist should be relied upon in terms of the mitigation measures being put forward.

7.12 **SCC Ecology** – Holding objection: Whilst no objection in principle of building a school concerns are expressed about elements of the proposed scheme:-

- In particular, the Extended Phase 1 Habitat Survey identifies a species rich line of trees and shrubs, running in south easterly direction, from Redbridge Lane. It also highlights the fact that the development site has high value for bat foraging and moderate for roosting. The line of trees and shrubs is likely to be a key element of this foraging. The MUGA is positioned on part of this line of trees which could result in the loss of bat roosts and/or significant foraging, as confirmed by the submitted survey data on bat foraging/roosting.
- A reptile survey has been submitted with recommendations for a mitigation and compensation strategy. Slow worms have already been translocated. No information has been provided about the receptor site or long term management provisions.

7.13 **SCC Landscape Architect** – Changes have been suggested to the applicant that are simple, not cost punitive but which will add value to the scheme. Concern is expressed that due to apparent budget restraints, the quality of the landscape setting of the school is being undermined. For example, the rear play area is apparently now to be surfaced only with plain black bitmac, not the more textured flecked bitmac as originally specified. The school logo has also been omitted. Generally the external paving is predictable and underwhelming. The external realm will be visible to all users of the site, and some local residents. It is considered imperative that a reasonable quality of landscape treatment is maintained.

7.14 The visual impact of the 2.4m high boundary mesh fence, where the applicant does not wish to screen the southern and eastern boundaries, but rather maintain 'opens views' of Five Acre Field remains a concern as an intrusion to an otherwise open space. However, it has been agreed that instead of hedge screen planting that some limited tree planting would go some way in softening the boundaries of the Academy. Further details of the fence are sought. Colour is an issue, with a receding colour (such as grey) being preferred.

7.15 Details of how areas of wildflower grass will be marked to guide maintenance gangs and a landscape maintenance plan have been requested and will be forwarded as soon as possible. (A verbal update will be given at the meeting and soft landscape maintenance will be the subject of a planning condition).

7.16 **SCC Trees** - No objection. The proposed development will result in the loss of trees but none of these are considered to have any special individual merit. The trees to be removed are, in the main, hedgerow trees which, excluding the small section along Redbridge lane, are not readily visible off site. The loss of these trees will not have any

significant impact on the visual amenity of the area and the loss can be mitigated by suitable replacement tree planting.

7.17 The entrance from Romsey Road will be through a natural gap and requires the loss of a small group of scrubby trees. However the new entrance will be within the root protection area (RPA) of two mature Oaks and special measures will need to be taken to minimise root damage. Similarly, the entrance off Redbridge Lane also passes through the RPA of various trees and will require similar measures which can be dealt with in full through a detailed method statement.

7.18 Replacement planting will need to be conditioned. The choice of tree species should, wherever possible, use larger long-lived trees rather than smaller ornamental cherries and rowans to maintain the urban canopy cover.

7.19 **SCC Cycling Development Officer** - the existing BMX track is not used for any organised cycle events. Although no data exists for current usage of this facility, it is generally understood that usage is poor. I am not aware of any usage of the hard-surface cycle path on the site, either for cycle proficiency lessons, or for anything else. Furthermore, it is felt that the proposed location of the new Academy on this site will reduce antisocial behaviour and also contribute to health strategies. Southampton City Council was in discussion with British Cycling to consider the possible refurbishment and development of an active club. It is intended that a new location will be found for a BMX track on another site, as yet unidentified, as and when finance becomes available. The existing site has a shared cycleway that is an important link between residential areas and the local schools and leisure centre. This link remains and the new Academy will not negatively impact on this.

7.20 **Sport England** – No objection. As no part of the school building footprint is considered to be a “playing field” as defined under the relevant Government Order, the consultation has been treated as ‘non-statutory’. It is noted that sports facilities currently exist at the Oaklands and Millbrook Community School sites. Also that a BMX track and cycling proficiency path would be lost to the development. (*an earlier letter confirmed no objection to the loss of the underused and poor quality BMX track*). The new 4 court sports hall, MUGA and adult football pitch are noted. Conditions are suggested to secure the quality of the playing fields and controlling the hours of use that floodlights should be used. It would be Sport England’s preference that the Sports Hall was fully designed to the guidance set out in ‘Accessible Sports Facilities, Sports Halls – Design and Layouts, Designing for Sport on School Sites’, to maximise the potential for participation in sport. It is noted that storage space is very limited and changing areas could be better.

