

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 22 December 2009
 Planning Application Report of the Head of Division

Application address	Bitterne Park School Copsewood Road Southampton		
Proposed development:	Erection of a new 6th form college building on three floors with associated works and access from Dimond Road		
Application number	09/01071/R3CFL	Application type	Full (SCC Scheme)
Case officer	Steve Lawrence	Application category	Q12 other small major

Recommendation Summary	Conditional approval
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Reason for Panel consideration	Major development (small scale) submitted by/for the City Council as landowner / developer
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Applicant: Mark Everett	Agent: Paul Stansfield Capita Symonds in partnership with Southampton city Council
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Date of receipt	27/10/2009	City Ward	Bitterne
Date of registration	27/10/2009	Ward members	Cllr I W White
Publicity expiry date	11/12/2009		Cllr P A Baillie
Date to determine by	26/01/2010 IN TIME		Cllr P Williams

Site area	0.29 hectares	Usable amenity area	N/A
Site coverage (developed area)	Approx. 996 sqm	Landscaped areas	N/A
Density - whole site	N/A		

Residential mix	nos	size sqm	Other land uses	class	size sqm
Studio / 1-bedroom	N/A	N/A	Commercial use	N/A	N/A
2-bedroom	N/A	N/A	Retail use	N/A	N/A
3-bedroom	N/A	N/A	Leisure use	N/A	N/A
other	-	-	other	D1	2,106

Accessibility zone	medium	Policy parking max	7 spaces
Parking Permit Zone	no	existing site parking	10 spaces
Cyclist facilities	yes	car parking provision	7 spaces
motor & bicycles	7 motor / 46 bicycles	disabled parking	2 (within 7 above)

Key submitted documents supporting application			
1	Letter 29 August 2009 from British Aviation Authority	2	'Envirocheck', desk based site investigation for the potential of the site to have prescribed contaminants within it
3	Noise impact assessment	4	Planning statement
5	Sustainability checklist	6	Arboricultural report/survey
7	Design and Access Statement	8	Transport assessment – including School Travel Plan
9	Extended phase 1 ecological survey	10	Shadow diagram doc. AS01
Appendices attached			
1	Development Plan Policy schedule	2	Planning History
3	Courses to be offered by the proposed 6 th form college	4	Suggested Planning Conditions

Recommendation in full

Conditional approval - subject to the conditions set out in **Appendix 4**.

Background

The initial concept for this development started in 2005. There will be longer term plans for the site to remodel the school under the Building Schools for the Future programme. This has influenced the positioning of the development on the site, where there is a need to avoid building on the school playing field.

The school has strong links with 3 local feeder primary schools, a funded skills centre run in conjunction with Southampton City College and a state of the art hairdressing teaching studio, built in collaboration with Above Bar College. Collaboration also exists between the Wheatsheaf Trust, Skills Quest, Ford Motor Company and Southampton Airport.

To secure funding from the Learning Skills Council, a 'presumption bid' was put to the LSC in October 2008 to seek to establish a sixth form college at the school. The bid has been successful and £6.38 million was ring-fenced to fund the project in May 2009. If planning permission is not obtained, central government will take back the funding, which would then be completely lost to the city.

At a special cabinet meeting on 21 September 2009, the Council unanimously agreed to establish a 6th form by Bitterne Park School.

Public meetings to progress the project have since taken place on 7 August 2008 and 29 September 2009 to engage with and consult relevant stakeholders.

Site and its context

The application site (0.29ha) forms part of a secondary school surrounded by the residential streets of Dimond Road (which the application site has direct access to), Castle Road, Copsewood Road (where the school's main point of access is) and Oaktree Road.

On-street parking in these and surrounding streets can be difficult at the beginning and end of the school day. Zig-zag 'School-keep clear' markings are on the carriageway by the Copsewood Road and one of the Dimond Road vehicular access points.

The site is at the western end of the main teaching buildings fronting Dimond Road and currently comprises a wooded belt to that street, parking area for 10 cars, refuse store and steps leading up to the higher level of the southern part of the wider school, where a number of single storey classroom units exist.

School buildings, which wrap around the east and north sides of the application site, are generally arranged on 2/3 levels owing to the drop of levels across the whole wider school site. These rise between 8.8m and 15.8m above ground level, between 27m and 60m away from the face of the nearest two-storey semi-detached and detached house (124 Dimond Road) opposite the application site. Those houses are currently faced by fairly bland and uninspiring architecture.

Apart from the school, the area is pre-dominantly residential in character and mostly two-storey in scale, certainly opposite the site.

The site levels vary, basically dropping from south moving towards north. Along the application site edged red itself, site levels drop some 8.7m and 4.2m along the proposed building's length. Overall, across the longest section through the wider school site of 440m, site levels drop 35m, giving some idea of the area's topography.

Some 82 mature trees and two-further groups of trees currently occupy the site fronting Dimond Road, which have been surveyed by the applicant's arboricultural consultant. These have variously been graded A (1 tree), B (27 trees) and C (36 trees), by the applicant's arboricultural consultant and are in the City Council's care. Bat foraging and badger sets have been recorded in the southern part of the wider site.

The Dimond Road boundary is variously marked by approximately 1.8m high chain link fencing / 1.2m high brick wall, south of an existing vehicular entrance to the school and then 2m high brick wall panels to the north of that access.

20 mph "20 is plenty" highway signage is displayed close to the Dimond Road vehicular access.

Bitterne railway station is a 30 minute walk away and the nearest bus services run from Woodmill Lane, a 5 minute walk from the site. Southampton City Centre and neighbouring residential areas Midanbury, Townhill Park, Bitterne, Harefield and Merry Oak are accessible by public transport services within a 40 minute journey time of the site. Buses provide a relatively low frequency of service during the PM peak at the end of the school day.

Proposed development

Other than references to public meetings, no statement of community involvement has been submitted indicating the responses received their analysis and how that process has influenced the design solution chosen.

