

Planning and Rights of Way Panel 6th June 2023
Planning Application Report of the Head of Transport and Planning

Application address: Southampton Sports Centre, Thornhill Road Southampton			
Proposed development: Redevelopment of the Sports Centre to provide a new community hub and indoor tennis and netball facility, new Alpine snowsports centre, new family zone, new athletics pavilion and grandstand, new 275 space woodland car park accessed via Dunkirk Road following the removal of a cricket pitch. Together with the provision of new and upgraded football pitches and retention and upgrade of cricket and hockey pitches, improved facilities for cycling and walking and enhanced landscaping. (Departure from Development Plan)			
Application number:	23/00153/FUL	Application type:	Large Scale Major
Case officer:	Anna Lee	Public speaking time:	15 minutes
Last date for determination:	09.05.2023	Ward:	Bassett
Reason for Panel Referral:	Departure from the Development Plan and more than 3 letters of objection have been received	Ward Councillors:	Cllr Blackman Cllr Chapman Cllr Wood
Applicant: Southampton City Council		Agent: Urbana Town Planning	

Recommendation Summary	Delegate to the Head of Transport and Planning to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	No
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered such as the loss of open space, loss of the cricket pitch and introduction of a new car park 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. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive

and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2021). Policies – CS13, CS18, CS19, CS20, CS21, CS22, CS23 and CS25 of the of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP19, SDP21, NE4, HE6, CLT1, CLT3, CLT8 and REI7 of the City of Southampton Local Plan Review (Amended 2015). Policies BAS1, BAS2, BAS4, BAS7, BAS9, BAS13 of the Bassett Neighbourhood Development Plan (July 2016) as supported by the National Planning Policy Framework (2021)

Appendix attached			
1	Development Plan Policies	2	Relevant Planning History
3	Full consultation responses		

Recommendation in Full

1. Delegate to the Head of Transport & Planning to grant planning permission subject to;
 - a. the planning conditions recommended at the end of this report and,
 - b. the receipt of satisfactory amended plans and technical mitigation on flood and drainage (providing the submission does not significantly alter the proposed scheme’s layout and form).
2. That the Head of Transport and Planning be given delegated powers to add, vary and/or delete relevant parts of the conditions as necessary.
3. In the event that the flood risk objection is not overcome within reasonable timescales, delegate to the Head of Transport and Planning to refuse planning permission.

Background

The application is submitted on behalf of Southampton City Council under Regulation 3 of the Town and Country Planning General Regulations, which relates to proposals made by the Local Authority. Whilst the Council is both applicant and determining Planning Authority the Regulations allow for this, and the Panel’s ability to determine the application based on the favourable recommendation given by officers is not constrained as a consequence.

Following validation of the application further information and clarification has been provided to address comments received from consultees and third parties. Additional information with respect to the ecological mitigation and a Transport Addendum have been provided following the first consultation exercise. A further notification took place, and the report below includes responses to both the initial submission, and the further information where necessary.

1 The site and its context

- 1.1 The Southampton Outdoor Sports Centre (OSC) lies to the north-west of the city, and has been open to the public since 1938. The site is bounded by

residential uses on all boundaries bar the north which is occupied by Southampton Golf Course. Currently, the OSC contains a large range of uses providing facilities for football, hockey, tennis, netball, and cricket. There are also Snowsports facilities, bowling greens, a bike park, cyclocross areas, athletics track and outdoor fitness machines and equipment.

1.2 Adjacent to the bowling greens is a venue and drinking establishment called 'The View', and along the north boundary is a childrens' 'The Pleasure Park'. There are many pedestrian routes into the site and the main vehicular access is from Thornhill Road, via Hill Lane, directly into the main car park for the facility. Two other car parks are located behind the Snowsports area and along Dunkirk Road.

1.3 There are a number of Sites of Importance for Nature Conservation (SINC) mainly located around the edges of the site, including an area along Coxford Road, adjacent to the car park at Dunkirk Road; adjacent to the boundary with Thornhill Road and to the north and south of the Snowsports centre. The site is not located within a designated conservation area, but is characterised by its openness and mature tree planting.

2. **Proposal**

2.1 The application proposes the construction of new buildings, car park and a general upgrade. The main elements are as follows:

- The Community Hub is a two-storey replacement corner building within the centre of the site and provides a community building together with covered sports courts with storage. The main Hub provides a café, reception and changing facilities on the ground floor. At first floor is a multi-use function room, external viewing areas, gym and various small meeting rooms. The main Hub building is flat roofed and the covered sports courts building is curved and set higher than the main building. A raised angled canopy is located to the front of the building which protects the external seating areas. The building incorporates biodiverse green and brown roofs and a modular living wall. The elevations would be finished in combination of larch, composite cladding, Purbeck stone and buff brick. Photovoltaics would also be provided on the roof of the building. The Hub provides 2,239.7 sq.m of new floorspace and the covered sports court (three new covered indoor netball and tennis courts replacing the same quantum) provides a further 2,553.5 sq.m of new floor area.

Football pitches:

- Retention of two existing junior grass pitches and five existing small grass pitches.
- New artificial grass football pitches including two (9v9) floodlit artificial grass pitches and one (full size – 11v11) floodlit artificial grass pitch.

Cricket:

- Removal of southern adult cricket pitch – for additional car parking.

- Upgrade the wickets on two adult cricket pitches as well as drainage improvements to the two existing adult and two junior pitches.

Hockey:

- The two existing artificial hockey pitches will benefit from improved lighting and storage facilities.

New Ski Lodge for the Alpine Snow Sports Centre:

- This is a replacement two-storey Alpine ski lodge which has a lobby, party room and storage at ground floor and lobby, office, kit counter, workshop, changing/seating area at first floor. The first floor leads out to a decking area. The design is similar to the Hub building with a flat roof main element and then a pitch feature. The elevations would also be finished in a combination of larch and composite cladding, with modular living wall, Purbeck stone and buff bricks.

In addition, the following is proposed:

- One new learner ski slope.
- Resurfacing of the three existing slopes.
- New lift with stair access for disabled users.
- New external viewing terrace.

Although included in the plans the family zone will form part of a separate application when the details are fully formalised. However, the Family Zone is likely to include an outdoor gym, skatepark, splash pad, children's play area together with a new pavilion building to house; bicycle maintenance and store and café/kiosk with toilets and changing facilities.

Cycling:

- New pump track and new learn-to-ride area within the family zone.
- Improved cycling routes across the park.

Athletics clubhouse and grandstand:

The athletics building provides a lobby with W/C, officials room, club room and registration/scoring room. The building is monopitch in design with a small projecting canopy element. The grandstand provides undercover seating (also with a monopitch roof) for 240 people with storage to the rear and a photo finish area.

Car parking:

- New landscaped woodland car park for provision of 275 vehicles (this includes 14 disabled parking spaces and 42 electric vehicle charging points (15%) with the additional installation of ducting to enable further expansion. This replaces the southern cricket pitch and is accessed from Dunkirk Rd.

Additional operational car parking spaces elsewhere:

- Family Zone, 2 disabled 1 standard spaces,
- Ski Lodge, 2 disabled spaces; and

- Athletics, 2 disabled, 1 standard spaces.

2.2 In terms of the minor changes and upgrades the following is proposed:

- Picnic benches/tables.
- Increased seating throughout the site.
- Lighting and signage improvements.
- Cycle storage.
- Improved cycling and walking facilities across the park.

2.3 The highway mitigation measures will include:

- Junction improvements at Dunkirk Road/Lordswood Road with new pedestrian crossings and better sightlines;
- Segregated cycle route on SCN9 Winchester Road that forms a link from Thornhill Road to Southampton Common and onwards;
- Bus Stop improvements;
- Quietway works to Coxford Road, Golf Course Road and Vermont Close to provide additional walking and cycle access points; and
- Pedestrian and cycle improvements to roundabout at Hill Lane/Winchester Road to make it safer to access and link to SCN4 on Hill Lane.

2.4 With regard to staffing numbers, currently there are 16 full time and 14 part time staff members. The works proposed will result in 40 full time and 30 part time positions. *As many clubs and organisations use the OSC this number does not include the number of volunteers.*

2.5 The proposal results in the loss of 64 trees; 4 category A trees (high quality and value), 15 category B trees (moderate quality and value) and 44 category C trees (low quality). Replacement trees are proposed at a ratio of more than 5 to 1 with a total of approximately 360 new trees being proposed.

