

**Planning, Transport & Sustainability Division  
 Planning and Rights of Way Panel - 11 December 2012  
 Planning Application Report of the Planning and Development Manager**

<b>Application address:</b> The Bradbury Centre, 300 Aldermoor Road SO16 5NA			
<b>Proposed development:</b> Re-development of existing coach park comprising the erection of a single-storey extension to create a new teaching block with ancillary offices to serve Rosewood school.			
<b>Application number</b>	12/01153/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Steve Lawrence	<b>Public speaking time</b>	5 minutes
<b>Last date for determination:</b>	15.10.2012	<b>Ward</b>	Coxford
<b>Reason for Panel Referral:</b>	Departure from the Development Plan (Policy CS20)	<b>Ward Councillors</b>	Cllr Thomas Cllr Morrell Cllr Spicer

<b>Applicant:</b> Mrs Jenny Boyd	<b>Agent:</b> Hunters
----------------------------------	-----------------------

<b>Appendices</b>	
1	Development Plan Policies
2	Ministerial statement in respect of development proposals related to schools
3	Sustainability statement and letter from Education Funding Agency

<b>Recommendation Summary</b>	<b>Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report</b>
-------------------------------	---

**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan and other adopted guidance referred to in the report to the Planning and Rights of Way Panel 11 December 2012. Other material considerations do not have sufficient weight to justify a refusal of the application. Where appropriate planning conditions have been imposed to mitigate any harm identified. Overall, the exceptional special educational need/medical care and positive regenerative opportunities associated with the development, continued community access and predicted 25% reduction in carbon emissions through the use of renewable technologies are considered to outweigh not being able to achieve BREEAM 'excellent', which represents a departure from the Development Plan for Southampton. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Planning Permission should therefore be granted having account of the National Planning Policy Framework and the following local planning policies:

Local Plan Review (2006) Policies - SDP1, SDP4, SDP5, SDP6, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP22

LDF Core Strategy (2010) Policies - CS11, CS12, CS13, CS18, CS19, CS22, CS25

### **Recommendation in Full**

Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:

- i. Site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
- ii. A financial contribution towards strategic transport projects for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D;
- iii. The funding of any Traffic Regulation Orders (TRO) required to enable the development to be implemented;
- iv. Submission and implementation within a specified timescale of a revised Travel Plan;
- v. Submission and implementation of a Training & Employment Management Plan committing to adopting local labour and employment initiatives (during and post construction) in line with LDF Core Strategy policies CS24 and CS25;
- vi. Submission and implementation of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.

2. In the event that the legal agreement is not completed by *20 January 2013* the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

3. Delegation be given to the Planning and Development Manager to add to, delete or vary the requirements of the planning agreement and/or planning conditions.

### **1.0 The site and its context**

1.1 These school premises and 0.27 ha application site are adjoined by a parade of shops to the north, housing and open space to the west.

- 1.2 Aldermoor Road (a classified highway) and the dualled Lordshill Way (district distributor road) lie to the east.
- 1.3 The remainder of the centre lies to the south. Whereas the school premises have a single storey eaves height, a steeply pitched roof accommodates a further floor. The school is red-brick faced, with red plain tiled roof. The car park accommodates a total of 50 spaces, including five disabled spaces. These spaces are shared between the school and the Association, which occupied the rest of the centre. There are five cycle racks within a secure cage for staff within the car park area and also four hoops providing eight cycle spaces for staff or visitors close to the main building entrance, under the cover of the roof.
- 1.4 Two storey terraced housing in Shalden Close (No's 12-16 consecutively) lies to the west of the land proposed to be developed. It is set off the boundary wall to the school by an area of land used for car parking by those living in the housing. Site levels drop appreciably between the school and that land.