A single three storey building with roof top terrace is proposed running north-west/south-east parallel to the Dimond Road site boundary. Overall dimensions would be just over 43m long, between 24-25m wide, between rising between 8-13.5m above ground level, set back some 6m from the Dimond Road site boundary and just over 22m away from the face of 126 Dimond Road, the closest residential property.

It is proposed to develop the new building over a three year period. **Appendix 3** sets out what the college would offer students and this is fully compliant with the city's 2026 vision – "Southampton – The major city in central southern England", which clearly sets out "Innovation and learning at its heart", as one of the six key components.

The building would have two pedestrian entrances. The first would be at an upper ground floor level reached either by a new (disabled) access point from Dimond Road, or the main school entrance in Copsewood Road. The second would utilise the existing access from Dimond Road and enter the building at lower ground floor level.

2106sqm (6909 sqft) of accommodation would be provided to create a new, two-form entry, sixth form college, whose principal access would be from Dimond Road, albeit the new building could also be reached from an existing access in Copsewood Road.

Some 52 individual trees and two further groups of trees would need to be felled to make way for the new building. This would include one 'A' graded London Plane tree by the existing vehicular entrance to Dimond Road.

In view of passing aircraft and the creation of a satisfactory teaching environment, it is proposed that the building will be fully sealed, with no opening windows and mechanical ventilation being provided.

180 students could attend the new college, which would specialise in teaching the performing arts. 4 full-time and 10 part time teaching jobs would be created. It is anticipated that the first year of intake would only be for 30 students, with the second year stepping up to 60 as another 30 enter the year below. Numbers would then gradually build until the capacity of 180 students was reached.

Some 7 car parking spaces (2 for disabled drivers) would be laid out in the northern part of the site. 46 bicycle and 7 motorcycle/scooter parking spaces would be provided within the site, all accessed from Dimond Road.

The café facilities proposed will operate primarily as a snack bar with drinks and refreshments available. Any hot meals provided will be consumed within the existing canteen located within the high school building and as such deliveries will take place from Copsewood Road.

The building would be cut into the slope of the site (site levels dropping some 4.2m along the building) and arranged as three distinct elements to mitigate the overall massing of the building. Space would be left between the new building and existing school buildings to allow circulation and light penetration. Two sets of steps would be created either side of the building to deal with the change in levels.

The building plan is split into three clear elements; theatre, learning and circulation. This has been expressed externally by the use of materials and form. A southern teaching block would be separated from a 120 seat theatre/performance space by a central glazed atrium, that would also form the principal pedestrian entrance and stairwell circulation space to other floors in the building and also will allow the movement within the building to be seen from the street.

Materials have been chosen to provide a strong identity and has been designed to reflect this creativity externally. The teaching blocks southern and western elevations would be clad in a patchwork of green and yellow - (school colours) - coloured irregularly shaped aluminium cladding panels with some brickwork also form part of the southern elevation. The north and east elevations would be brick clad. The Dimond Road frontage of the theatre would be rain screen timber-clad, with all its other elevations in red face brick. A screened roof terrace/recreational space would be located on its flat roof. The contrast of the materials allows the building to be read as distinct elements.

A target BREEAM Education 2008 BES5051 issue 3 criteria rating of 'Very Good' has been set, supported by a previous pre-assessment and hard surfaces for the car park will conform to SUDS standards.

Arranged on three levels, all accessible by an internal lift, the new building would comprise:-

Lower ground floor: Performance spaces, including double-height theatre (120 seats plus space for wheelchairs) and dance studio in addition to the café and study area. The transport assessment states that it is intended to make the building available to the public on average three times a year for school productions and events, Also on the lower ground floor is the plant room, accessible from the Dimond Road access. This is partially recessed into the change in levels on the site and therefore partially obscured.

Upper ground floor: At the upper ground level the main entrance and reception are located. General and specialist teaching rooms provide the other accommodation. This would also give access to a 182sqm roof terrace on the roof of the theatre, set back in from the edges of the building and screened on the Dimond Road side. Part of this space would be covered by high-tensile strung decorative canopies, affording some shelter at the entrance to the roof terrace.

First floor: General and specialist teaching rooms.

Once constructed, native, semi-mature Hornbeam trees would be planted between the building and Dimond Road to soften the appearance of the building.

A transport assessment, current travel plan and proposed travel plan have been submitted to support the application. The School's target audience for the proposed sixth form is within walking distance (93% are said to live within a mile and a half of the school). Maximum car parking standards have been observed, none will be available to students, and students will be discouraged from bringing cars to the site.

From surveys undertaken on 24 September 2009, modal split for the existing school population is:- walk to school (67%), bicycle (3%) and 23% travel by car. 7% are assumed to travel by public transport.

From site observation, there was a mixture of residential parking and parents dropping off students during the am peak. It was also evident during the am peak hour there was an abundance of parking space available. Of the total of 215 drop offs, which occurred on both Copsewood Road and Dimond Road, 209 were before 08:45. The number of cars dropping off at the school site was 171 in total between 07:30 – 09:30. A higher number of drop offs occurred on Copsewood Road (148 in total) than Dimond Road (67 in total).

From the survey data collected, the worst case scenario would suggest that during the morning am peak, 171 cars are accessing the site to drop off students, which accounts to 215 students. Based on this data, 215 out of 1,396 existing students travel to school by car during 07:30 – 09:30 which therefore suggests that 15.5% of the total number of existing students access the school by car.

From the survey data collected, the worst case scenario would suggest that during the evening PM peak, 107 cars are accessing the site to pick up students, which accounts to 146 students. Based on this data, 146 out of 1,396 existing students travel to school by car during 07:30 – 09:30 which therefore suggests that 10.5% of the total number of existing students get picked up from school by car. The transport assessment suggests the number of those travelling to the site by car has dropped 7.5% between 2005 and 2009.

It is projected that there will be an additional 42 car trips, 12 bus and rail trips, 5 cycle trips and 121 pedestrian trips by students when the building is operating at full capacity. There will also be, according to the existing modal split allocations, an additional 4 staff trips to the sixth form site.

No significant increase in traffic is concluded and the long term community benefits of the development are stressed. The school is committed to updating and reviewing its travel plan.