The application proposes a 1.38% (net) loss of open space, as follows:

2.6

Open Space Gains	Sq.m
Building 1	335
Building 2	165
Garages	120
Athletics: Portakabins and Stand	170
Ski Lodge and Portakabin	186
Boating Lake	2,862
Total	3,838

Open Space Loss	Sq.m
Hub (Excluding Tennis Hall)	1,625
Family Zone Pavilion	151
Athletics Clubhouse & Stand	368
Ski Lodge	272

Woodland Car park – cricket pitch	9,803
Total	12,219

Overall Open Space (Net) Loss (sq.m)	8,381
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Size of Outdoor sports Centre (sq.m)	607,028
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Percentage loss of open space	1.38%
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3. Relevant Planning Policy

3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.

3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13. The proposal achieves BREEAM 'Excellent' in line with policy CS20. Central to the consideration of this application is Core Strategy Policy CS21 (Protecting and Enhancing Open Space). Policy CS21 aims to retain the quantity and improve the quality and accessibility of open space in the city. It seeks the replacement or reconfiguration of open spaces, beyond the key open spaces, to achieve wider community benefits.

3.3 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

3.4 The NPPF sets out in paragraph 99 that existing open space, sports and recreational buildings and land should not be built on less the proposal meet the a number of criteria, including *‘the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location’*, and *‘the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use’*.

4. Relevant Planning History

4.1 A schedule of the relevant planning history for the site is set out in **Appendix 2** of this report.

4.2 The only relevant application (planning application number 22/00165/SCR) was a request for an Environmental Impact Screening Opinion under the Town and

Country Planning Environmental Impact Assessment (EIA), Regulations 2017 for the proposal in order to determine whether an EIA was required to support the proposal. The proposal type is listed in category 10 (b) 'Urban Development Projects' of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. The Council determined that an EIA was not required following an assessment of the proposal against the EIA, regulations and a decision was issued on 11.03.2022. This decision does not mean that the environmental impact of the proposals should not be considered, but confirms that this planning application is the correct procedure for doing so.

5. Consultation Responses and Notification Representations

5.1 Prior to the submission of the planning application a public consultation took place by the Council (as applicant) of their proposed draft Masterplan. This took place between 6th August and 31 October 2021. On 7th February 2022 the Draft Masterplan was approved Southampton City Council's Cabinet and this enabled the preparation of the planning application.

Following the receipt of the application an initial publicity exercise in line with department procedures was undertaken (by the Council – as Planning Authority), which included notifying adjoining and nearby landowners, placing a press advertisement **03.03.2023** and erecting a number of site notices on **17.02.2023**.

Following receipt of further information, a further publicity exercise was undertaken giving a further 14 days to comment expiring **16.05.2023**. At the time of writing the report **27 (17 in support and 11 objections) representations have been received** from surrounding residents. The following is a summary of the points raised:

Summary of responses IN SUPPORT:

5.2 ***This development is absolutely needed to help support active and healthy participation for all people of different ages and needs especially given the impact on people's mental health, especially after the awful hit people have had due to covid and isolation.***

5.3 ***The Sports Centre deserves to be improved as it is a beautiful site with outdated changing rooms, lighting and car parking.***

5.4 ***It is unfortunate that the proposal results in the loss of a cricket pitch but there is a desperate need for additional car parking and it is positive the remaining pitches will be upgraded to ensure continued use.***

Response

The loss of the cricket pitch is discussed in section 6 of this report, below, and represents a departure from the current Development Plan, which needs to be balanced against the wider scheme.

5.5 ***Pleased to see that the two existing astroturf pitches are to be retained***

and improved together with the provision of replacement fencing. LED lighting will improve the energy efficiency and meet the needs of the activity taking place. The viewing gallery is an excellent addition.

Response

Noted and conditions are included to secure these elements.

Summary of responses IN OBJECTION:

- 5.6 ***Concerned about the removal green space and valuable trees to make more car parking, which contradicts the Council's green agenda and net zero goals. Instead, there should be improved access by public transport and bicycle.***

Response

The proposal will result in the loss of the green space and trees, but the proposal provides an upgraded facility together with improved landscaping and maintenance that seeks to provide a significant public benefit and appropriate mitigation for this loss. The upgrade of the sporting facilities meets the Council's objectives set out in the Green Charter. As set out in the Highway Comments in paragraph 5.28, below, the application will secure a scheme of measures to improve the accessibility of the site by sustainable modes of travel. The precise loss of open space is considered in more detail below.

- 5.7 ***Object to the loss of a cricket pitch and believe the car park could be located elsewhere. This is clearly contrary to Council policy which seeks to retain the quantity of open space in the city. The cricket pitch, which would be lost through the proposals, is the largest and best of the pitches at the sports centre and its decline is due to poor maintenance. The decline in use should not enable its loss to a car park but another sports use. The documentation submitted does not justify the need for the additional car parking spaces. The main issue with parking is the lack of enforcement and this would greatly improve the situation. If there is need for additional parking the area to the northwest of the proposed 'woodland car park' could be used.***

Response

Suggestions noted. This is discussed in full detail in section 6 below. In summary, the upgrade of the facilities will enable a better use of the site which will attract more users, and results in a need for increase in parking. The proposal seeks to maintain and upgrade four remaining cricket pitches, which will help mitigate the loss of this pitch.

- 5.8 ***The additional information does not address the loss of the quantity of open space as required by Policy CS21. The comments in the document that there will be no reduction in cricket use on the site due to extended opening hours and revised programming make no sense, particularly in the context of adult Hampshire Cricket League fixtures which must all take place on Saturday afternoons.***

Response

The assessment of the proposal in relation to the requirements of Core Strategy Policy CS21 is set out in Section 6 of the report below. The

Presentation to members of the Planning and Rights of Way Panel will include a breakdown of the quantity of the loss of open space, as per the above table showing an overall net loss in open space of 1.38%, with the main loss coming from the replacement of the cricket pitch with a car park.

- 5.9 ***The Council's car parking standards are maximum standards, the majority of the floorspace within the hub building could not be described as a sports hall. It contains a cafe, social/function space, meeting rooms. The parking standard for the sports hall should be based solely on the area of the hall and changing facilities required for it.***

Response

Sufficient justification has been provided and agreed by Highway officers that the upgrade of the centre is acceptable. This is clarified further in Section 5 and 6 of this Report.

- 5.10 ***Concerned about the increase in traffic and the poor junction at Dunkirk Road and Lordswood Road***

Response

Mitigation measures are sought to improve the junction at this point. It is understood the number of trips will increase. Please see section 6 of the report for further information, alongside the mitigation listed in the Highway officers formal response that can be secured through condition 4 prior to the new facility opening.

- 5.11 ***Impact of the proposed car park on the existing adjacent residential area given it is narrow and unsuitable for the proposed level and type of traffic.***

Response

The amended application demonstrates that the access to the car park is acceptable. The roads which feed into the access are of sufficient width to accommodate further traffic.

- 5.12 ***The documentation states that the 'Outdoor Sports Centre has always been intended to be as car free as possible and it is the intention that this will continue post development'. This is clearly not the case, the site is poorly served by public transport and the proposal should include public transport improvements together with disincentives to travel to the Sports Centre by private car. Better provision for cyclists would encourage more to cycle to the Sports Centre such as safe signed routes and secure bike parking at the Sports Centre.***

Response

A balance needs to be struck between accommodating the travel demands of the development so that it does not lead to overspill car parking on surrounding residential streets, and providing for sustainable modes of transport. The Highways Team are satisfied that the development does both, whilst a Travel Plan will promote sustainable modes of transport and further measures will improve facilities for cyclists and pedestrians. Bus stop improvements in the vicinity of the site will also be secured by planning condition.

- 5.13 ***Impact on the View and other local business given the proposed shows a***

'café and function room' within the Hub and an alcohol license is proposed.

Response

There is no planning reason why the Hub cannot have a café or function room in this location given the use of the site. The increase in custom that the upgrades will facilitate should support the existing and proposed uses on the site.

5.14 ***There is no mention of highway works in terms of mitigation to enable the use of the proposed car park especially with regard to the junction with Lordswood Road and Dunkirk Road***

Response

The revised documentation submitted highlights the mitigation proposed as clarified further in the Highway officer's formal response (summarised below) and section 6 of this report.