Response:- ,

- The appropriate comparator for the new facilities is therefore the existing facilities. Overall, the applicant is providing roughly the same total quantity of sports space (39m² more, including the school’s Internet Café which also functions as the sports reception).
- The main Sports Hall: the scheme provides a Sport England standard 4-court 18x33m hall which equates to an area of 594m². This is approximately 100m² bigger than the hall at the Oaklands site.
- Whilst providing more active sports area, 810m² compared with 794m², we are providing less additional sports area – Gym / Dance Studio / PE Classroom – at 216m² proposed compared with 299m² existing.
- Providing 27% more changing area than exists at Oaklands: 142m² compared with 111m² in the existing (BB98 recommends 134m²).
- Consequently providing less storage (see commentary below) 71m² compared with 87m² existing.

- Storage is also located elsewhere on site
- Accessible Changing: The applicant is providing one dedicated accessible changing room/shower. Also an accessible shower space in the general shower area. For an accessible group change – based on the Sport England accessibility measure (based on 1.6m²/p) this can accommodate around 21 people. On the benching conventionally one can accommodate around 40. A further accessible changing room could be provided if the rest of the changing rooms are reduced in size.

7.21 **Southern Water** – Public sewers and a water distribution main cross the site. Detailed stipulations are set out as to protecting the drainage during any build out and ensuring no tree planting takes place within certain set distances of these drains.

7.22 Special precautions may be required where manholes lie within the proposed adult-sized football pitch. In order to protect drainage and water supply apparatus, Southern Water requests that if consent is granted, a condition is attached.

7.23 Initial investigations indicate that, there is currently inadequate capacity in the local network to provide foul sewage disposal to service the proposed development. The proposed development would increase flows to the public sewerage system, and existing properties and land may be subject to a greater risk of flooding as a result.

7.24 Additional off-site sewers, or improvements to existing sewers, will be required to provide sufficient capacity to service the development. Section 98 of the Water Industry Act 1991 provides a legal mechanism through which the appropriate infrastructure can be requested (by the developer) and provided to drain to a specific location.

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

7.26 The application details for this development indicate that the proposed means of surface water drainage for the site is via an existing watercourse, pond or lake and also soakaway. The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SUDS). Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. A condition is recommended to cover this aspect of the development.

7.27 **Hampshire Constabulary** – The response from Hampshire Constabulary is to oppose the application.

7.27.1 The building design and layout reflects the main principles of crime prevention through environmental design, however, such consideration has clearly not been given to safe access to and from the site. Hampshire Constabulary intends to uphold their objection until such time as planning conditions or a signed statement of undertaking are imposed addressing the issues detailed below. Further we would expect these changes to be agreed prior to the development commencing and the safer access arrangements in place before occupation.

7.27.2 At present the applicant intends for students to access the school via one of two routes; either using the subway under Romsey Road or the Brownhill Road subway

and then walking through the Five Acre site. Whilst we accept that a school in any location brings about certain problems, it is considered that an undue burden will be put on policing resources given the current issues of motorcycle nuisance and anti-social gatherings we currently experience in the immediate locality.

7.27.3 Furthermore, the school is encouraging after school activities and community use, this can therefore leave individuals highly vulnerable when arriving or leaving the school during the dark. Standard advice from both Hampshire Constabulary and Southampton City Council is to avoid using such routes when alone or during darkness and yet this application, if allowed to proceed, completely contradicts this. The overriding concern is therefore that both students and visitors will be put at unnecessary and potentially significant risk.

7.27.4 In order for this application to succeed, we would be willing to withdraw our objection should the following measures be incorporated:

7.27.5 **ROMSEY ROAD:** An appropriate 'at grade' crossing over Romsey Road. I understand there to be an objection to this notion from Test Valley Borough and Hampshire County Councils on the basis of traffic management. However, we request the crossing for the reasons of child and motorist safety. During a site visit it was noted that local residents were not using the current subway and instead taking their chances crossing a busy road. It is therefore reasonable to assume that students are likely to follow the same example and refrain from using the subway due to the fear of crime. In addition it is felt that a crossing is required as the subway is not wide enough to accommodate student numbers exiting after school. Students and motorists are therefore likely to be at greater risk unless a formalised crossing is placed over Romsey Road.

7.27.6 **RECOMMENDATION:** A planning condition or statement of undertaking sought to incorporate an 'at grade' crossing over Romsey Road and improvements made to the current subway; to include monitored CCTV within the subway linked to the City Council control room, improved lighting and anti-graffiti covering to the internal walls. The school's travel plan should reflect these recommendations.

7.27.7 **BROWNHILL ROAD:** One of the fundamental reasons to our objection is the walk through the Five Acre site. This park is isolated and completely lacks surveillance from neighbouring properties. It is therefore considered inappropriate and unsafe for this to be identified as a main route into the school; something that should have been considered when initially selecting the site.