## **2.0 Proposal**

- 2.1 The proposed development is an extension to the existing Rosewood school, a SEN school for pupils with profound and multiple learning difficulties currently between the ages of 3-19. A single storey extension of almost rectangular floorplate (881 sq.m. gross internal floorspace and 5.8m high to top of lantern light element of flat roof) is proposed which will provide for an additional four classrooms for secondary age (11 – 21) pupils (some 30 additional children, supported by just under 23 new teaching staff), effectively doubling the school roll. If approved, the expanded school would be attended by 66 pupils supported by up to 62 staff. Other accommodation within the new extension will include a common room for post 16 pupils, administration offices, including the main reception, head teacher's office, and teaching support spaces. The lantern light element of the roof allows daylight and ventilation to deep-plan spaces and is predicted to be very successful in the daylight and thermal modelling so far undertaken.
- 2.2 A simple modern design has been chosen, with clean lines, which will appear sub-ordinate to the main school building. The extension will physically link to the main school and form the main entry point to the extended school. Strong horizontal lines have been introduced to give a sense of perspective towards the entrance, thus subtly guiding visitors to the front door. A community consultation was held on 10th July. A summary of the positive comments has been submitted by the applicant. A simple palette of buff/grey brick plinth topped by white render and powder coated grey aluminium windows has been chosen to complement the existing building, without competing with it.

- 2.3 Adequate space would be maintained around the building, which would principally take its outlook north and south. Additional natural light penetration would be achieved via a raised lantern light.
- 2.4 Some alterations are proposed to the vehicular access arrangement, with the introduction of a new dedicated site exit, separate from the existing site entrance. There is a need to retain the existing level of car parking, owing to children being brought to the site by their parents.
- 2.5 There would potentially be another 12-13 cars being used to travel to school by new staff. The layout retains the existing drop-off point for mini-buses too. Children are usually transported to school by mini bus. There are 18 minibuses that transport the children to school. Children may also be brought to school by parents. At present two children are brought by parents.
- 2.6 There would appear to be the opportunity to encourage more use of non-car modes amongst these staff, subject to working practices and requirements at the school (and association). Across the wider urban area there is the potential to encourage more bus use and possibly car sharing. There will be a need to encourage a shift in mode share towards non-car modes and car sharing through strengthened initiatives and incentives, within an updated Travel Plan, in order to manage car parking demand within the site constraints.
- 2.7 It is proposed that the School Travel Plan will be updated prior to occupation of the extension. The school and association currently charge for staff parking on site, with a sliding scale related to hours worked. Discounts are given for car sharing, again on a sliding scale related to the number of people sharing a car. A 10% discount is also available for First Bus passes. These incentives will continue. In addition, whilst current cycle use is low, cycle parking for staff is to be enhanced. These measures assist in reducing car parking demands and encouraging the use of public transport. The building will be designed to be fully accessible to the disabled, including level access from the site perimeter.
- 2.8 Whilst some trees will be lost, the detailed landscape plan shows 2:1 replacements to provide the new extension with a good setting. An outdoor learning area will be provided to the north of the new building, with access directly from the classrooms. A garden area will be provided to the east of the building with access from the outdoor learning area. A new outdoor play area will be provided to the west of the building for the early years pupils in place of the existing maintenance area.
- 2.9 The application is supported by a design and access statement, tree survey, ecology report, acoustic report, contamination report, transport assessment and various statements relating to sustainable measures

to be incorporated into the development. An additional justification for why BREEAM 'excellent' cannot be achieved and statement from the Educational Funding Agency are reproduced as **Appendix 3** to this report. The agent has personally been involved in the planning 20 separate special schools and BREEAM excellent was only achieved at one in Reading because:-

- There was access to a local authority sustainability fund of approximately £750k
- It was a mixed use development with one floor School against two floors of office/conference centre
- Was assessed under a bespoke BREEAM
- Was assessed some years ago under a previous, less onerous BREEAM

And even then only just achieved a pass at 'EXCELLENT'.

**Appendix 3** also puts forward a reasoning as to why such projects find it harder to score 'excellent'. If BREEAM excellent is required, the EFA have indicated that additional funds required will come directly from the fixed allowance resulting in a loss of facilities for vulnerable and highly dependent children.