5.15 ***The land was gifted to the people of Southampton and this proposal seems to be a money-making scheme and will result in charging for use and lead to houses being built on it.***

Response

The scheme seeks to improve the facilities for all users and residents of the city. The OSC will remain open and free for general use and the proposal will certainly not result in houses being constructed on site. The scheme has been developed in close consultation with the sports groups that utilise the OSC in order to address their requirements.

5.16 ***The proposal will result in the loss of two trees on Dunkirk Road at the entrance to the new car park. These trees provide privacy and assist with preventing light pollution effecting the bedrooms of the properties along this part of Dunkirk Road. Details of lighting are required.***

Response

The loss of the trees is clearly unfortunate – albeit only 4 are Category A - but they will all be replaced on a five for one basis, which is greatly in excess of the usual 2:1 tree replacements secured through planning permissions (and results in some 360 new trees as part of the proposal). Given the distance and the existing tree provision along Dunkirk Road and proposed lighting controls in terms of direction and usage the impact on adjacent properties would not be detrimental.

5.17 ***Hockey viewing is a disappointment and note there is no indication of any consultation with Southampton Hockey Club.***

Response

The relevant clubs that currently use the OSC were consulted during the initial consultation stage (by the applicant), and as part of the current planning application stage, and no objection has been raised by the Hockey Club to these proposals.

5.18 ***The Alpine Snowsports centre needs a larger car park and in addition adjacent land users are occupying it.***

Response

The level of car parking proposed for the centre as a whole is considered to be sufficient. Opportunities for more parking to serve this part of the OSC are restricted by dense tree cover.

- 5.19 ***The glazing to the north elevation, in particular, and to a lesser degree the timber cladding feels vulnerable to vandalism etc given its remote location. In addition, it is hoped the scheme is designed with appropriate security measures.***

Response

Concerns noted. All new buildings are, sadly, potentially vulnerable to vandalism. The area is to be managed with a greater permanent staff presence, and a CCTV condition is suggested to offer some deterrent. The applicant is conscious of these concerns and has sought to design out crime with their proposals.

- 5.20 ***Vehicular access into the site itself should be strictly limited to disabled users, with other car users restricted to the car parks.***

Response

Agreed. A car park management plan is proposed to secure this together with details of the security barriers to prevent unauthorised use.

- 5.21 ***The level of the new football pitch nearest the Woodland car park is set well below general level of the woodland car park. There is opportunity here for terrace and or seating features to provide natural viewing location for users.***

Response

This does not currently form part of the application and is not reason in itself to withhold planning permission, however these comments have been shared with the applicant.

- 5.22 ***The materials chosen are not found in the locality, given the prominence of the Hub building a green roof maybe more appropriate and as proposal provide a green wall maintenance are required.***

Response

The proposal is designed to fit within the landscape and not replicate the appearance of the existing development on site, which has been developed over time and has an ad hoc appearance. The materials are high-quality and reflect the verdant, landscape character of the site. The proposal includes the provision of green and brown roofs, in line with current good practice, and a living wall. Planning conditions are included to secure their provision and maintenance.

- 5.23 ***Is there sufficient storage for the sports users given the limited provision in the Hub?***

Response

All the proposed buildings have been designed following discussions with the existing sports groups that use the site, and the storage element formed part of the groups' requirements.

- 5.24 ***Ensure that a footpath with a reasonable gradient from the View Pub***

down to the main sports centre and that the gym, athletics facility and ski lodge have changing facilities and are appropriately equipped to enable those less mobile to as participate in activities as much as possible.

Response

The footpath from the main car park to the site is not part of the proposal and will remain as existing. However, all the new facilities have been designed to allow access for all users.

5.25 ***No details provided in terms of the impact on surrounding residential streets, ongoing public use of existing facilities and associated public access/parking during construction. Will the works be phased to enable safe use of the site and provision of temporary changing and WC facilities.***

Response

A construction management plan and phasing plan (which considers public access during the construction phase) are to be secured to ensure the above is addressed during the construction phase.

5.26 ***The boundary fence between Lordswood Gardens and the Sports Centre is constantly falling into disrepair and needing to be mended/replaced.***

Response

The proposal does not result in works within the area near Lordswood Gardens, and the maintenance of boundary treatment is a Civil matter between the occupiers and the applicants. The applicant is aware of these concerns.

5.27 ***There are several areas around the new pond, boating lake and adjacent to new pond on the Golf Course that are important sites for amphibians and invasive Alpine Newts. The improvement in these habitats needs to be taken in to account.***

Response

Noted, and a planning condition is imposed to mitigate against the impact on existing habitats, including protected species.

Consultation Responses

5.28	<p>Consultee</p> <hr/> <p>SCC Highways Development Management</p>	<p>Comments (Summary) Full Comments provided at Appendix 3</p> <p>Support given.</p> <p>These comments are to be read alongside our original comments (See Appendix 3). With the latest information submitted as part of the Transport Assessment addendum (dated May 2023), the proposed development is now supported by the Transport team subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Car Park Management Plan. A Car Park Management plan is to be submitted and agreed in writing by the Council. The plan shall include measures to manage the car park so that it
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doesn't encourage commuter parking whilst being able to accommodate the needs of the visitors of the sports centre. The plan should be able to be reviewed and updated in the future where necessary to ensure its effectiveness.

2. Waste Management Plan. A Waste Management Plan is to be submitted and agreed in writing by the Council. The plan shall include details of how bins are managed and moved to allow for safe and easily collection by areas where refuse vehicles can turn on site.
3. Refuse Vehicle Turning Areas. Further plans are to be submitted to provide additional details of the identified turning areas and a statement to ensure that these areas would be kept clear and maintained thereafter to ensure it can used for such purposes in perpetuity of the development.
4. Design for the central access road cycle route. A Plan showing in detail the design of the central access road, including the pedestrian/cycle route provisions to be submitted and agreed in writing by the Council.
5. Pedestrian route through the new Car Park. A plan showing the pedestrian route from the public footway on Dunkirk Road to the main pedestrian routes within the new car park to be submitted and agreed in writing by the Council. The route shall be built and implemented prior to the use of the car park.
6. EV charging. Electric Vehicle charging points are to be provided. 42 spaces are to be provided for the new car park on Dunkirk road and should all be 22kw fast chargers. The rest of this car park will need to be passive (whereby infrastructure such as ducting/conduits etc. are installed so that future charging points can be easily and readily installed).
7. Construction Management Plan.
8. Cycle Parking.

Trip Generation and Sustainable Transport Access

The range of uses at the site are expected to generate 180 trips two-way trips from the development. The main increase will be felt at the Hill Lane/Lordswood Road mini-roundabout exceeding capacity in PM and Saturday peaks. The greatest increase is on Hill Lane north arm (exiting from OSC) and Lordswood Road. Queuing at this location could increase particularly in PM peak. Mitigation measures would be required here to improve the pedestrian crossings.

The Lordswood Road/Dunkirk Road junction will become one of the main accesses to the OSC for vehicle traffic with the new car park. The layout of the junction has visibility constraints for traffic exiting Dunkirk Road to the left. Increases in traffic would have further concerns for left and right turning traffic. Queuing traffic here may impact on safety of junction; therefore, mitigation would be required to manage traffic through traffic management (as part of a wider Active Travel Zone) potentially re-routing exiting Dunkirk Road traffic to Coxford Road with supporting measures.

The junctions and areas of highway where impact is identified are now agreed. The level of impact will be notable in areas but overall, is considered to be acceptable subject to the mitigation measures as identified in the submitted Transport Assessment.

The site is near the Southampton Cycle Network (SCN) routes. The connections into the site require improving. Improvements are proposed to the cycle, wheeling and walking routes through the site with a main spine segregated two-way ped-cycle route going from the north-east corner of site to Dunkirk Road and Coxford Road.

Poor public transport access to the OSC and Lordswood/Hill Lane has been highlighted in the Bus Service Improvement Plan (BSIP) as a bus desert that is not served by commercial services. Service enhancements to increase frequencies and into weekend in these areas would help to improve accessibility.