7.27.8 For this objection to be withdrawn, alternative means of access need to be incorporated. A suggestion has been made to provide a pedestrian crossing over Brownhill Road in close proximity to the roundabout; where there is already in place a dropped curb for pedestrian use. During discussions it was felt that traffic would be slowing sufficiently at this point to reduce the likelihood of a serious road traffic collision, this however will need to be identified through appropriate checks. This will allow students to walk along the existing footpath running along Romsey Road, avoiding the need to use the subway under Brownhill Road and walking through the park.

7.27.9 **RECOMMENDATION:** A planning condition or statement of undertaking sought to incorporate an 'at grade' crossing over Brownhill Road and measures to restrict student access into the park, via the school premises at opening and closing times. The school's travel plan should highlight the importance of students using this route and reasonable measures identified to discourage walking through the park.

7.27.10 The applicant has taken reasonable steps to ensure the layout and design of the building minimises the opportunity for crime, however, I would like to highlight the following points:

- **Lighting:** It would appear from artistic impressions, a heavy reliance on the use of bollard lighting. This should not be considered a primary source of luminescence as bollards can easily be obstructed and vandalised, further it does not cast sufficient light upwards for facial recognition. The applicant should submit a detailed lighting plan for approval prior to commencement. The lighting plan should demonstrate uniformity in the spread of light. In such an isolated area, external lighting can attract crime and anti-social behaviour, the applicant may wish to consider a timer facility so lights can be automatically turn off and on when appropriate (Any CCTV system should therefore be capable of working in low lighting conditions).
- **Fencing:** 2.4m weld mesh is considered reasonable for securing the perimeter of the site. The applicant should ensure that any trees are sufficiently distant from the fence-line to avoid being used as a climbing aid. Gates within the perimeter should be of the same height and lack any parts to assist climbing.
- **Entry Points:** It would appear from the plans that the building has 26 separate doors allowing entry into the building at ground floor level. This is significant as each point provides a potential weakness for a criminal to enter the school. **RECOMMENDATION:** It is suggested the number of doors into the building is reviewed and to ensure security is maximised a condition of planning included for the building to achieve Secured by Design.
- **Bike Storage:** The applicant should submit further details to demonstrate security arrangements for the bike store.

7.27.11 In conclusion it is felt that unless the above recommendations are incorporated, this application in its current form should not be approved as it does not meet the safety requirements within the context of the following guidance: *A Safer Journey to School: A Guide to School Travel Plans (DETR/DFEE 1999)*, *1998 Transport White Paper (A New Deal for Transport – Better for Everyone) paragraph 5.30*, *BREAM Credit Tra 4 – Pedestrian and Cyclist Security*, *School Travel: Strategies and Plans (DETR 1999)*, *Southampton City Council Local Plan*).

7.28 **SCC Rights of Way Office** - The Definitive Map for Southampton shows a public right of way over the site, known as Southampton Footpath 09. It is accepted that the footpath is anomalous in that from the rear of the David Lloyd Leisure Centre across the playing field to where it joins the underpass at Romsey Road, there is not a discernible, obvious trodden or made-up route that constitutes the footpath. The Footpath was previously diverted under "The City of Southampton (Lord's Hill Recreation Centre) Public Path Diversion Order 1981" was confirmed at the time the David Lloyd Tennis Centre was built out.

7.29 The Path Diversion Order must be confirmed and in place prior to any works that affect the old, existing route and once in place, the new, diverted route must be operational before the existing, (old) route can be extinguished. There appears to be nothing technically wrong with the proposed diversion alignment.

7.30 Subject to the diversion of this footpath under Section 257 of the Town and Country Planning Act 1990 (as amended) before the academy is developed, no objection is raised to the proposals.

7.31 **SCC Archaeology Officer** - The application site is situated in an area of high archaeological potential as it is between three areas of significant later-prehistoric settlement and activity (dating mainly to the Bronze Age and Iron Age), including a nationally important Bronze Age barrow cemetery just outside the city boundary around the

Adanac Park development site. Consequently, due to the size and scale of the development, any archaeology on the site has the potential to significantly enhance our understanding of this area of Southampton and of southern Hampshire.

7.32 As long as a phased programme of archaeological works (beginning with an archaeological field evaluation) is carried out in advance of the development, there is unlikely to be anything on the site that will prove to be an overriding constraint to development. Two planning conditions are recommended if Panel are minded to support the proposals. The potential complexity of the archaeology on the site has the potential to significantly impact on the development programme both in terms of time and budget.

7.33 **SCC Development Coordinator** - Employment and Skills plan obligation should be included in the S.106 agreement.