### **3.0 Relevant Planning Policy**

- 3.1 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**. The site to be developed is shown as 'white land' on the proposals map to the local plan review (i.e. unallocated for any specific purpose). The government has recently published a ministerial statement in respect of schools development. That is reproduced as **Appendix 2**. Policy CS11 gives broad support for new development at school sites.
- 3.2 New developments are expected to meet high sustainable construction standards in accordance with the City Council's adopted policies, in accordance with adopted Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13.

### **4.0 Relevant Planning History**

- 4.1 The Rosewood 'centre for disabled children and young adults' was developed under planning permission **01/00490/FUL**, granted in 2002. The centre was developed on formerly tipped land. The majority of the existing site is occupied by the Bradbury Centre building which is occupied by Rosewood school, offices for the Rose Road charitable association, and a respite centre for adults with special needs. Pupils come from a wider catchment area. Facilities of the school are regularly used by members of the local community, including a

hydrotherapy pool.

- 4.2 Previous to that a health centre had been housed in temporary buildings on the site under a temporary permission given in 1972 under reference **8648/1439/C5**. Those temporary buildings were removed circa 1977 when the health centre was relocated elsewhere and permission was granted under reference **9625/1616/W31** in 1982 for the 'coach park with new boundary wall' on the eastern part of what had been occupied by the temporary health centre.
- 4.3 It is clear at the time that the then owners - Hampshire County Council - conducted deep borehole investigation to ascertain ground conditions to evaluate what measures could be necessary to develop the land. That land has been vacant since 2010.

## **5.0 Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (enter date) and erecting a site notice (enter date). At the time of writing the report 1 representation has been received from an adjoining resident in Shalden Close:

The resident in Shalden Close is concerned that parking is being lost through the proposals.

### **Response**

There is no net loss of parking and the informal parking outside the site available to 12-16 Shalden Close will continue to be available also.

- 5.2 **SCC Highways** - This extension is to a facility for children with severe disabilities, therefore it is necessary to deviate from the standard schools parking standards. This does not mean however that the city council should not be encouraging staff to travel by more sustainable modes, therefore it is necessary for secure staff cycle parking to be provided, and shower and locker facilities to be available. Sight lines around the frontage are dependant upon planting in the frontage not exceeding 600mm in height. The area designated for mini bus waiting outside the site entrance does require a TRO to amend the use of this area.
- 5.3 **SCC Sustainability Team** – The essential nature of this site is understood. There is agreement in part to some of the points raised in **Appendix 3**; however, the bullet points don't give site based evidence to the fact that Bream Excellent is unachievable on this development.
- 5.3.1 It is agreed that the embodied energy and operational energy is likely to be higher than an average school. There is no explanation or facts

that state how these additional environmental costs will be negated /offset if at all and what thought or design process have been undertaken to ensure the minimum environmental impact of the site.

- 5.3.2 A thorough thought process from conception ought to have been demonstrated to ensure that this development adheres to the local planning requirements, but evidence of this is queried.
- 5.3.3 It is recommended that Bream excellent is required for the site unless factual evidence proves that this is unachievable due to the site or other pertinent constraints.
- 5.4 **SCC Environmental Health (Pollution & Safety)** – No objections are raised, subject to the imposition of safeguarding conditions to limit nuisance during the build.
- 5.5 **SCC Trees Team** - The arboricultural report is supported. It offers adequate protection for the trees that are to remain and mitigation for the trees that are to be lost. The report recommends that arboricultural consultancy be used throughout the development. No objection is raised subject to the imposition of planning conditions to safeguard trees being retained and to secure mitigating planting for trees to be lost as part of a soft landscaping scheme to be approved.
- 5.6 **SCC Environmental Health (Contaminated Land)** – The submitted report has been reviewed but clarification sought on previous invasive studies. Safeguarding conditions are recommended to safeguard groundwater and ensure any arisings from augur piling are no re-used as fill on site unless certified free of prescribed contaminants.
- 5.7 **SCC Ecology** – The site is of low ecological value and the proposed development should not have a significant impact on local biodiversity. Provided the mitigation measures can be provided no objection is raised.
  - 5.7.1 The application site comprises predominately hard surfaces although there are two small areas of shrub planting and some native scrub. Around the boundaries are a number of young native and ornamental trees.
  - 5.7.2 The habitat value of this vegetation is relatively limited although it is likely to support nesting birds and foraging bats.
  - 5.7.3 The proposed development will result in the loss of the shrubs within the site and the native scrub at the entrance. This is likely to lead to a loss of foraging and nesting habitat.
  - 5.7.4 To mitigate this loss, appropriate locally native species should be included in the landscape planting. In addition, to avoid impacts on nesting birds, which receive protection under the Wildlife and