S.106 Mitigation

To mitigate the impact of the increase in trips and to provide viable alternatives to driving a comprehensive package of walking, cycling, wheeling and bus facilities is required. The highway mitigation measures will include:

- Junction improvements at Dunkirk Road/Lordswood Road with new pedestrian crossings and better sightlines;
- Segregated cycle route on SCN9 Winchester Road that forms a link from Thornhill Road to Southampton Common and onwards;
- Bus Stop improvements;
- Quietway works to Coxford Road, Golf Course Road and Vermont Close to provide additional

- walking and cycle access points; and
- Pedestrian and cycle improvements to roundabout at Hill Lane/Winchester Road to make it safer to access and link to SCN4 on Hill Lane.

Parking

Due to the scale and mixture of existing and proposed uses, the site is considered to be relatively unique and does not fit in to one single category when considering the maximum parking standards set out in the Council's adopted Parking Standards Supplementary Planning Document. Therefore, it is considered that this would better fall in the 'All other uses' category, whereby parking levels are to be determined via the Transport Assessment. As such, we have looked at the following:

- Maximum parking standards for each separate individual uses where applicable - this resulted in a maximum standard of 463 spaces (*important to note that this does not include existing uses and other uses which did not fall easily within the categories specified within the parking SPD*).
- Travel patterns and likely need for overlapping of visitors for bookings (e.g. teams arriving for football game before the other pitch has finished etc.).
- Additional overflow needs during events and tournaments.
- General upgrade to the existing facilities and overall as a site which would naturally make it more attractive; potentially generating additional trips.
- With recent implementation of parking restrictions on local streets, there could be benefits to providing some additional spaces to absorb any demand which otherwise could displace onto other streets.

The site, after the proposed development would contain 477 spaces (including 25 disabled bays) which breaches the level set above. However, considering the excess in parking is relatively modest (by only 14 spaces) and considering that the maximum level figure of 463 doesn't include existing uses and upgraded facilities, this is considered to be reasonable.

It is recommended that a condition should be in place to secure a car park management plan so that there is reasonable means to manage the car park so that it facilitates the needs of visitors of the sports hall but does

not openly encourage commuter parking by for example, having free all-day parking. As such, the proposed parking level is considered acceptable in order to support the growth of the Sports Centre and avoid any potential overspill of parking due not being sufficient parking on site.

Electric Vehicle charging is provided for the new car park on Dunkirk Road. The level is agreed at 15% active spaces (42 charging points) and is all fast charging whilst the rest of the car park will be 100% passive whereby infrastructure is in place to allow future charging points to be readily and easily installed. It has been stated that in order to provide this level of EV spaces and level of fast charging, there is little scope from a current financial and power source point of view to provide further spaces for the existing car parks. On balance, this is considered acceptable given the level of parking spaces still being provided but would request that as part of a travel plan, there are measures and aspirations to continually review the demand of EV charging and commitment to provide further spaces when possible.

Accesses

A new access is being installed for the proposed car park. Sufficient information has been provided to demonstrate the necessary sight lines can be delivered and the swept path for vehicles accessing from Dunkirk Road is also acceptable.

An amended plan has been appended to the addendum which identifies the pedestrian route linking the public footway and the new car park on Dunkirk Road.

Servicing and Refuse

It is agreed that a management plan will be submitted to provide means for the site to be serviced outside of the busy peak times and will need to factor in any fluctuations of peak times throughout the year. Bins are proposed to be moved to the identified collection points and where refuse vehicles can turn safely – more on this below.

Tracking diagrams have been provided to demonstrate areas where refuse collection vehicles can turn. A separate condition is recommended to secure additional plans to show in more detail the design and to ensure it is provided and maintained in perpetuity.

Cycle parking

		<p>Short-stay (i.e. public) cycle parking is being provided a locations across the OSC. Long-stay (i.e. for staff) cycle parking is being provided within the Hub. The Travel Plan, to be secured by condition, will determine the level of cycle parking to be provided.</p>
	<p>SCC Strategic Planning Policy Team</p>	<p>Objection on principle grounds</p> <p>Focussed on the principle of development only, saved development plan policy CS21 (Protecting and Enhancing Open Space) is key to determining whether the proposal can be supported. Policy CS21 aims to retain the quantity and improve the quality and accessibility of open space in the city. In particular, point 2 supports the replacement or reconfiguration of open spaces, beyond the key open spaces, to achieve wider community benefits (e.g. quality / even distribution); and point 3 states that the Council will safeguard and, when opportunities arise, support the extension of the green grid (see Policy CS22); and point 4 notes that the Council will seek developer contributions to provide high quality, accessible open spaces. The supporting text also highlights the importance of open spaces and paragraph 5.4.11 elaborates that the aim is deliver the best outcome for the community, promoting participation in sports, active recreation, health and wellbeing and with regard to the natural environment (It is noted that the policy and supporting text protects “open space” and does not distinguish between public and private space).</p> <p>It is noted that the application site includes areas of designated open space on the policies map as well as other areas of open space which are not designated. Of particular concern in this instance is the loss of the cricket pitch to create a new car park and how the loss of open space is to be mitigated (e.g by reprovision, improved quality of existing open spaces or developer contribution covered in CS21 point 4), as well as the insufficient information on/inappropriate mitigation proposed relating to the protection and enhancement of trees and habitats, and to address flood risk issues, as raised by the Council’s City Services and Flood Risk Management teams.</p> <p>At present, the replacement/reconfiguration of open space across the site is considered to be acceptable in line with Policy CS21 point 2, given that wider community benefits will be achieved. However, CS21 point 3 and 4 are not able to be comprehensively considered given the insufficient information provided.</p>

		<p>Whilst the Strategic Planning team recognises that the proposed redevelopment to the Sports Centre is substantial and will clearly result in a significant positive impacts economically and socially, the potential for environmental harm is also significant and must be thoroughly considered to ensure an outcome that meets the planning system's three overarching aims of sustainable development, as states in NPPF paragraph 8.</p> <p>To clarify, at present the principle of development cannot be fully supported as we cannot be certain that the proposal will not present significantly detrimental environmental impacts, which will in turn have a negative impact upon the health and wellbeing of residents. Appropriate information will need to be submitted, amendments made to address various consultee concerns, and relevant conditions applied in order to fully satisfy the Council's City Services and Flood Risk Management teams before the Strategic Planning team would be comfortable supporting the proposal.</p> <p>Officer Response: <i>Mitigation for the loss of trees and habitats will be secured through the suggested conditions, in particular, by securing replacement tree planting on the basis of 5 trees planted for every tree lost and a scheme of ecological mitigation measures. Following discussions with the Environment Agency and the Flood Risk Management Team, the applicant is confident that the flooding objection can be resolved and is amending the flood risk assessment in line with the comments made by consultees. As set out in the recommendation, planning permission for the development would not be granted unless the flood risk issue has been fully resolved.</i></p>
	<p>SCC Archaeology</p>	<p>No objection If planning consent is granted, the following conditions are recommended:</p> <ul style="list-style-type: none"> • Archaeological damage-assessment (Pre-Commencement Condition) • Archaeological investigation (Pre-Commencement Condition) • Archaeological work programme (Performance Condition)
	<p>SCC Employment and Skills</p>	<p>No objection An Employment and Skills Plan obligation will be required for this development (subject to minimum threshold) and applied via the legal Agreement.</p>

SCC Design	<p>No objection</p> <p>The design of the individual buildings is positive, the Ski Lodge in particular is an attractive pavilion. At the moment, the Family Zone building is the one building that lacks a bit of personality compared to the others. Further details are needed of the hedging boundary treatment at the Athletics Zone. It is a shame that connecting the athletics buildings isn't accepted.</p> <p>The inclusion of a pedestrian access from the northeast corner of the car park is a positive amendment, as is the notation of public art withing the car park itself.</p> <p>No objection is raised to the hard landscaping or street furniture proposed for the development.</p>
SCC Sustainability	<p>No objection</p> <p>The following conditions are recommended:</p> <ul style="list-style-type: none"> • BREEAM Standards (Pre-commencement) • BREEAM Standards (Performance condition) • Energy and Carbon (Pre-Commencement Condition) • Green Roof Specification (Pre-Commencement Condition) • Sustainable Measures in landscaping material selection and design (Pre-commencement condition) • Rainwater /Grey-water Harvesting (Pre-Occupation Condition)
SCC Air Quality Team	<p>No objection</p> <p>We recognise and support the conclusions made by the AQA provided which demonstrates that the development is unlikely to have a significant negative impact on local air quality with appropriate mitigation. On this basis we require the following planning condition:</p> <ul style="list-style-type: none"> • Construction Environment Management Plan (CEMP) which seeks to secure the mitigation measures set out in table 5.5 of the report. The CEMP should include a proposal for how the plan will be monitored and enforced.