7.34 **Architects Panel** – The Panel considered the scheme both at the pre-application stage (16.6.2010), where no precise schedule of external materials was then known) and during the determination of the application (20.10.2010). Their views include from 16.6.2010:-

- Romsey Road entrance is a feature and design efforts should be focused on that façade;
- Boundary enclosure needs careful treatment;
- Not unusual scale wise and if becomes more contextual should become successful on this site;
- There will be a need to hold onto quality during the procurement/build process;

And from 20.10.2010:-

- Plain brick façade treatment bland and almost industrial and monolithic in appearance. Elevations to playground better with cladded 'mosaic', but irregular patterning not really necessary;
- Should be an opportunity to provide and 'uplifting' experience to inspire the pupils, which the interior does achieve;
- No depth to the Romsey Road façade and colour of brick not liked, especially in context of recessed curtain wall glazing entrance;
- Would brise soleil be better to give solar protection and in terms of giving articulating elevation, particularly south elevation;
- Original concept perspectives for pre-ap enquiry indicated lighter panelling, which was neutral terminating at main entrance, which appeared better. Also roof overhang lost.

Response:- These views have been put to the applicant who asserts that the merits of the submitted scheme should be considered and determined. The Architects acting for the applicant have commented on the observations above. There further justification for the architectural elevational composition and the response of the Chair of the Architects Panel are reproduced as **Appendix 4**.

8.0 Planning Consideration Key Issues

- 8.1 The key issues for consideration in the determination of this planning application are:
- i. The principle of development;
 - ii. Open space/recreation impact;
 - iii. Highways and parking issues;
 - iv. The acceptability of the design and landscape impact to the character of the area;
 - v. Impacts on residential amenity;
 - vi. The relationship with trees and ecology; and,
 - vii. Sustainability.

8.2 Principle of Development

8.2.1 The applicant undertook a site selection process. An important requirement was to have the necessary playing field area to support a school of this size (this being for playing field space of 41,500m²). Those requirements could not be met at either of the existing sites and it was also considered desirable to have a fresh start given partisan community loyalties to the existing sites and need to engender and encourage a wider sense of inclusion for all pupils, a neutral base, at which the learners could feel equally at home.

8.2.2 Owing to financial constraint in respect of purchasing any other site, it was decided to locate the new Academy at the 5 Acre Field site, where it could also make use of the improved public playing pitch provision to be secured through these proposals. This report considers the merits and acceptability of the application site to accommodate the new Academy and ensure that people can safely travel to it and is not about considering alternative sites.

8.3 Open space/recreation impact

8.3.1 There is an argument for the new Academy attracting more people to use the remaining open space (especially if community use of the new Academy premises is well implemented) which is to be encouraged. This type of development is obviously best located in conjunction with open space. The reconfiguration of the space therefore provides a net increase in the provision of quality sports provision in this locality, and the local community will have access to these facilities.

8.3.2 The applicant has now also confirmed that quantitative open space replacement can be secured at the Millbrook Community School site in Green Lane. Whilst this may not be relatively close to those living close outside the city boundary, opportunities for such mitigation are relatively scarce and those other users would still have the remainder of 5 Acre Field to enjoy.

8.3.3 Officers are satisfied that the BMX track and court are significantly under utilised and the applicant has provided evidence to support that assertion. The cycling development officer knows of no events held there. Overall, Officers are satisfied that the requirements of CLT3 and CS21 can and will be met.

8.4 Highways and parking issues

8.4.1 The Transport Statement has been updated to address the criticisms made of it. It is considered that the paramount weight should be given to the safety of the highway network and those using it, over and above the convenience and speed of its use by vehicles. To that end the needs of the pedestrian first, cyclist second, bus third and car last under Local Plan Review Policy SDP4 are being actively addressed here. Although traffic would be slowed by the proposed at-grade crossing, the Transport Statement predicts that the Redbridge Lane/Romsey Road/Bakers Drove would be close to, yet remain in capacity should the 350 dwelling development be built out and the junction improved. Drivers would ultimately get used to the presence of the traffic light controlled crossing and their behaviour change accordingly. Whilst some delay might be caused to ambulances going from helicopter landings at 5 Acre Field to the General Hospital A & E department, this is not considered to be a reason for declining this application and the normal highway code courtesy of pulling over to let an ambulance through would apply. If the 350 dwelling permission is implemented, improvements to this critical road junction would be paid for by that developer.

8.4.2 Measures are proposed to ensure that the proposed access arrangements do not adversely affect the road safety along Redbridge Lane in accordance with 'saved'

Policy TI 2. Conditions are proposed to ensure adequate sight lines are provided across land in the city council's ownership and that these will not be obstructed by the proposed security perimeter fence.