Countryside Act 1981 (as amended), vegetation clearance should either take place outside the nesting season, which runs from March to August inclusive, or after it has been checked by a suitably qualified ecologist. If active nests are found vegetation clearance would need to be delayed until after the chicks have fledged.

- 5.7.5 The development is also likely to lead to higher levels of artificial illumination around the retained trees. This could reduce or even deter bat foraging activity. To ensure adverse impacts are minimised lighting should be provided only where it is required and lights should be hooded to direct light onto the ground.
- 5.8 **Southern Water** – The site is not within a Source Protection Zone Southern Water would therefore not comment upon Groundwater Protection, this is a matter for the Environment Agency. Southern Water’s only concern would be the implementation of enhanced water supply pipe protection, should contamination be found on the site. This would be reviewed when the application is made for a water supply to the proposed development.

#### **Response**

The following has been received from a contractor (GAPLtd) acting for the applicant:-

*“The proposed pile type that we have recommended to the piling contract is that of a CHD (Conical Helical displacement) pile. This type of pile produces minimal arising as the pile is a displacement pile, with horizontal displacement rather than vertical displace of the ground hence no arising’s.*

*I also write to advise you that as far as we are aware we are not diverting any public sewers”.*

- 5.9 **Environment Agency** – Wish to review earlier site investigations referred to in the submitted contamination report, with potential impact to groundwater fully scoped. Greater detail on remediation associated with an oil tank used by the former coach park is sought. Concern also expressed if a public sewer is proposed to be diverted through the former landfill.

#### **6.0 Planning Consideration Key Issues**

- 6.1 The key issues for consideration in the determination of this planning application are:
- Principle of development and educational need;
  - Securing a sustainable form of development;
  - Affect on the character and appearance of the area;
  - Impact to residential amenity;
  - Mitigating any net highways impact.



## 6.2 Principle of Development and educational need

- 6.2.1 Southampton LA is currently revisiting Special School placement figures and recognises that all of their Special Schools are reaching capacity. The existing capacity at the school is for 30 children, but 42 are currently educated and the Headteacher is aware of other parents who would wish to place their children at this school – one alternative being needing to go out of county to Poole. Such additional transportation places great pressure upon the children and their families.
- 6.2.2 National statistics and research show an increasing population of children with profound and multiple learning difficulties. The school is also responding to research on the benefits of early intervention both for the child and their family. It currently works very closely with Wordsworth House an NHS assessment centre and are made aware of the numbers of children who would benefit from early placement.
- 6.2.3 This project is being wholly funded by the Government's Education Funding Agency, largely on the basis of the pressing need to provide new school places, detailed on the last page of **Appendix 3**.