<p>SCC Public Health</p>	<p>No objection – subject to the following, full initial comments can be found in Appendix 3 of the report.</p> <p>Request a conditions or obligations to secure the following;</p> <ul style="list-style-type: none"> • a management plan for the use of the multi-use space in the Hub. • an Employment and Skills Plan. • details of the proposed maintenance regime for the proposed landscaping. • ensure the remaining cricket pitches will be improved. • ensure the facilities cater for all users including those less mobile. • the implementation and certification process is completed to ensure BREEAM excellent. • Submission of a Travel Plan. • the bike storage facilities should be altered to accommodate larger bikes to enable cyclists to bring equipment. • a Construction Environmental Management Plan (CEMP). • air quality mitigation. • Noise mitigation. • The use of sustainable drainage systems (SuDS). <p>Updated response for further information</p> <ul style="list-style-type: none"> – Public art is welcomed. – The inclusion of measures that will encourage trips to be made by active travel modes is particularly supported as this will help contribute to improved health outcomes by increasing physical activity rates and reducing vehicular pollutant and greenhouse gas emissions. – The mitigation measures should subsequently be monitored as part of the Travel Plan to ensure they are delivering the intended effect of reducing car trips and increasing active travel trips. – Cycle parking needs to be maximised. designed to meet the needs of different users. <p>Officer comment: <i>The requested conditions are included in the below list.</i></p>
<p>SCC Tree Team</p>	<p>Objection raised</p> <p>New carpark and entrance – Unfortunate that the T53 Hawthorne is going to be removed.</p> <p><u>Community Hub</u></p> <p>New proposals results in loss of G17 (6 trees) and 3 x</p>

individual trees - all Cat B plus several other Cat C trees. All these trees offer good amenity to those passing through and using the site, are all relatively healthy and free from significant defects. This is reflected in their categorisation.

Ski slope

Majority of tree loss is occurring here to facilitate the proposals. These form the edge of a woodland extending away to the East, separated by a path and stairs from the ski slope car park. The area is shown on Defra's magic map as being included in the 'Priority habitat Inventory of deciduous woodland (England). The loss of these mature trees will have an impact to the amenity, landscape and habitat of the site and will take a considerable time for mitigation measures to replace. Their removal is not in line with Council aims surrounding Green City objectives, Biodiversity Strategy and Tree policy.

General tree loss across site

Though not formally protected by a Preservation order, all trees on SCC land should be considered as such, in line with Council tree policy which specifies that the public owned tree stock should be dealt with as if protected.

The quantity of timber from indicated tree loss will mean that any tree removal that pre-empts a decision or for enabling works is likely to require a felling license to be applied for. This would not be necessary following a positive decision, but timings of works should be considered carefully if planning were minded to grant permission.

Landscaping

High number of trees indicated to mitigate the losses, predominantly native species but with a high reliance on *Acer campestre* and *Betula pendula*. *Betula* are a relatively short-lived species with high allergenicity levels that may not be the best suited for this site. Anecdotally, newly planted Birch have been witnessed to have a lower-than-average establishment rate within Southampton, leading to increased establishment failure of this species. Officers would like to see a more balanced range of species, with larger and longer-lived species taking precedent. Landscaping conditions should be robust with clear maintenance schedules and direction as to who will have responsibility for the establishment phase.

		<p>It is the Tree teams view that we should be retaining and protecting this valuable resource, which offers considerable benefits to all those using the sports centre. Though officers support the intentions to improve the facilities; due to heavy tree loss associated with this design and resulting in a loss of amenity and woodland habitat, the Tree team cannot support and therefore object to the proposals.</p> <p>Officer comment: <i>Concerns noted. Some of the tree species have been amended in line with the above comments and the Tree Team are happy with those changes but still object to the overall removal. As part of the wider planning balance this recommendation acknowledges the impacts caused by tree felling, and balances this against the wider mitigation on offer alongside the economic, environmental and social benefits accrued by these proposals.</i></p>
	<p>SCC Open Spaces Team</p>	<p>Objection raised</p> <p>Although officers believe that the documents do show that a high level of thought and design has gone into the landscaping they do not, unfortunately, provide any mitigation for the loss of green space to car parking. This does not sit well with the Council's Green City Charter or climate crisis statement.</p> <p>No details have been provided on sufficient bike or scooter stands to encourage sustainable travel. There is no mention of improving the public transport system or any attempt to bring this into the site (bus stops, taxi ranks?). This could be seen to offset the loss of green space if the proposal were actively seeking to reduce the number of car users, but there seems to be little evidence of this.</p> <p>In summary, the Council are losing green space and trees to enable car parking/buildings with no mitigation to replace this. The applicant needs to do more work to ascertain the amount of green space being lost versus that being retained or newly provided. Therefore, without the additional evidence set out above the Open Spaces team object to the scheme.</p> <p>Officer comment: <i>Concerns noted. Both short and long stay cycle storage will be provided and secured by condition. As set out, the application will facilitate local bus stop improvements. It is not within the Council's gift to bring public transport into the site since it is operated by third parties. The comments regarding mitigation are</i></p>

	<p><i>noted and have helped to inform discussions between the applicant and the Council's Highway Team. The detailed package of mitigation measures are set out in the Highway comments, above.</i></p>
<p>SCC Ecology</p>	<p>No objection</p> <p>Broadly happy with the updated documents, however, having reviewed the Biodiversity Net Gain (BNG) report again, the Council's Ecologist would like the native hedgerow and scrub areas to be marked with an asterisk on the plans, as per the grassland areas, indicating that the Landscape and Ecological Management Plan should be referred to for all management, enhancement and protection of these habitats. This is because the hedgerows provide a significant proportion of the BNG.</p> <p>The following conditions are requested:</p> <ul style="list-style-type: none"> • Ecological Mitigation Statement (Pre-Commencement) • Protection of nesting birds (Performance) • Lighting [Pre-Commencement Condition] <p>Officer comment: <i>Amended drawings are to be provided to identify where native hedgerow and scrub areas are that their management will be included in the landscape and ecological management plan which is secured by condition.</i></p>
<p>SCC Environmental Health (Contaminated Land)</p>	<p>No objection subject to conditions.</p> <p>No objection subject recommended conditions to secure Land Contamination investigation and remediation, Use of uncontaminated soils and fill and measures to manage any Unsuspected Contamination exposed as a consequence of the development.</p>
<p>Environment Agency (EA)</p>	<p>Objection raised due to insufficient information.</p> <p>The FRA (Flood Risk Assessment) does not adequately assess the flood risks posed by the development. In particular, the FRA fails to:</p> <ul style="list-style-type: none"> • consider how people will be kept safe from the identified flood hazards • take the impacts of climate change into account <ul style="list-style-type: none"> - There is no assessment on the impact of climate change using the central allowance for the 1 in 100 year (0.1% AEP) fluvial event. - Flood risk mitigation measures to address flood risk for the lifetime of the development included in the design are inadequate because they will not make the development resilient to the flood levels

		<p>for 1 in 100 year (1% AEP) flood level with climate change. Consequently, the development proposes inadequate:</p> <ul style="list-style-type: none"> ▪ Flood storage compensation ▪ Raised finished floor levels ▪ Resistance and resilience measures <p><u>Overcoming our Objection</u> To overcome our objection, the applicant should submit a revised FRA which addresses the points highlighted above.</p> <p><u>Officer Response</u> <i>At the time of writing the applicant is working with the Environment Agency and the Council's Flood Risk Management Team to provide a satisfactory updated Flood Risk Assessment. A verbal update will be provided at the Planning Panel meeting. As noted above, planning permission will not be granted until this matter has been resolved to the satisfaction of the consultees, although both parties agree that the issue is resolvable with more time.</i></p>
	<p>SCC Flooding Team/ Lead Local Flood Authority</p>	<p>Objection raised due to insufficient information. Part of this site is located in flood zones 2 and 3 due to the risk of fluvial flooding arising from Holly Brook (classified Main River), therefore a Site Specific Flood Risk Assessment (FRA) is required</p> <p>The Flood Risk Assessment identifies that parts of the site where the community Hub and netball hall are to be located are within the areas carrying the highest risk of flooding. The levels of mitigation are unclear.</p> <p>The position of buildings and raised floor levels results in a net loss of floodplain storage and therefore could increase flood risk elsewhere on the site. The Flood Risk Assessment proposes that to mitigate the loss, a compensation flood storage area is to be provided however there are no details on where this is to be located, or drawings to demonstrate that the volume lost has been mitigated. As there is insufficient detail within the Flood Risk Assessment, an objection is presented.</p> <p>Surface water drainage The proposal results in an increase of impermeable area, therefore will increase the rate and volume of surface water generated from the site. The Drainage Strategy has not appeared to considered opportunities to incorporate above ground features that provide additional</p>