Relevant planning policy

The planning policy to be considered relevant to these proposals is scheduled in **Appendix 1** to this report.

The application site is unallocated on the Proposals Map of the City of Southampton Local Plan Review (March 2006). It is located at one of the highest points in the Itchen Valley.

Policy L1 supports the development of new educational facilities on school sites and encourages wider community use of those facilities outside of school hours. Policy CS11 from the Core Strategy echoes that approach. The South-East Plan recognises the need to improve education and skills to strengthen the region's economy.

The wider school site is affected by two zonings. The first is a safeguarding zone for the nearby Southampton Airport under Policy SDP19. The second protects the school's playing fields under Policy CLT3.

Neither policy applies to the application site edged red, albeit the British Aviation Authority have advised maximum building heights, which the applicant has designed to.

The council's normal considerations in terms of access, visual appropriateness and use apply.

Relevant planning history

Details of relevant planning history for this site is included in **Appendix 2**.

Prior to planning control coming into force in 1948, the site was occupied by a brick works. Backfilling of some of the school site with domestic refuse took place, prior to planning permission being granted in 1961 to use the site as a school.

The school has expanded on a number of occasions since that time and has a capacity for some 1,500 pupils, albeit the current school roll is 1,396 pupils, taught by 199 staff. Some 89 car parking spaces exist, 10 of which are within the application site.

Consultation responses & notification representations

A publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement and erecting a site notice. At the time of writing the report, 14 representations have been received from surrounding residents. These representations can be summarised as:-

5 letters of support (one from a parent governor of the school) on the grounds that:-

- Building design will be an asset to the area;
- This is a fantastic opportunity and the Council should develop on the school's 'outstanding' Ofsted report, brought about by the huge commitment of the staff and its management;
- Many parents cannot afford the transport costs of sending their children elsewhere in the city;
- Would cut cross-town traffic and carbon emissions that might otherwise occur if college not built on site;
- Would not increase traffic significantly;
- Benefits for Special Educational Needs children in terms of continuity of education/support in familiar surroundings;

- Being a 'good' school has attracted new families to the area and created investment in housing.

7 Letters of objection on the grounds that:-

- This would be an overdominant eyesore, which could be far more appropriately located on such a large site;
- The proximity of the building and its associated activity will adversely affect the privacy/amenity of those living immediately opposite it;
- Overshadowing;
- Inadequate car parking provided: in fact, the proposals result in a net loss of 3 car parking spaces;
- Extra congestion caused by increased traffic in the nearby relatively narrow streets which are often parked both sides. The school should create a drop-off/pick up lane within their grounds. This is the largest secondary school in the city without adding to problems;
- Inconsiderate and dangerous parking affecting existing residents: one writer has enclosed a large number of recently dated photographs to illustrate this point. Another writer – a retired policeman – states that such poor parking reduces visibility by private driveways, on bends and road junctions and is hazardous. This would be even worse during a long construction period;
- Infrequent bus service unlikely to affect modal shift away from the private car, with 96 staff of the existing school already parking on local streets: introduction of parking restrictions would only serve to inconvenience residents further;
- The traffic survey undertaken is not picking up issues in side streets, which the school's current travel plan encourages staff/visitors/parents to do. Also some criticism that because survey not conducted on a rainy day, it under-represents the real amount of traffic/activity;
- The council should not place more people at risk by placing them under the flight path of Southampton airport;
- Increased litter would be likely in the area;
- Why build a theatre, when the school's existing assembly hall would suffice;
- Criticism that the school/city council has not taken the views of stakeholders into account, nor modified the design solution, post the public meeting that took place on 29 September 2009. Ideas not discussed concern more parking for the school and preferably under the SDP19 flightpath, where BAA will sanction cars being left for 6 hours. One writer has written to the council's Chief Executive to ask about the introduction of a residents only parking scheme: the school cancelled a further meeting to discuss issues;
- Must ensure no sound leakage from the building and limit use outside school hours

1 letter expressing reservations and making other miscellaneous comments:

- Site needs to be made more accessible by coaches and buses;
- Need more car parking end-on into Dimond Road;
- The 6th form college would enjoy access to the existing school's sports facilities making better/efficient use of them;
- Worried that building position would make it harder to fight a fire at the existing school.

Summary of Consultation comments

SCC Highways Development Control – The existing school is located in a medium accessibility zone. The existing, 85 classrooms would generate a requirement for 64 parking spaces, so school provision (99 spaces on overall site) exceeds standards

currently. It would not be appropriate to ask the school to reduce the numbers, but there is a need for the school to regularly review needs its staff travel plan, particularly with regard to how staff travel to the site. Students also need to be encouraged to travel to the site other than by the car, to address congestion.

No accidents within near vicinity of school have been recorded in recent time.

If drop off area is provided (as suggested by some objectors), this only encourages parents to drop off children, which must be discouraged, not encouraged. Inconsiderate parking is a police/enforcement matter. Traffic Regulation Orders could be provided, but are bound to affect existing residents adversely; double yellow lines could be considered, or residents parking zones, but this will not discourage drop off, only long term staff parking.

SCC Trees – Consider that the number of trees lost to this proposal is excessive with over 52 trees to be removed, including an important A graded London Plane tree. In pre-application discussions the applicant was advised to retain this tree.

The majority of the trees to be removed are semi-mature woodland planting. Individually, they have limited amenity value. But collectively they form an important group which provides a visual screen to the school site. It has been indicated that 18 trees will be planted however this does not comply with Southampton City Council's corporate tree planting policy of replacing trees on a 2:1 basis.

Support is therefore not given to this scheme. However, if the Panel is minded to grant consent a number of conditions are put forward set out in **Appendix 4**.

Response

Whilst a pure tree protection objection is understood, Members are charged with weighing those dis-benefits against the overall socio-economic/educational/regenerative benefits of the scheme and need to be mindful of the replanting proposals, which would mitigate for tree loss. Other tree planting could take place within the wider school site to mitigate for the lost trees.

SCC Ecologist – No objection is raised to the principle of this development. However, significantly more biodiversity mitigation and enhancement measures is sought.