## 6.3 Securing a sustainable form of development

- 6.3.1 Whilst it is possible through increasing the budget to meet BREEAM excellent, in these times of national austerity the budget cannot be increased. The financial viability of the scheme is not a strong material planning consideration, but the pressing educational and healthcare support needs around such special school places is a strong material factor to be weighed against the Government's overarching principle of achieving sustainable development through the National Planning Policy Framework.
- 6.3.2 With other Special Schools at or near capacity in Southampton, it would appear that the nearest school with similar facilities, which could take the children is at Poole. It is clearly not sustainable to incur the increased carbon footprint of transporting children longer distances and it is not in their healthcare interests either.
- 6.3.3 The applicant is proposing the following sustainable measures to be incorporated into the building:-
- Photovoltaic cells to the flat roof;
  - Underfloor heating;
  - North facing classrooms for thermal stability;
  - Good natural daylighting to reduce lighting costs;
  - Highly insulated building;
  - Natural ventilation to obviate need for air conditioning;
  - Low energy heating, using high efficiency gas boilers;
  - Heat recovery units to mechanical ventilation;

- Low energy lighting, which switches itself off via motion detectors;
- Night-time cooling;

Re-use of a brownfield (landfill) site is also stressed.

#### 6.4 Affect on the character and appearance of the area

- 6.4.1 The applicant has put forward an elegant design solution which is subordinate to the original building, makes best use of the site and still allows for space about the extension. There would be a positive impact on the character and appearance of the area and removing the potentially troublesome use of a coach park would be of benefit too.

#### 6.5 Impact on residential amenity

- 6.5.1 The building is single storey in height, positioned some 24 metres away from the nearest house in Shalden Close. The outline of the new building would also be mitigated by planting on the boundary. There would be no adverse impact to outlook or light arising from the proposed extension.

#### 6.6 Mitigating any net highways impact

- 6.6.1 Whilst there is some predicted increase in the demand for car parking, this would vary across the site during the day, where there is to be no net loss of on-site parking.
- 6.6.2 Staff cycle parking is to be provided for and shower/locker facilities already exist on site to make such a form of travel attractive/feasible. The site is quite well connected in terms of public transport and the Transport Assessment points to the potential for revising the existing Travel Plan with the council's Travel Plan Officer to improve on reduction in car use to reach the site. An historic bus loop also exists outside the main site entrance, which when formalised through a TRO will assist in mini-buses calling and departing from the site. I am not aware of any highway safety issues arising from this development and sight-lines can be provided to the altered access arrangements,

### 7.0 Summary

- 7.1 The pressing educational need justifies supporting this development as a departure from the Development Plan requirement to otherwise achieve BREEAM 'excellent'. It is also acknowledged that it will be possible to achieve a 25% reduction in the carbon footprint of the development through the use of renewables, above the 15% ordinarily sought through Policy CS20.

## **8.0 Conclusion**

- 8.1 Subject to the completion of the planning legal agreement and the imposition of conditions listed below, the proposals are recommended for approval.

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

1a-d, 2b-d, 4f, 5e, 6a, c, 7a, 8a, 9a-b

### **SL2 for 11/12/2012 PROW Panel**

### **PLANNING CONDITIONS for 12/01153/FUL**

#### **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 - 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.

#### **03. APPROVAL CONDITION - Reuse of uncontaminated soils [Performance Condition]**

No soils, sub-soil or other spoil material generated from the construction must be re-used on the near-surface soils unless it can be validated as being fit for use (i.e. evidently undisturbed, natural soils or, if otherwise, tested to ensure it is free of contamination).

Reason:

The property is in an area where there land has been unfilled or reclaimed. It would be prudent to ensure any potential fill material excavated during construction is not reused in sensitive areas unless it is evident that it is unlikely to present a land contamination risk.

**04. 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.

**05. 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.

**06. APPROVAL CONDITION - Land Gas Hazard [Pre-Commencement Condition]**

The site shall be assessed to determine the risks presented by land gases and where appropriate suitable gas protection shall be installed. In the absence of any quantitative assessment of land gas risks the development shall include land gas protection measures that will prevent the;

ingress of land gas into the building and

the accumulation of land gas levels to dangerous levels.