	<p>benefits to biodiversity, water quality and amenity, such as green roofs, attenuation basins, shallow infiltration basins or swales, and not demonstrated why these cannot be incorporated, despite the site being large and typically less constrained.</p> <p>As the Drainage Strategy does not provide adequate detail to enable full assessment of the method for managing surface water, the Lead Local Flood Authority object to the proposal. To overcome this objection, a revised Drainage Strategy will be required.</p> <p>Officer response: see commentary in response to the similar objection from the Environment Agency.</p>
Sport England	<p>No objection (full response in Appendix 3) subject to the inclusion of a condition incorporating the following.</p> <ul style="list-style-type: none"> • a Management and Maintenance Scheme for the site as well as for identified local cricket facilities including management responsibilities, • a maintenance schedule and a mechanism for review. • For the Artificial Grass Pitches this should include measures to ensure the replacement of the Artificial Grass Pitches within a specified period.
Southern Water	<p>No objection subject to requested conditions securing measures to be undertaken to protect the public sewers and water supply main and of the details of the proposed means of surface water and sewerage disposal.</p>
Hampshire Fire & Rescue Service HQ	<p>No objection has been raised however recommendations have been made and have been forwarded to the developer.</p>
Natural England	<p>No objection Based on the plan submitted Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.</p>
Southampton Commons and Parks Protection Society (SCAPPS)	<p>Although generally supportive raise the following concerns;</p> <p>Following detail is missing;</p> <ul style="list-style-type: none"> – way-marked routes/paths – mitigation for the loss of green seats, picnic tables, casual kick-about areas, children's play) space including Family Zone. – continued grounds maintenance.

		<ul style="list-style-type: none"> - new grounds-maintenance compound with high security fencing (there is the opportunity to share this area with the Golf Course). - Measures ensuring the use of the parking provided is confined to users of Sports Centre facilities and to ensure vehicle use within the site is confined to disabled users and servicing vehicles. Maybe through barrier system. <p>Concerned about;</p> <ul style="list-style-type: none"> - overall landscape character and appearance should not be adversely affected by development and activity, the proposal should include improvements to provision for informal recreation - the amount of proposed car parking and an uneasy feeling about acceptance of vehicle use/movement within the site. Is it needed data? This does not comply with the City Council's 'green' agenda and commitment to reducing car usage. Users should be encourage to car share or teams use minibuses/coaches. - SCAPPS would wish to see attention given to improving accessibility by bus. - The Hub is in the wrong location for social use. - Remain concerned about the impact on the View and it should be included in the proposal as it better located for non-sports use.
	<p>The City of Southampton Society</p>	<p>Objection</p> <ul style="list-style-type: none"> - There can be no justification in converting a cricket pitch into a car-park on environmental grounds and the particular cricket pitch chosen is the best one at the centre, preferred by all teams. - Better public transport needs to be provided. - A direct service to the city centre is required, preferably along Hill Lane. - There are no controlled and safe crossing points. - The pollution from the traffic reduces any health benefits from visiting the centre <p>It is surprising that a Council committed to the Green Agenda should contemplate such a scheme. It is spending millions of pounds of public money on removing vehicles from the city centre (Bedford Place, Portswood Broadway etc) but reversing the benefits with this proposed scheme.</p> <p>Officer Response: <i>The Green City Charter for Southampton seeks to ensure nine challenging goals are</i></p>

		<p><i>met. The second goal aims to improve the quality of life in city by ensuring that the Healthy Life Expectancy Indicators are amongst the best when compared with other cities. The proposal would help to achieve this aim by promoting active lifestyles. The justification for replacing a cricket pitch with a car park is set out elsewhere in this report.</i></p>
	<p>Friends of Southampton Sports Centre (FoSSC)</p>	<p>Although generally supportive a number of concerns were initially raised that have been sought to be addressed within the revised submission. These comments below include the initial and revised comments received.</p> <p>A number of conditions have been suggested and have been included where possible to cover the following:</p> <ul style="list-style-type: none"> • Long terms landscape maintenance including hard which should be permeable and remedial restorative drainage works for all these areas and include timing of implementation. • Green roofs to be conditioned. • Request condition on substation and hedging • Parking management plan needs to be conditioned to prevent overspill parking into Dunkirk Road to prevent the exiting situation and provide sufficient coach, motorcycle and cycle parking. Together with sufficient disabled parking. • Further cyclocross details required. • Request a condition relating to the athletic clubhouse wall for either public art or a green wall. • Request ecological management plan to be secured including bug boxes, bat boxes, bird boxes etc... • Request a waste and servicing management plan and condition bins throughout the site. • Further details are regarding the air source heat pump and how other buildings are going to be heated. • Construction management plan needed and should include timing of the removal of the portacabins. • Condition to secure watering maintenance details. • Secure the external materials via condition so that they link across the site <p>Comments from FoSSC</p> <ul style="list-style-type: none"> - Insufficient information on detailed design. - The current plan does not fully address the needs of site regeneration and should include all areas. Including existing car parks, improved woodland areas, public toilets etc... - No alcohol licence should be sought for the new development.

- Objection has been raised from EA and nothing is included about this in the revised information (**officer comment:** *Discussions are ongoing and the scheme is delegated to officers to address this element*).
- The revised information is not clear in terms of what is being provided.
- The plans are indictive (**officer comment:** *only for the family zone*)
- The bold colours should not be used for shared surfaces not street furniture so it blends in.
- If car parking is to be kept to a minimum, why is there so much hardstanding.
- Not clear what the mix of trees will be but glad this has been provided.
- No parking should be allowed at the family zone.
- Suggest spreading the outdoor gym equipment to allow a larger, higher status, competition-level skate park on the boating lake site would be much better long term investment.
- We are given assurance that the biodiversity areas are not to be fenced off. However, fencing is proposed (**Officer comment:** *Agreed and the element is going to be removed as requested by the Council's Ecologist*).
- No valid justification for a large, hardstanding area to the front of the ski lodge has been provided. (**Officer Comment:** *There is a gas main under the hardstanding and any alteration will results in health and safety issues*)
- Details rough idea of timescales, necessary closures and disruptions to OSC services that redevelopment would require should be provided.
- Why is the Cyclocross bump needed at all when the bike park exists?
- A map of which sections are considered inaccessible would have been useful to ensure sufficient provision is supplied for all users. (**Officer comment:** *The works to the woodland footpath are not part of the proposal and are being undertaken separately*).
- Clarification needed whether the existing woodland will be enhanced.
- How will EV charging fit in?
- Suggested changes to the underground tank take (**Officer comment:** *these details have not been agreed yet but note comments*).
- It is disappointing that a large highway addendum is needed ad the information should have been provide up front.
- We fully support SCC Highways requested mitigations.

	<p>- Local residents have rejected the introduction of a permit parking scheme and it is hoped that the new car park will reduce, not increase parking on these roads.</p> <p>In summary, more information is needed but it is a good opportunity to enhance the site and cater for all needs so there isn't a missed opportunity.</p>
<p>Solent Ski Club</p>	<p>No objection raised but clarity is required in relation to movement of wheelchair users within the facility;</p> <ul style="list-style-type: none"> • is there sufficient space for a wheelchair user to use all areas? • Why is access to the first-floor bathroom only provided via the external viewing terrace? • What consideration has been given to users with special needs • Storage provision appears to be limited. • inadequate disabled parking provision. • Details of the full nature of the upgrade to the slopes and lifts is not provided. • There appears to be no dedicated space for catering facilities. <p><i>Officer comment: These matters have been addressed in the amended information. In essence the scheme provides sufficient facilities for all both in terms of access and car parking in line with Building Regulations and policy. In addition, further discussions will take place with end users.</i></p>

6.0 Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
- The principle of development;
 - Design and effect on character;
 - Residential amenity;
 - Parking highways and transport;
 - Ecology, Open space and Trees;
 - Flooding and Drainage;
 - Air Quality and the Green Charter; and
 - Mitigation of direct local impacts.