8.4.3 The proposal of around 41 standard classrooms (shown on the submitted floor plans) would normally yield a maximum of 62 car spaces in order to comply with the standards; 80 will be provided and officers accept this, taking into consideration the lower accessibility of this site and the other teaching spaces available within the layout. Off-site works would improve car parking at the Cedar School, to lessen the potential of hazardous verge parking that currently takes place. Overspill use of the 5 Acre Field existing car park would occur, but community users of the new Academy would be able to use the 80 spaces on site in the evening and use is therefore more likely when parents will drop-off/pick up children from school in times of inclement weather.

8.5 The acceptability of the design and landscape impact to the character of the area

8.5.1 Cumulatively, the argument that the building would adversely impact the character of the area and cause the coalescence of settlements is not accepted, nor was it accepted by the Planning Inspector when he determined the outline planning application for up to 350 new dwellings on the west side of Redbridge Lane (paragraphs 5 to 14 of **Appendix 3** refer).

8.5.2 Whereas lighting would be present in an area where it is currently not, floodlighting to sports surfaces has been assimilated into the landscape under previous permissions at 5 Acre Field without complaint. There is no Policy in the Development Plan for the protection of strategic gaps. Landscaping and existing tree screening would mitigate the visual impact to the area.

8.5.3 Notwithstanding the stakeholder consultation that has taken place, the independent Architects Panel for Southampton have criticised the scheme – in particular the grey brick materials to be used for the Romsey Road frontage, which would appear 'gloomy', underwhelming and 'heavy', in terms of the significant proportion of the elevation it occupies, even in good lighting conditions. It should be remembered that if consented, this large building will stand in the landscape for many years to come and also represent the first lasting visual impression of anyone entering the building from that direction. Whilst the desire to have robust building materials is understood, the Architect Panel say it would be easy to take that opportunity without increasing the cost of the build. Officers have asked for changes to be made to this part of the design but the architects for the scheme believe it is satisfactory..

8.5.4 In overall design and layout terms, the proposals are very well thought out and will provide excellent and inspirational teaching facilities.

8.6 Impacts on residential amenity

8.6.1 No evidence has been brought forward by third parties about noise or air quality issues. The City Council's Environmental Health Officers have not raised this as an issue and the Redbridge Lane/Romsey Road/Bakers Drove junction is not recognised as an Air Quality Management Area under Policy SDP15 of the Local Plan Review. .

8.6.2 It is not considered that out of hours use of the at-grade crossing would be so disturbing to those living adjacent to justify a nuisance between 23.00-07.00 hours the following day.

8.6.3 Planning conditions have been imposed to require the provision of CCTV in the school grounds and via S.106 for the underpasses, which are to be policed by school staff

at the beginning and end of each school day, to limit the potential for anti-social behaviour in the area.

8.7 The relationship with trees and ecology

8.7.1 The Planning Ecologist wishes to see mitigation for the tree line proposed to be interrupted by the new floodlit MUGA in terms of its impact on foraging bats. Mitigation can and should be provided and would be covered by the landscaping condition recommended.

8.7.2 The City Council's Landscape Architect consultant and Tree Officer consider the soft landscaping could be improved and boundary fencing impact softened. Notwithstanding the submitted landscape design, it is therefore considered appropriate to condition a revised scheme to allow for more tree planting in strategic positions.

8.8 Sustainability

8.8.1 The application is accompanied by a BREEAM pre-assessment report which demonstrates that the proposal can achieve a BREEAM rating of 'Very Good'. A planning condition is suggested to secure this. The proposal incorporates on-site Combine Heat and Power as well as a solar electric array on the roof.

8.9 Other matters

8.9.1 It is accepted that drainage would need to be improved and existing services protected. This would be achieved through planning conditions.

8.9.2 Wider later community impact from existing school sites becoming redundant: Issues relating to the future use of the Oaklands and Millbrook CS sites will be determined at a later date with due consultation afforded. Any planning applications submitted for those sites will also properly address the issue of replacement facilities at that time.

8.9.3 Procedural dissatisfaction: It is unfortunate that the Petanque Club and others were not personally notified of the application, having expressed an interest in the matter during the previous land appropriation exercise. However, they have commented on the application and their views have been considered.

9.0 Summary

9.1 These proposals would deliver a high quality school for the benefit of local children, providing a centre of excellence for education and lifelong learning and thus be fully compliant with Policy CS11 of the Core Strategy. These proposals place a strong and passionate emphasis on design quality, innovation and sustainability.