Details of the gas protection scheme and validation of its implementation must be submitted to the Local Planning Authority for their approval prior to implementation and use.

Reason:

To protect the property from any risks presented by sources of land gas identified in the vicinity of the development.

**07. PRE-COMMENCEMENT CONDITION - Hard and soft landscape design**

Notwithstanding the submission of drawing Y9726 PL11 Rev A, a detailed landscaping scheme and implementation timetable, which clearly indicates

the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, means of enclosure, external lighting and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority. In particular, as the development is also likely to lead to higher levels of artificial illumination around the retained trees, this could reduce or even deter bat foraging activity. To ensure adverse impacts are minimised lighting should be provided only where it is required and lights should be hooded to direct light onto the ground. Planting within the sight-lines shall be maintained to not exceed 0.6m in height.

The landscaping scheme shall specify 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) 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 either prior to occupation of the new school extension or during the first planting season following the full completion of building works or in accordance with a timescale that shall have been agreed in writing with the Local Planning Authority prior to the commencement of any building works. 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. Also in the interest of highway safety.

**08. APPROVAL CONDITION - Piling [Pre-Commencement Condition]**

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 piling/foundation design risk assessment and method statement for the preferred piling/foundation design/designs shall be submitted to and approved in writing by the Local Planning Authority.

**Reason:**

To ensure the selected piling method can be justified on the grounds of structural, geotechnical, contamination, noise, vibration and practicability and

ensure any adverse environmental impacts are identified and appropriate mitigation measures are proposed.

**09. 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.

**10. 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.

**11. PERFORMANCE CONDITION - Access/Egress and cycle parking**

Sightlines for the access and egress to/from the site and secure and covered bicycle parking as set out in the document PL14 shall be fully provided before the new school extension hereby approved is first occupied and used. Once provided, those items and the staff showering/locker facilities shall be maintained at all times the school is in use. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (as amended), no means of enclosure exceeding 0.6m high above ground level, shall be placed within any sight line created.

Reason:

In the interests of highway safety and to encourage more sustainable forms of travel to and from the site.

**12. APPROVAL CONDITION - BREEAM Standards (commercial development) [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 within 6 months of the first occupation of the development hereby granted, unless an otherwise agreed timeframe is agreed in writing by the LPA. 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 and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

**13. APPROVAL CONDITION - Renewable Energy - Micro-Renewables (Pre-Commencement Condition)**

Before the development is first occupied, the developer shall incorporate the submitted renewable energy technologies on the site, so as to achieve a 25% reduction in CO2 emissions over and above the 15% ordinarily required by core strategy policy CS20. Once installed those renewable technologies shall be rendered fully operational prior to the first occupation of the development hereby granted consent and retained in an operational state at all times thereafter.

REASON:

To reduce the impact of the development on climate change and finite energy resources and to comply with adopted policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010), also having regard to the fact that the applicant is unable to achieve BREEAM excellent within the budget available to this project.

**14. APPROVAL CONDITION - Samples details of building materials to be used [Pre-Commencement Condition]**

No work for the construction of the buildings hereby permitted shall commence unless and until details and samples of the materials and finishes to be used for the external walls, windows, doors and roof of the building have been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented only in accordance with the agreed details.