6.2 Principle of Development

6.2.1 As the site is currently public open space, and the proposal results in loss of a cricket pitch to provide a car park and the introduction of additional floorspace and hardstanding to enable new or improved buildings, the proposal is a departure of the local plan and have been advertised as such. The loss of open space is one of the many relevant planning considerations that need to be weighed in the balance when assessing the proposal in the round.

6.2.2 Adopted LDF Core Strategy Policy CS21 (Protecting and Enhancing Open Space) seeks to both retain the amount of open space in the city as well as improve the quality and accessibility of open spaces by:

1. *Protecting and enhancing key open spaces including Southampton Common, central, district and local parks;*
2. *Replacing or reconfiguring other open spaces in order to achieve wider community benefits such as improving the quality of open space, or providing a more even distribution across the city;*
3. *Safeguarding and, when opportunities arise, extending the green grid (see Policy 22);*
4. *Seeking developer contributions to provide high quality, accessible open spaces.*

6.2.3 Whilst the proposal would result in a net loss of open space (some 8,381 sq.m or equivalent to 1.38% of total provision), this is to facilitate the improvement and upgrade of the wider sports facilities offer to ensure that the Sports Centre can continue to provide a valuable facility for the city. There would be no overall loss of sporting facilities from the site, with the exception of 1 cricket pitch following an upgrade to the remaining pitches and its replacement with additional car parking to support the improved facility. As noted by Sport England, the OSC is a strategically important multi-sport site which comprises a broad range of sports facilities and associated ancillary provision. However, the application confirms that, since 2014, there has been a significant decline in visits to the OSC and that considerable regeneration is needed to prevent a further decline in use and to promote physical activity, healthy lifestyles and general well-being for the residents of the city.

6.2.4 This application is a culmination of an extensive process which commenced in 2013 and has evolved through ongoing engagement with sporting groups, users of the sports centre, local residents and Sport England. This has informed and shaped the scheme to ensure that it meets the specific needs of the various users of the OSC, as well as being attractive to new potential users. It is noted that Sport England, and none of the relevant sporting bodies, have objected to the application which is testament to the considerable engagement that has taken place by the Council as applicant.

6.2.5 Policy BAS 13 (Southampton Sports Centre and Southampton City Golf Course) of the Bassett Neighbourhood Plan supports policy CS21 of the LDF Core Strategy. It accepts that the buildings within the OSC Sports Centre *'may need to be developed and improved to provide suitable facilities, but these*

should be restricted to those required for sporting or recreational purposes only' which is the case for this proposal. It goes on further to state the 'open spaces and sport and recreational facilities should not be built on except under exceptional conditions' as clearly set out under paragraph 99 of the National Planning Policy Framework.

- 6.2.6 Paragraph 99 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless the proposal complies with the following;
- a) *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
 - b) *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
 - c) *the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.*
- 6.2.7 Whilst a cricket pitch will be lost, it is considered that the proposal addresses criteria (c) above by providing alternative facilities to enhance the overall provision for sports and recreation at the OSC. The cricket pitch to be lost is the least used of the five pitches that currently exist on the site, and the remaining pitches will all be improved which is a betterment for all users of the cricket facilities. The buildings proposed on land designated as protected open space will offer sporting facilities, and associated supporting users to result in an overall enhanced offer at the site. The level of car parking arrived at has been carefully considered to accommodate the existing travel demands and that generated by the new and improved facilities. Whilst the application secures measures to improve and enhance more sustainable modes of travel to and from the site, it is inevitable that some use by private car will remain (including by visiting 'away' teams). It is important that this demand is met to prevent overspill car parking on surrounding streets which could be harmful to both residential amenity and highway safety. Furthermore, insufficient car parking could also act as a deterrent for some users. On this basis the loss of open space is considered to be fully justified.
- 6.2.8 The loss of the open space also needs to be considered against the health and social benefits of the scheme. The Council's Corporate Plan 2022/2030 sets out four initiatives including the need to ensure strong foundations for life (enabling the health and wellbeing of local people) and a proud and resilient city (providing access to clean, safe, green and open spaces will encourage more people to spend time outdoors, improving community cohesion and wellbeing.) This is key given the following facts regarding the health and activity of the residents of Southampton as reported in the Plan:

Indicator	Southampton baseline	England baseline
Healthy life expectancy at birth (Male) 2018-20	61.4 years	63.1 years
Healthy life expectancy at birth (Female) 2018-20	63.1 years	63.9 years
Percentage of children in Year R with excess weight 2020/21	32.67%	27.73%
Percentage of children in Year 6 with excess weight 2020/21	41.01%	40.91%
Percentage of physically active adults 2020/2021	64.8%	65.9%

6.2.9 The aims of the Corporate Plan link to paragraph 92 of the NPPF, which advises that planning policies and decisions should aim to achieve healthy places and emphasises that decisions should *‘enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision ofsports facilities’*.

6.2.10 The application proposes significant investment into an important sports and recreational facility within the city and would enhance the existing provision, thereby promoting active and healthy lifestyles for the city’s residents. Whilst there would be some open areas built on to accommodate the development, the entire site would remain in public use as a sports and recreation facility, albeit significantly improved. As such, it is considered that the benefits of the proposal outweigh the loss of open space in this instance and the departure to Policy CS21 is balanced against the wider benefits of the scheme; meaning that the proposal complies with the wider Development Plan as a whole.

6.3 Design and effect on character

6.3.1 Saved Local Plan Policies SDP7 and 9 of the Local Plan, as supported by LDF Core Strategy Policy CS13, confirm that development should be satisfactory in terms of scale and mass and should respect the visual amenity of the surrounding area, and paragraphs 126 and 130 of the NPPF emphasises the importance of good design. The design of the development has evolved following engagement with the Council’s City Design Manager and Design Advisory Panel. The new buildings on the site are complementary in their design to one another; providing a cohesive appearance to the new development on the site. The design and quality of the external materials has been well considered to provide a high-quality finish to the buildings and that appears natural in appearance. Sustainable design measures, which include green and brown roofs, living walls and solar panels, are celebrated by their prominence on the buildings. Overall, the new buildings would appear as attractive additions to the site, and the considerate approach to their design ensures that the attractive landscape character of the OSC is not diminished by the development. The removal of the existing ad hoc portacabin structures is also welcome.

6.3.2 The new car parks are carefully designed with a significant level of tree planting throughout, including to the edges of the car parking areas. The parking is finished using a mixture of block pavements and bonded gravel, to minimise areas of asphalt used. This ensures that the parking will not appear overly-car dominated and will have a softer and less urbanised appearance than a traditional car park more fitting for this location, whilst also offering shade.

6.3.3 The other design interventions are considered to appear fully consistent with the sporting nature of the site and, in general, are considered to greatly improve upon the quality of finish at the OSC. As such, the proposal would relate acceptably with the character and appearance of the surrounding development given the existing use and context and aligns with both local and national design policy and guidance.

6.4 Residential amenity

6.4.1 Saved Policy SDP1(i) of the Local Plan, and paragraph 130 of the NPPF states that development should secure and protect the amenities of its future occupants and those amenities enjoyed by nearby and adjacent properties. Given the proposal will result in an upgrade of facilities, and increase in car parking the proposal is highly likely to result in an increase in users given the positive array of sports/uses the site can offer. This will have an impact on adjacent and adjoining residential amenity in terms of light, noise, and trips.

6.4.2 The majority of existing neighbours will have moved into the area after the Sports Centre first existed. However, when taking into account the distance between the application site and the nearest residential properties it is considered that the proposed development will not adversely affect the amenities of the occupiers of these neighbouring residential properties. The site is long established as a provider of outdoor sports facilities with associated comings and goings associated with the activity that takes place. It is recognised that the upgrade would enable a more intensive use of the outdoor pitches and surrounding areas. A Noise Impact Assessment (drawing on the Sport England Guidance) was submitted with the planning application, and concluded that noise from the proposed development is unlikely to cause an adverse impact at the nearest existing sensitive receptors in this case neighbouring properties.