9.2 Open space, tree and ecological mitigation would or could be provided and secured through planning conditions.

9.3 Whereas the Council's Highways Officer, Hampshire County and Test Valley Borough Council raise objection to an at-grade crossing in Romsey Road, it is considered, on balance, that this facility is required to ensure that children and visitors can safely reach the site, especially in hours of darkness when use of the subway would be a less favourable option. Fears about 'rat running' in Hillyfields are understood, but measures under the Adanac Park permission have begun to have effect, a TRO would be sought to control speed in Redbridge Lane and further measures would be likely to come on-stream when the permission for 350 dwellings (Appendix 2) is implemented, of which there is a reasonable prospect. The applicant's transport consultant predicts that the Redbridge Lane/Romsey Road/Bakers Drove junction would remain in capacity if the Academy were

to proceed. Ultimately, overall safety on the highway network has to take priority over the speed and convenience of traffic using that network. The school would operate a travel plan and a package of off-site measures would be secured to encourage/facilitate walking and cycling to the site.

10.0 Conclusion

10.1 The application is recommended for conditional approval, subject to the completion of the aforementioned S.106 Legal Undertaking and ratification of any favourable resolution that the Secretary of State for Communities and Local Government does not wish to 'call-in' this application for his own determination by way of a public inquiry.

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 (b), 2(c), 2(d), 4 (i), 4 (k), 4 (l), 5 (e), 6(a), 6(c), 6(d), 6(i), 7(a), 7(b), 7 (g), 7(k), 7 (o), 7 (r), 7 (v), 7 (w), 7 (x), 7 (y), 10(a) and 10(b).

SL for 21.12.10 PROW Panel

To comply with **PLANNING CONDITIONS**

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

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

Reason:

Section 91 of the Town and Country Planning Act 1990 (as amended).

2. APPROVAL CONDITION - Approved Plans

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

Reason:

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

3. APPROVAL CONDITION - Details of building materials to be used [Pre-Commencement Condition]

Notwithstanding the information shown on the approved drawings and application form no development works shall be carried out unless and until a written schedule of external materials and finishes has been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented only in accordance with the agreed details. These shall include full details of the manufacturers, types and colours of the external materials to be used for external walls, windows, doors 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.

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.

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

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

REASON:

In the interests of highway safety.

5. APPROVAL CONDITION – Sustainability statement implementation [pre-commencement condition]

Prior to the first occupation of the development hereby approved, the submitted sustainability measures shall be implemented unless otherwise agreed in writing by the Local Planning Authority.

REASON

To minimise overall demand for resources

6. APPROVAL CONDITION – BREEAM Standards [pre-occupation condition]

Written documentary evidence demonstrating that the development has achieved at minimum a rating of Very Good against the BREEAM standard shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted, unless an otherwise agreed timeframe is agreed in writing by the Local Planning Authority. The evidence shall take the form of a post construction certificate as issued by a qualified BREEAM certification body.

REASON

To ensure the development minimises its overall demand for resources.

7. APPROVAL CONDITION – Floodlight System [pre-commencement condition]

No floodlights shall be installed on the site until full details of the a written lighting scheme including light scatter diagram with relevant contours shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of the lighting scheme. 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 details shall include details of an automatic cut off switch - sensitive to British summertime variations - that will control the floodlights. The installation must be maintained in accordance with the agreed written scheme. Within one month of the floodlighting being installed, the developer shall submit a report to the local planning authority, from a competent lighting engineer, to verify that the predicted lux intensity figures and the limited light spillage contours shown in the submitted report (or any subsequent alternative report agreed in writing with the local planning authority), have been met and shall if necessary arrange to adjust the rotation and inclination of each luminaire, such that the predicted figures are then met. Once installed, or adjusted as necessary, the luminaires shall be maintained and fixed in that position at all times.

REASON:

To protect the amenities of the occupiers of existing nearby residential properties and impact to the night sky having regard to the urban fringe character of the site.

8. APPROVAL CONDITION – Construction method statement [pre-commencement condition]

Before development commences a statement setting out the management of construction operations shall be submitted to and approved by the Local Planning Authority. The statement shall include detailed plans specifying the areas to be used for contractor's vehicle parking and plant; storage of building materials, and any excavated material, huts and all working areas required for the construction of the development hereby permitted. No deliveries of construction materials or equipment or removal of demolition materials shall take place between the following times Mondays to Fridays - 08.30 to 09.15 hours and 14.30 to 15.30 hours. The statement shall set out the means by which the construction operations shall be managed to conform to these requirements and the arrangements for complaints about the construction operation to be received, recorded and resolved. The development shall be implemented in accordance with the agreed statement.