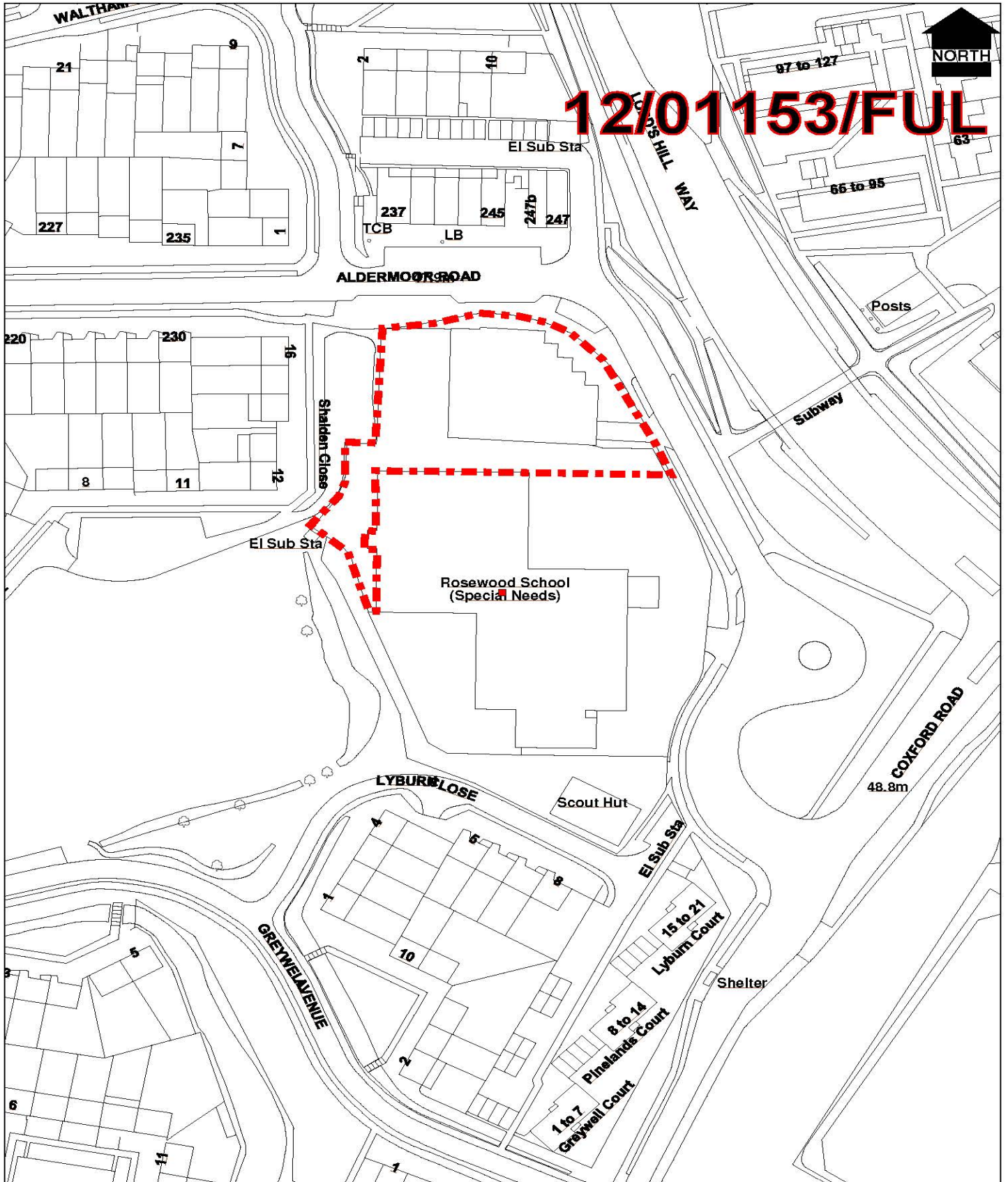
Reason:

To enable the Local Planning Authority to control the development in detail in the interest of the visual amenities of the locality and to endeavour to achieve a building of high visual quality.

Notes to Applicant

1. Guidance is provided in the Environment Agency's publication NC/00/73, Piling and Penetrative Ground Improvements Methods on Land affected by Contamination: Guidance on Pollution Prevention, section 6.5

2. Guidance suggests maximum vibration of 1mm/sec Peak Particle Velocity (measured in any one direction) at the foundations of the nearest occupied residential building and a maximum vibration of 3mm/sec Peak Particle Velocity (measured in any one direction) at the foundations of an occupied commercial building.



Scale : 1:1250

Date 28 November 2012

© Crown copyright. All rights reserved. Southampton City Council 100019679 2004.