The application site consists of young woodland, amenity planting, amenity grassland and hard surfaces. Previous surveys of the school site have shown that it is used by badgers and four species of bats.

The proposed sixth centre is located away from the main area of habitat used by the bats and badgers however, foraging by pipistrelle bats were recorded over the block of woodland that is scheduled for removal. This will result in a loss of foraging habitat. The value of the site for foraging is not considered in the ecology report.

Whilst the proposed development will not have a significant impact on local biodiversity some loss of habitat, plus increases in noise disturbance and light levels are likely to occur. These impacts need to be properly mitigated.

At present mitigation appears to be limited to avoiding harm to breeding birds, with no provision being made for the loss of habitat, greater levels of disturbance or higher light levels. In addition, despite the claim in the Sustainability Checklist, no provision for biodiversity enhancement has been made.

Planning Policy Statement 9 indicates that biodiversity enhancements should be provided where appropriate. Despite there being plenty of opportunities to provide enhancements, either directly as part of the building, for example bat roosting bricks, green roof or a green wall or indirectly through the installation of bird and bat boxes in trees, none have been taken.

SCC Pollution and Safety Team – No objection. The acoustics from the school should be controlled by the DFES document BB93, and as there are no external noise sources, I have no acoustic comments to make, other than to control any construction noise.

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

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

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

At the time of the submission of the planning application a feasibility study relating to the potential for renewable technologies had not been undertaken. This should be achieved prior to the implementation of the scheme and therefore it is suggested that a condition be imposed to require this. It is noted that within the Sustainability checklist the applicant is at present investigating the potential to incorporate an air source heat pump.

It is noted that the sustainability statement and design and access statement confirms that plan LA200 illustrates the extent of the proposed SUDS which will include hard surfacing for car parking.

SCC Contaminated Land Team – Annex 2 of PPS23 considers the proposed land use as being sensitive to the affects of land contamination arising from - landfill and a brick works having been on site. These land uses are associated with potential land contamination hazards. 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 recommended to ensure the site is free of prescribed contaminants.

SCC Access Officer - There are steps up out of the car park to a pathway that leads to the Atrium / Community entrance but wheelchair users will have to exit the car park the way they came in, past the barrier control and across the entrance roadway then having to negotiate the kerb and bollards before getting onto the main path leading to the Atrium / Community entrance. (These bollards may also prove to be a barrier for the visually impaired). To get to the new school entrance wheelchair users will have to exit the car park via the entrance roadway and onto the public footpath and continue up Dimond Road to the new pedestrian access pathway.

BAA – No objection subject to the imposition of conditions limiting the finished heights of buildings and requiring the submission of a Bird Hazard Management Plan. An informative on the decision notice is suggested to make the developer aware of the guidance regarding the use of cranes during construction and finished lighting schemes.

Planning consideration key issues

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

- The traffic and parking implications of the development
- Mitigation for loss of mature trees
- The visual appropriateness of the new building in terms of the outlook and natural light by those living opposite the site and impact on the character of the area
- Promoting high quality educational facilities
- Impact of intensified educational use of the site on the amenities of neighbours
- Impact on Southampton Airport
- Sustainability

The traffic and parking implications of the development

The school has existed since the 1960's and has an operating capacity for 1,500 pupils.

Clearly car ownership has increased over time as has the pressure on the local highway network. There are no parking restrictions in the street adjoining the school. The introduction of double yellow lines would equally inconvenience residents as it might control the congestion caused by parents dropping off and picking up children at the beginning and end of the school day.

It is clear from at least 7 people who have written in (from 127 addresses that were neighbour notified), that inconsiderate and dangerous parking is a very real issue to them and impacts on their residential amenity. The issue here is primarily about access to their personal property. Clearly parking can impinge upon highway safety too in terms of visibility to drivers/pedestrians, but it is also true that parking can narrow the available carriageway and cause drivers to proceed more cautiously, thus calming speeds. Double yellow lines could be considered, or residents parking zones, but this will not discourage drop off/pick up, only long term staff parking.

Students cannot drive until they have passed a driving test at 17. Thus 90 of the ultimately 180 projected students would not own a car, and 93% of the target intake is believed to live within 1 ½ mile walk of the site.

It is therefore considered more appropriate to discourage use of the private car by continued implementation of a travel plan, which could be regularly monitored. This process should also clearly engage those who have written in to object, to understand what measures may improve their situation – for example the marking of 'entrance' over private driveways and the investigation of double yellow lines at junctions or on bends with poor visibility.

Mitigation for loss of mature trees

Whilst this is regrettable, the need to not jeopardise the future remodelling of the secondary school and protection of playing field/sports facilities under the Building Schools for the Future programme has driven the locational choice for the development.

Full mitigation through new tree planting overcomes this objection.

Visual appropriateness and impact on the character of the area

The residents living opposite the site will be faced by a taller building in greater proximity to their homes.

However, sufficient separation - across a public street will exist under the guidelines given in the Residential Design Guide (September 2006), for the new building not to appear overbearing to its neighbours and their privacy adequately maintained.

The building is split into three clear elements, whose height varies as the building moves down the drop in levels along the site. The three elements are also distinguished by their treatment with different high quality facing materials, further mitigating the building's massing. In particular, the use of the irregularly shaped/sized panels at the southern end of the building will give an interesting and distinctive new building in an otherwise unremarkable area of aging housing. The building will be a fitting tribute to the hard effort of staff and educational achievements the school has secured.

Promoting high quality educational facilities

The new building will provide state of the art facilities to those pursuing qualifications and a career in the performing arts meeting corporate as well as planning policy aims of the Development Plan for Southampton.

Impact of intensified educational use of the site on the amenities of neighbours

The proposals will undoubtedly increase pedestrian and vehicular activity in Dimond Road, but the Transport Assessment has concluded that this would not significantly affect the highway network. Use of the Copsewood Road access will still also continue.

Additional comings and going will create some additional disturbance, but this would be concentrated at the beginning and end of the school day when most people in the adjacent housing will have risen and be about their normal business.