REASON

To protect the amenities of neighbours, those attending the adjoining Cedar Special School and the wider environment, to ensure adequate access and servicing (including a refuse cart) can be maintained to the existing adjacent housing and ensure that no undue associated congestion occurs on the surrounding roads.

9. APPROVAL CONDITION - Construction access [performance condition]

The new access to the site from Redbridge Lane shall be provided and made available for use before construction on the new school building commences. Construction traffic shall enter and leave the site via Redbridge Lane only, unless otherwise previously agreed in correspondence with the local planning authority.

REASON

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

10. APPROVAL CONDITION – Access construction details [pre-commencement condition]

No development hereby permitted shall be commenced until the Local Planning Authority has approved in writing:-

- (i) A specification for the type of construction proposed for the new access roads including all relevant horizontal cross-sections and longitudinal sections - especially of any proposed speed reduction tables - showing existing and proposed levels together with details of street lighting - referred to in condition 15 below - and the method of disposing of surface water.
- (ii) A programme for the making up of the roads and footpaths.

The access shall be upgraded and made available for use in accordance with the agreed details prior to the new school building coming into use and thereafter retained as approved. With the exception of emergency service vehicles, the new access from Redbridge Lane shall be the only point of entry for vehicles to the site.

REASON:

To ensure the access is constructed to a satisfactory standard.

11. APPROVAL CONDITION – Foul and surface water disposal [pre-commencement condition]

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

Reason: To prevent flooding and inundation of the foul sewerage system.

12. APPROVAL CONDITION – Sewer protection [pre-commencement condition]

The developer must advise the local authority of the measures which will be undertaken to protect the public sewers, prior to the commencement of the development.

Reason: To protect the sewer and to prevent pollution of the environment.

13. APPROVAL CONDITION – Water main protection [pre-commencement condition]

The developer must agree with the local planning authority, prior to commencement of the development, the measures to be undertaken to protect the public water supply main.

Reason: To protect the water main and to prevent flooding.

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

Before the use is first commenced details of the submitted scheme for a CCTV system to comprehensively cover the site including all public entry points, car parks, MUGA's and new adult football pitch, shall be fully installed and operational prior to the approved school use first commencing. That system shall be maintained in working order and operated at all times when the school 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 visitor/staff/pupil safety.

15. APPROVAL CONDITION – External Lighting [performance condition]

The submitted scheme of external lighting shall be provided in accordance with the details hereby approved prior to the school first coming into use. The lighting shall be thereafter retained as approved.

REASON

In the interests of crime prevention and highway safety.

16. APPROVAL CONDITION – Ecology Mitigation Statement [pre-occupation condition]

Prior to school use first commencing, the developer shall implement the programme of habitat and species mitigation and enhancement measures, [as set out in the ecology reports submitted with the application] unless otherwise agreed in writing by the Local Planning Authority. For the avoidance of doubt, this shall include replacement mature tree planting to establish a continuation of the existing foraging corridor for bats, which is being disturbed to accommodate the new MUGA.

Reason

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

17. APPROVAL CONDITION – Protection of nesting birds [Performance Condition]

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

REASON

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

18. APPROVAL CONDITION- No other points of access [performance condition]

No points of access to the site other than those hereby approved shall be formed unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interests of crime prevention.

19. APPROVAL CONDITION – Playing Pitch Quality [pre-commencement/performance condition]

Prior to the commencement of the development hereby permitted, details of a scheme to improve the quality of the proposed adult football pitch, including adequate drainage and a subsequent management programme shall be submitted to and approved by the Local Planning Authority. The works should be sufficient to ensure that the quality of the playing pitches meets the requirements of the school and community use. The approved improvement scheme shall be implemented in full prior to the commencement of use of the development and subsequent management shall be in full accordance with the approved programme.

Reason: To ensure that the sports pitches are of an appropriate quality and fit for purpose as playing fields.

20. APPROVAL CONDITION – Playing Pitch Provision [performance condition]

Prior to the first occupation of the development hereby permitted the sports pitches shall be laid out in accordance with the permitted application details, specifically 'the Site Plan Proposed' (drawing number OAS_A_2356-JW-003 or any subsequent amendment thereto as may be agreed in correspondence with the local planning authority). The sports pitches shall remain available for use thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure than appropriate number and type of sports pitches are provided in accordance with the application details.

21. APPROVAL CONDITION - Playing Pitch Provision [performance condition]

The new adult football pitch and Multi-Use Games Area shall be used for Outdoor Sport and for no other purpose (including without limitation any other purpose in Class D2 of the Town and Country Planning (Use Classes) Order 1987 (as amended), or in any provision equivalent that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To protect the playing field and Multi-Use Games Area from loss and/or damage, to maintain the quality of and secure the safe use of sports pitches.

22. APPROVAL CONDITION – Playing Pitch Protection [pre-commencement/performance condition]

Before the development hereby permitted is commenced details of temporary protective fencing to be erected around the existing playing fields on the wider 5 Acre Field outside the application site, to include location, height, type and materials shall be submitted to and approved in writing by the Local Planning Authority. The fencing shall be erected in accordance with the approved details prior to the commencement of development on the site, and shall be maintained for the duration of the works and removed upon completion of the development.

Reason: To ensure the safe and efficient use of the existing playing fields at Five Acre Field.

23. APPROVAL CONDITION – MUGA use restriction [performance condition]

The MUGA and its associated floodlighting shall not be used outside the hours of:

08:00 and 22:00 Monday to Friday;
08:00 and 22:00 on Saturday; and
10:00 and 18:00 on Sunday and public holidays

Unless otherwise agreed in advance and in correspondence with the Local Planning Authority.

Reason: To allow the floodlit facility to stay open for use as long as possible for the development of sport/increase participation into sport whilst balancing the needs of amenity and sustainability.

24. APPROVAL CONDITION – Sports facilities provision [performance condition]

The proposed sports facilities hereby permitted shall be constructed in full accordance with the submitted drawings.

Reason: To ensure the development is fit for purpose, subject to high quality design standards and sustainable.

25. APPROVAL CONDITION – Archaeological investigation [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a phased 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.

26. 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.

27. APPROVAL CONDITION – Archaeological damage-assessment [Pre-Commencement Condition]

No development shall take place within the site until the type and dimensions of all proposed groundworks have been submitted to and agreed by the Local planning Authority. The developer will restrict groundworks accordingly unless a variation is agreed in writing by the Local Planning Authority.

Reason: To inform and update the assessment of the threat to the archaeological deposits.

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 / Clearance / Construction [Performance Condition]

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

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

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

And at no time on Sundays and recognised public holidays.

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

Reason:

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

30. APPROVAL CONDITION - Use of uncontaminated soils and fill [Pre-Commencement Condition]

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

Reason:

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

31. APPROVAL CONDITION - Unsuspected Contamination [Performance Condition]

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority. Any changes to the agreed remediation actions will require the express written consent of the Local Planning Authority.

Reason:

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

32. APPROVAL CONDITION – Sight lines [Pre-Commencement Condition]

No development shall take place until the site access onto Redbridge Lane is constructed with the visibility splays of 2.4m. by 70m. to the north east, 90m. to the south west by 1m. and maintained as such at all times. Within these visibility splays notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no obstacles, including walls, fences and vegetation, shall exceed the height of 1m. above the level of the existing carriageway at any time.

Reason

In the interest of highway safety.

33. APPROVAL CONDITION - Landscaping, lighting & means of enclosure detailed plan [Pre-Commencement Condition]

Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted, which includes:

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise);
- iv. details of the colour finish of any proposed boundary treatment, including retaining walls; and
- v. a landscape management scheme.

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

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

REASON:

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

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

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

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

REASON

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

35. PERFORMANCE CONDITION – Underpass supervision

Academy staff shall be on duty at both of the underpasses at the start and finish times of the school day.

REASON:

In the interests of crime prevention.

36. PERFORMANCE CONDITION – Construction access and routeing

All construction traffic shall enter the site via the new Redbridge Lane access only, arriving from and departing to the junction of Romsey Road/Redbridge Lane and shall be subject to a routeing agreement to be submitted to and approved by the local planning authority before the development commences, unless any extended period is agreed in correspondence with the local planning authority. Once approved, that routing agreement shall be observed throughout the construction period. In particular, no such traffic shall pass through the adjacent Hillyfields area to the south-west.

REASON

In the interests of highway safety.

Notes to Applicant

It is recommended that the drainage assessment and improvement/management scheme is undertaken by a specialist turf grass consultant.

The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development.

A formal application for connection to the public sewerage is required in order to service this development. Please contact Atkins Ltd, Angle St James House, 39a Southgate Street, Winchester So23 9EH (tel. 01962 858688) or www.southernwater.co.uk

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

Performance Conditions: 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.

Permission is required under the Highway Act 1980 to construct a vehicular access. Please contact the Chief Engineer, Hampshire Highways West, Jacobs Gutter Lane, Hounslow, Totton, SOUTHAMPTON, SO40 9TQ (02380 663388) at least 6 weeks prior to the works commencing for detail of the procedure.

This application has been inspected by Hampshire Constabulary: It is suggested the number of doors into the building is reviewed and to ensure security is maximised a condition of planning included for the building to achieve Secured by Design.