It makes sense to intensify educational use on this large site that is at the heart of its local community, encouraging healthier lifestyles by walking and cycling to the site as well as cutting down cross-town traffic that might have otherwise occurred were students to have attended colleges elsewhere.

The submitted shadow diagram exercise shows that the proposals would not significantly affect adjoining residential properties.

Impact on Southampton Airport

BAA have not raised any objections, subject to specific conditions in **Appendix 4** being observed. The site falls outside the specific adjacent SDP19 safeguarding zoning on the City of Southampton Local Plan Review Proposals Map.

Sustainability

A clear commitment is given by the applicant in their design and access statement and there will be a government requirement to achieve BREEAM 'very good' as part of the funding process in any case. Planning conditions have been recommended to agree the detail of those matters.

CONCLUSION

By securing the matters set out in the recommendations section of this report the proposal would be acceptable. The application is therefore recommended for deemed conditional approval.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), 1(b), 1(c), 1 (d), 2 (a), 2 (c), 2 (d), 3(a), 4 (c), 4 (e), 4 (g), 5 (e), 6(a), 6(c), 6(e), 6(k), 7(a), 7(g), 7 (i), 7(k), 7 (n), 7 (o), 7(u), 7 (v),7 (w), 7 (x), 8(a), 9(a), 9(b) and Draft South East Plan – Inspector’s Recommended Changes.

SL - 09.12.09 for 22.12.09 PRow Panel

Application 09/001071/R3CFL – Bitterne Park School Copsewood Road Appendix 1

Relevant Planning Policy

South East Plan (Regional Spatial Strategy)(Inspector’s recommended changes to Policies)

SP1 – Growth and regeneration in sub-regions

SP2 – Support for development which increases use of public transport, walking and cycling in the regional hubs

SP3 – Urban focus and urban renaissance

SP4 – Regeneration and social inclusion

CC1 – Sustainable development

CC2 - Climate change

CC3 – Resource use

CC4 – Sustainable design and construction

CC6 – Sustainable communities and character of the environment

CC7 – Infrastructure and implementation

RE1 – Contributing to the UK’s long term competitiveness

RE2 – Supporting regionally important sectors and clusters

RE4 – Human resource development

RE5 – Smart growth

RE6 – Competitiveness and addressing structural economic weakness

T1 – Manage and invest

T2 – Mobility management

T4 - Parking

T5 – Travel plans and advice

NRM1 – Sustainable water resources and groundwater quality

NRM2 – Water quality

NRM5 – Conservation and improvement of biodiversity

NRM7 - Woodlands

NRM9 – Air quality

NRM10 – Noise

NRM11 – Development design for energy efficient and renewable energy

W2 – Sustainable design, construction and demolition

W6 – Recycling and composting

W8 – Waste separation

M1 – Sustainable construction

BE1 – Management for an urban renaissance

BE2 – Sub-urban intensification

BE3 – Sub-urban renewal

BE6 – Management of the historic environment

S3 – Education and skills
S4 – Higher and further education
S5 – Cultural and sporting activity
S6 – Community infrastructure
SH1 – Core policy for regeneration of South Hampshire
SH7 – Sub-regional transport strategy
SH8 – Environmental sustainability

Saved policies of the Hampshire County Structure Plan Review (27.9. 2007)

T5 - Transportation requirements in relation to development

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

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

Submitted Core Strategy for City of Southampton Local Development Framework (2009)
and associated Inspector's Report

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

Other guidance

PPS1	Delivering sustainable development
PPS9	Biodiversity and geological conservation
PPG13	Transport

In particular paragraph 38 states:-

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

Paragraph 49 states:-

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

And paragraph 51 states:-

'...in developing and implementing policies on parking, local authorities should:

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

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

SPD Residential Design Guide (September 2006)

Public Art Strategy (2004)

Life long learning plan

Economic Development Strategy

City of Southampton Local Transport Plan 2006 – 2016

City of Southampton Strategy, (formerly Community Strategy), Southampton City Council 2006.

Southampton Biodiversity Action Plan

Relevant Planning History

1211/P25 New school	Conditionally Approved 09.01.1962
1344/68 Stage II to school	Permission 27.02.1968
1437/C1 RESUBMISS Permanent extensions to school	Consent 19.12.1972
1461/C1 Permanent extensions to school	Consent 10.07.1973
1467/2 Caretaker's house	Consent 27.11.1973
H01/1649 Infill of covered area to provide additional facility	Consent 31.07.1984
881698/EH Erection of an extension to gymnasium and changing rooms	Consent 09.09.1988
940685/EH Erection of a single storey extension	Consent 02.08.1994
960757/EH Provision of art rooms and music/P.E. room in existing undercroft	Consent 21.08.1996
990313/EC Infill of undercroft to provide new reprographics room	Conditionally Approved 14.05.1999
03/00702/R3OL Construction of a Sports Hall with associated changing rooms and formation of a new access to Dimond Road.	Outline permission 8.04.2004
07/00393/FUL Erection of a single-storey extension to northern corner of sports hall to create workshop teaching facilities.	Conditionally Approved 14.05.2007
07/00686/FUL Erection of 2 x Modular buildings.	Conditionally Approved 29.06.2007
07/01638/R3CFL Sitting of two single-storey modular classroom buildings to the south of the existing school building.	Conditionally Approved 10.12.2007
08/00068/FUL Erection of a single-storey extension to northern corner of sports hall to create workshop teaching facilities (resubmission)	Conditionally Approved 20.03.2008

08/00266/R3CFL

Conditionally Approved 02.06.2008

Erection of a single-storey ground floor extension to southwest facing elevation to convert dance studio to a fitness suite with formation associated entrance doors and landscaping works and ground floor extension to existing art classrooms on northwest facing elevation with formation of double entrance doors and relocation of fence/gates.

08/00451/ADV

Conditionally Approved 23.05.2008

5 reflective signs to be attached to existing street furniture on highway verge.

08/00628/FUL

Conditionally Approved 06.06.2008

Siting of modular building for use as additional classroom(s) (Temporary period only expiring 06.06.2011).

08/00898/FUL

Withdrawn 07.08.2008

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

APPENDIX 3

The School's 3 year development plan for 2007-10 includes a strategic goal of modernising and improving the quality of the school's building and facilities, to ensure that the learning environments are fit for purpose and conducive to learning. The capital investment funding from the LSC will be solely used for sixth form students with the following targets;

- i. Implement sixth form provision with an initial number of 90 full-time students (90 of which will be 16-18 years olds)
- ii. Ensure that the learners within Southampton get their entitlement to a full diversity of choice for their 16-19 education
- iii. Develop and increase Skills for Life provision
- iv. Take a leading role within Southampton's 14-19 strategy in the development of 14-19 Diplomas
- v. To achieve outstanding status with sixth form provision

The city's 2026 vision, 'Southampton – The Major city in central southern England' clearly sets out "Innovation and learning at its heart" as one of the six key components, where collaboration and excellent education are core areas of this component.

After consultation with the current local and Hampshire post-16 education providers, the school is planning to offer the following courses;

- Performing Arts BTEC at Levels 1, 2 and 3
- Music Technology at Levels 1, 2 and 3
- Travel & Tourism BTEC at Levels 1, 2 and 3
- Sport BTEC at Levels 1, 2 and 3 (Physiotherapy)
- Film and animation
- Integrated Studies / Inclusion / SEN

With the exception of film and animation, the Level 1 and 2 courses have already started in Key Stage 4. The aim is to allow the students to complete their course at Bitterne Park. The diploma entitlement will form the backbone of the planned sixth form curriculum. The following courses will be in place if the Southampton Gateway bids are successful;

- Diploma in Creative Media at Levels 1, 2 and 3
- Diploma in IT at Levels 1, 2 and 3
- Diploma in Retail at Levels 1 and 2
- Society, Health and Development at Levels 1 and 2

These courses will be on offer to all learners; however the School aim to engage the more vulnerable learners within the programmes at appropriate levels to their ability.

A significant impact the proposed sixth form would have would be in the continuation of their highly successful and heavily praised outstanding provision for nature groups. A specific SEN/ Inclusion program would aim to both accredit students and develop their skills, employment and supported employment.

Bitterne Park School is a highly successful institution that has clearly demonstrated and led on curriculum innovation. The school has worked hard to improve the life chances of the local community.

RECOMMENDATION: CAP

CONDITIONS for 09/01071/R3CFL

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

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

REASON:

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

02. APPROVAL CONDITION - No 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.

03. 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.

04. APPROVAL CONDITION - BREEAM Standards (commercial development) [Pre-Occupation Condition]

Written documentary evidence demonstrating that the development will achieve at minimum a rating of 'Very Good' against the BREEAM standard (or equivalent ratings using an alternative recognised assessment method), shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent.

REASON:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy SDP13 of the City of Southampton Local Plan (2006). Also to comply with South East Plan policy SH14 (iv).

05. APPROVAL CONDITION - Sustainable Drainage Systems

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

REASON:

To conserve valuable water resources, in compliance with policy SDP13 (vii) of the City of Southampton Local (2006) and to protect the quality of surface run-off and prevent pollution of water resources and comply with SDP21 (ii) of the City of Southampton Local Plan (2006). To prevent an increase in surface run-off and reduce flood risk in compliance with SDP21 (i) of the City of Southampton Local Plan (2006).

Code for Sustainable Homes: Category 4 - Surface Water Run-off

06. APPROVAL CONDITION - Renewable Energy - Micro-Renewables

An assessment of the development's total energy demand and a feasibility study for the inclusion of renewable energy technologies on the site, that will achieve a reduction in CO2 emissions of at least 10%, must be conducted. Plans for the incorporation of renewable energy technologies to the scale that is demonstrated to be feasible by the study, and that will reduce the CO2 emissions of the development by at least 10% must be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development hereby granted consent. Renewable technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter.

REASON:

To reduce the impact of the development on climate change and finite energy resources and to comply with policy SDP13 (vi) of the City of Southampton Local Plan (2006) should be undertaken.

07. PRE-OCCUPATION CONDITON - Reinstate any redundant dropped kerbs

Any adjustment of the existing Dimond Road vehicular access shall ensure that any element of redundant dropped kerb is properly reinstated to full kerb height before the building is first brought into use.

REASON

In the interests of highway safety.

08. PERFORMANCE CONDITON - No additional structures/plant to roof

No additional plant or structures, other than those shown on the approved plans, shall be added to the roof of the building without the further deemed planning permission of the local planning authority.

REASON

In the interests of visual amenity and safeguarding the take-off surfaces from Southampton Airport in accordance with Policy SDP19 of the City of Southampton Local Plan Review (March 2006).

09. PRE-COMMENCEMENT CONDITON - Boundary treatment

Before the development commences, elevational and security details of making the site secure, when not in use, in terms of any new means of enclosure, shall be submitted to and approved in writing by the local planning authority. Once approved, those new means of enclosure shall be fully implemented before the building is first brought into use and retained at all times thereafter.

REASON

In the interests of visual amenity and crime prevention.

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

Before the use is first commenced details of a scheme for a CCTV system/image recording system to comprehensively cover all public entry points and intervening space between the old and new school buildings shall be submitted to and agreed in writing by the Local Planning Authority. The approved scheme shall be fully installed and operational prior to the first use of the building and shall be maintained in working order and operated at all times thereafter when the building is open. Recorded images shall be held for a 1 month period after being made on a daily basis for use by the Police.

REASON

In the interests of crime reduction.

11. PRE-COMMENCEMENT CONDITION - External lighting

Before the development commences, details of all external lighting, to show the appearance of fixtures/fittings and the lux intensity/light spread data, shall be submitted to and approved in writing by the local planning authority.

REASON

In the interests of amenity and to ensure aircraft pilots are not distracted when approaching or departing from Southampton Airport.

12. PERFORMANCE CONDITION - USE RESTRICTION & MANAGEMENT PLAN

No more than three public performances shall take place within the theatre each year. Before the use first commences, the developer shall submit for approval in writing by the local planning authority the following information:-

- (i) How such events are to be given publicity to immediate residential neighbours in Dimond Road, Castle Road, Copsewood Road and Oakwood Road;
- (ii) How those being invited to such events will be advised of available off-street parking facilities; and,
- (iii) How those attending such events will be marshalled to parking facilities within the land edged red and blue forming part of this application.

REASON

In the interests of preserving the amenity of occupiers of adjoining properties and in the interests of highway safety.

13. PERFORMANCE CONDITION - Roof top terrace use restriction

No use shall be made of the roof top terrace between 22.00 and 08.00 hours the following day and no amplified music shall be played on the roof terrace.

REASON

To preserve the amenity of occupiers of nearby residential properties.

14. PRE-COMMENCEMENT CONDITION - Disabled access

Before the development commences, full details of all works to safely bring persons with any disability to, into and around the new building shall be submitted to the local planning authority for its approval in writing. All entrances shall have flush thresholds. In particular, the developer shall clarify/ justify how wheelchair users and people with visual impairment would make their way from the car park to both of the proposed entrances into the building. Once approved, those works shall be fully carried out and thereafter retained.

REASON

To ensure access for all in accordance with Policy SDP11 of the City of Southampton Local Plan Review (March 2006).

15. APPROVAL CONDITION - Landscaping detailed plan [Pre-Commencement Condition]

Before the commencement of any site works a detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority.

Any trees to be lost (as identified in the Design and Access Statement, Appendix D, supported by the CBA Trees survey (CBA7150 and drawing CBA7150.01) shall be replaced on a two-for one basis, both within the application site and on adjacent school land edged blue to ensure a suitable environment is provided on the site.

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

The approved scheme shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

REASON:

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

16. APPROVAL CONDITION - Tree retention and safeguarding [Pre-Commencement Condition]

All trees to be retained pursuant to any other condition of this decision notice (as identified in the Design and Access Statement, supported by the CBA Trees survey (CBA7150 and drawing CBA7150.01) shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. Details of the specification and position of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

REASON:

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

17. APPROVAL CONDITION - No storage under tree canopies [Performance Condition]

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

REASON:

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

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

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

REASON:

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

20. 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.

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

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

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

REASON:

To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2005, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees on site.

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

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, which go beyond the limited measures set out in the submitted December 2008 ECOSA extended phase 1 ecological survey, which shall be implemented in accordance with the programme before any demolition work or site clearance takes place.

REASON

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

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

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

REASON:

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

24. PERFORMANCE CONDITION - Travel plan

The travel plan submitted by Capita Symonds dated 7 October 2009 shall be implemented at all times the 6th form college is in use in conjunction with that already existing for the Bitterne Park Secondary School and be updated and reviewed on an annual basis. The plan shall include provisions to encourage the use of alternative modes of travel to and from the site, together with targets and provisions for monitoring and review. In particular, the facilities proposed for bicycle parking, including shower facilities, lockers and secure bicycle parking shall be fully implemented as part of this permission and retained at all times thereafter.

REASON

To encourage sustainable modes of travel.

25. APPROVAL CONDITION - Parking [Pre-Occupation Condition]

The building shall not be brought into use in full or in part until space has been laid out within the site in accordance with the approved plan for the following to be parked and for vehicles to turn so that they can enter and leave in a forward gear

7	cars
7	motorcycles
46	bicycles

In accordance with the local highway authority's standards.

REASON:

To prevent obstruction to traffic in neighbouring roads, in the interests of highway safety and especially to promote the use of more sustainable forms of travel.

26. PERFORMANCE CONDITION - Refuse facilities

The facilities shown on the approved plan for the storage, recycling and disposal of waste shall be provided before the building is first brought into use. Once provided, those facilities shall be retained at all times thereafter.

27. APPROVAL CONDITION- Land Contamination investigation and remediation [Pre-Commencement & Occupation Condition]

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

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

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

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

REASON:

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

28. 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.

29. 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.

30. PRE-OCCUPATION/PERFORMANCE CONDITION - Bird hazard management plan

Development shall not commence until a bird hazard management plan has been submitted to and approved in writing by the local planning authority. The submitted plan shall include details of:-

- monitoring of any standing water within the application site, temporary or permanent;
- sustainable urban drainage systems (SUDS), with such schemes to comply with Advice note No. 6 'Potential bird hazards from SUDS (available at www.aoa.org.uk/publications/safeguarding.asp);
- management of the building's flat roofs, which may be attractive to nesting, roosting and "loafing" birds, The management plan shall comply with Advice note No. 8 'Potential bird hazards from building design';
- reinstatement of grass areas;
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow;
- which waste materials can be brought onto the site, with what - if any - exceptions (e.g. green waste);
- monitoring of waste imports (although this may be covered by the site licence);
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of removal of putrescible waste;
- signs deterring people from feeding birds.

The bird hazard management plan shall be implemented as approved, on commencement of construction and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the local planning authority.

REASON

It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.

31. PERFORMANCE CONDITION - Height limitation on building and structures

No building, structure or any development hereby permitted that raises the height of the roof of the development hereby permitted shall exceed 39.2m AOD at the north-western corner of the building and 41m AOD in the south-eastern corner of the building. This is shown in more detail on the attached plan, which shows the take off surfaces in green and the location of the proposed development within the application site under these surfaces.

REASON

Development exceeding this height would penetrate the obstacle limitation surface (OLS) surrounding Southampton Airport and endanger aircraft movements and the safe operation of the aerodrome. See Advice Note No. 1 'Safeguarding an overview' for further information (available at www.aoa.org.uk/publications/safeguarding.asp).

32. PRE-COMMENCEMENT/PERFORMANCE CONDITION - Noise mitigation

Before the development commences, the developer shall submit details of the mechanical ventilation and any air conditioning to be fitted in the building and how this is to be acoustically attenuated for approval in writing to the local planning authority. Once approved, that scheme of

works shall be fully implemented and all glazing fitted shall be fixed glazed and non-openable before the building is first brought into use. When productions or use of the theatre is taking place, external doors to that space shall be kept shut, except in case of an emergency. Once so installed, those works shall be retained at all times thereafter.

REASON

To protect the amenities of occupiers of adjoining residential properties and to ensure a satisfactory teaching environment is created inside the building.

33. PERFORMANCE CONDITION - Shared facilities

The sports and dining facilities at the existing secondary school shall be made available for use by students and staff of the 6th form college hereby approved.

REASON

To provide for the recreational and welfare needs of new students and staff.

34. PRE-COMMENCEMENT/PERFORMANCE CONDITION - Litter bins

Before the development commences, the developer shall submit details of the provision of litter bins by every pedestrian access point to both the application site edged red and other land in the applicant's control on the adjacent secondary school edged blue and details of how these facilities are to be managed on a regular basis. Once approved, those facilities shall be installed before the 6th form college hereby approved is first brought into use. Once provided, those facilities and management regime shall be maintained at all times thereafter.

REASON

In the interests of protecting the visual amenities of the locality.

35. PERFORMANCE CONDITION - Access

Access to the 6th form college shall also be provided from and continue to be made available via the secondary school's Copsewood Road entrance at all times, as well as that proposed from Dimond Road.

REASON

In the interests of highway safety, convenience of access and to spread the potential for disturbance in the interests of residential amenity.

36. PRE-COMMENCEMENT/PERFORMANCE CONDITION - Community use agreement

Prior to the first commencement of educational use of the building a Community Use Agreement shall be submitted to and approved in writing by the Local Planning Authority. This agreement shall include details of hours of use, access by non-school users, management responsibilities, pricing policy, and include a mechanism for review that would involve the Local Planning Authority as required. The approved agreement shall be implemented upon commencement of use of the development.

REASON

To secure well managed safe community access to the building to accord with Development Plan policies, so as to make the best/optimum use of this new building.

37. PERFORMANCE CONDITION - Wheel, tyre and vehicle under chassis cleaning facilities

No work shall be carried out on the site unless and until an effective vehicle wheel-cleaning, tyre-cleaning, and under chassis cleaning facility has been installed in accordance with details to be submitted to and agreed in writing by the Local Planning Authority for such a facility, and the agreed facility shall be retained in working order and operated and used throughout the period of work on the site.

REASON

To ensure that vehicles do not leave the site carrying earth, mud, or other ground materials on their wheels, tyres and under carriage in a quantity which causes a nuisance or hazard on the road system in the locality and in the interests of road safety.

38. PRE-COMMENCEMENT/PERFORMANCE CONDITION - Construction method statement

The development hereby approved shall not commence until a method statement and appropriate drawings of the means of construction of the development has been submitted to and approved in writing by the Local Planning Authority. The method statement shall in particular specify vehicular access arrangements, the intended positioning of any scaffolding, the areas to be used for contractors vehicle parking and plant storage of building materials and any excavated material, temporary buildings and all working areas required for the construction of the development hereby permitted. The building works shall proceed in accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

REASON

To protect the amenities of neighbours and the wider environment and to ensure adequate access and servicing (including a refuse cart) can be maintained to the existing housing in Dimond Road.

00. Reason for granting Deemed Planning Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. In particular, objections relating to visual appropriateness and traffic/parking impact have been carefully assessed. The scale and appearance of the building mitigated by new planting and a change in levels across the site is considered acceptable. Traffic issues are judged to be capable of management with a planned reduction in car trips, as part of continued implementation of a regularly monitored and reviewed School Travel Plan. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus deemed planning permission should therefore be granted.

South East Plan (Regional Spatial Strategy)(Inspector's recommended changes to Policies)(May 2009)

SP1 - Growth and regeneration in sub-regions

SP2 - Support for development which increases use of public transport, walking and cycling in the regional hubs

SP3 - Urban focus and urban renaissance

SP4 - Regeneration and social inclusion

CC1 - Sustainable development

CC2 - Climate change

CC3 - Resource use

CC4 - Sustainable design and construction

CC6 - Sustainable communities and character of the environment

CC7 - Infrastructure and implementation

RE1 - Contributing to the UK's long term competitiveness

RE2 - Supporting regionally important sectors and clusters

RE4 - Human resource development

RE5 - Smart growth

RE6 - Competitiveness and addressing structural economic weakness

T1 - Manage and invest

T2 - Mobility management

T4 - Parking

T5 - Travel plans and advice

NRM1 - Sustainable water resources and groundwater quality

NRM2 - Water quality

NRM5 - Conservation and improvement of biodiversity

NRM7 - Woodlands

NRM9 - Air quality
NRM10 - Noise
NRM11 - Development design for energy efficient and renewable energy
W2 - Sustainable design, construction and demolition
W6 - Recycling and composting
W8 - Waste separation
M1 - Sustainable construction
BE1 - Management for an urban renaissance
BE2 - Sub-urban intensification
BE3 - Sub-urban renewal
BE6 - Management of the historic environment
S3 - Education and skills
S4 - Higher and further education
S5 - Cultural and sporting activity
S6 - Community infrastructure
SH1 - Core policy for regeneration of South Hampshire
SH7 - Sub-regional transport strategy
SH8 - Environmental sustainability

Saved policies of the Hampshire County Structure Plan Review (27.9. 2007)

T5 - Transportation requirements in relation to development

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

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

Submitted Core Strategy for City of Southampton Local Development Framework (2009) and associated Inspector's Report

CS6 - Economic growth
CS11 - An educated city
CS13 - Fundamentals of design
CS18 - Transport: Reduce-manage-invest
CS19 - Car and cycle parking
CS20 - Tackling and adapting to climate change

CS22 - Promoting biodiversity and protecting habitats
CS25 - The delivery of infrastructure and developer contributions.

Note to Applicant

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

2. The development is close to the aerodrome and the approach to the runway. The British Aviation Authority draw the developer's attention to the need to carefully design lighting proposals. This is further explained in Advice Note No. 2 'Lighting near aerodromes', available at - www.aa.org.uk/publications/safeguarding.asp. Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.