6.4.3 Conditions are secured to provide further information on light spillage/hours of operation for the general lighting and floodlighting, the hours of the car park and the provision of a parking management plan. The construction phase will also be controlled, as best it can by the Planning system, by the suggested conditions with other environmental protections covered by other legislation..

6.4.4 A large number of new trees are proposed. This is to mitigate the loss of trees to be removed as part of the proposal. These trees can be planted near to existing boundaries to strengthen screening and reduce the noise/lighting impact. Together with terminal hours for the new community buildings this should be sufficient to prevent detrimental harm to adjacent users. Overall, given the proposal does not alter the use of the site, but seeks to encourage

wider use, the suggested planning conditions will prevent a detrimental harm to neighbouring occupiers' residential amenities. Consequently, no objection is raised to the application under the provisions of Policy SDP1(i) of the Local Plan and paragraph 130 of the NPPF and the scheme has been assessed as compliant.

6.5 Parking highways and transport

6.5.1 The Council's Highways Team are satisfied that the intensified use of the site can be accommodated on the surrounding road network, subject to the scheme of mitigation measures set out in this report.

6.5.2 The proposal provides for a number of car parking spaces that marginally exceed the maximum set out in the Parking Standards SPD, although this does not factor in demand from existing use of the OSC. The maximum parking spaces as set within policy, given the proposed uses, would be 463. The proposals to retain the existing car parks (existing number of spaces is 202 spaces) together with a new car park accessed from Dunkirk Road which will provide 275 spaces. Giving a combined total of 477 spaces. The justification provided to support the need for the new car parking is that the proposal will cater for peak times and cross over periods during activities. The Highways Team consider, that when factoring in the current level of use of the site, together with its intensification that the level of parking proposed is acceptable. Furthermore, the provision of car parking will prevent overspill parking into the nearby residential roads. However, further details are required through the submission of a parking management plan to understand how the spaces (both in terms of the new car park, and the existing/proposed spaces within the site) will be managed and what charging will apply to users. A management plan condition is included to secure this detail.

6.5.3 A waste management plan and servicing management plan can be secured to minimise the impact on users of the site to prevent servicing during peak times given the potential conflict with pedestrians and cyclists. Furthermore, a cycle storage condition for visitors and staff has been included given the benefits of travelling to site via bike.

6.5.4 In summary, highway officers are content with the further information set out in the amended addendum to the Transport Assessment subject to the matters to be conditioned and the mitigation measures agreed in the addendum. Therefore, the proposal is acceptable in highway terms.

6.6. Ecology, Open space and Trees

6.6.1 The Council's Tree and Open Spaces teams both object to the proposal due to both the loss of open space and trees. The proposal results in the loss of 64 trees, 4 category A trees (high quality and value), 15 category B trees (moderate quality and value) and 44 category C trees (low quality). The Council's Tree team object to the loss of trees. Replacement trees are proposed at a ratio of more than 5 to 1 with a total of approximately 360 new trees being planted. This is far in excess of the Council's usual 2:1 requirement

for tree replacements in new developments.

6.6.2 Whilst the loss of trees on site is regrettable, the upgrade to existing facilities and the potential for replacement planting (5:1 ratio) outweighs the loss of trees from a planning perspective. Further discussion is needed prior to commencement on the proposed location of the replacement trees given that woodland/group trees are to be removed and the grouping of replacement trees needs to be fully assessed – this can be secured with the attached planning conditions.

6.6.3 The Council's Ecologist is satisfied with the revised mitigation measures proposed for the loss of open space. These measures include scrub being created using native species, grassland also been created together with the woodland areas being enhanced with the removal of non-native shrub species such as laurel and the introduction of a native understorey to improve the woodlands condition. Therefore, the aforementioned mitigation addresses requirement of CS21 to improve the quality of open space. The mitigation proposed will be secured via condition.

6.7 Flooding and Drainage

6.7.1 The position of the proposed community hub is in an area of highest flood risk, being in the basin of the OSC. The objection raised by the relevant consultees is based on the overall resilience of the building and loss of floodplain which could increase risk elsewhere, with uncertainty over the level of mitigation proposed. The Drainage Strategy is also currently unclear as to how surface water will be managed and, at the time of writing, there is insufficient information to generate confidence in the proposal in respect of its flood resilience

6.7.2 As a greenfield site, there are lots of missed opportunities to utilise above ground Sustainable Drainage System (SuDS) features that have added benefit to improving biodiversity net gain, amenity and water quality. There is no justification as to why discharge straight to the culvert or public sewers is the preferred option. There are also properties immediately downstream of this site that are at risk of flooding, with reported flooding in some areas, and therefore this site represents a huge opportunity to attenuate water and manage runoff before it gets into the watercourse with its capacity limited downstream. A meeting has taken place between the applicants and the relevant consultees and amended plans and updated information is being prepared. Both parties are confident that the holding objection on the flood and drainage issue can be satisfied by a revised technical solution. A verbal update will be given at the Panel meeting (if possible), but the recommendation (as set out at the start of this report) is that the matter can be delegated back to officers so that this technical solution can be secured after the Panel meeting but before planning permission is granted.

6.8 Air Quality and the Green Charter

6.8.1 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in

the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel. Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards.

- 6.8.2 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m³. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:
- Reduce pollution and waste;
 - Minimise the impact of climate change
 - Reduce health inequalities and;
 - Create a more sustainable approach to economic growth.

- 6.8.3 The application will address the Green Charter, and the air quality impact of the development, in the following ways:
- The implementation of the measures set out in the Air Quality Assessment;
 - The provision of a travel plan which will encourage sustainable modes of transport;
 - The use of sustainable building design which includes green and brown roofs and living walls;
 - Extensive landscaping and ecological mitigation measures and;
 - The incorporation of electric vehicle charging points.

6.9 Mitigation of direct local impacts

- 6.9.1 Normally a s.106 legal agreement would be used to secure the required mitigation and contributions, but in this case it is not possible because the Council is both applicant and Planning Authority. Instead, planning obligations to mitigate against the impacts of the proposed development are recommended to be secured through an Internal Undertaking secured by the below planning condition. The Internal Undertaking will ensure the public realm improvements as set out in section 5 (Highway Development Management Team's response) of the report are secured. The Undertaking will secure the final details of this proposal. Furthermore, a Travel Plan is required to encourage other forms of travel instead of private cars. These elements of mitigation address the aims of the Council's Green Charter.

- 6.9.2 The Internal Undertaking will also secure the submission of a public art strategy, highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer, a Training & Employment Management Plan committing to adopting local

labour and employment initiatives, and the submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved.

7. Summary

7.1 The application proposals provide an enhanced provision of facilities at an existing and well-established outdoor sports facility. The proposals are considered to contribute towards an identified need for improved facilities and provision of new amenities to support the need and demand in this location. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provides a facility which minimises its impact on existing residents and its setting. Furthermore, the extensive engagement that has taken place will provide a facility which meets the needs of the current users.

7.2 Overall, this proposal would enhance a strategically important site that has provided and will continue to provide a valued facility for the city. It has been acknowledged that the current facilities need improvement, and this will ensure the facilities are sustained into the future and provide wide ranging health and wellbeing benefits. Whilst open space will be lost to facilitate the improvements, the diversity of sporting offer at the site will continue and ecological, tree planting and sustainable transport measures will be secured by the development. However, when considered in terms of the benefits that would be delivered and the proposal, the proposal is considered to be acceptable. The significant investment in the city's sporting facilities is welcome and will benefit the city's residents for years to come.

8. Conclusion

8.1 It is recommended that planning permission be granted subject to the conditions set out below.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1. (a) (b) (c) (d) 2. (b) (c) (d) (e) (f) (g) 4.(f) (g) (vv) 6. (a) (b) 7. (a)

Case Officer Anna Lee - 06.06.2023 PROW Panel

PLANNING CONDITIONS to include:

1. Full Permission Timing Condition (Performance Condition)

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

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

2. Approved Plans (Performance)

The development hereby permitted shall be carried out in accordance with the

approved plans listed in the schedule attached below.

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

3. Internal undertaking agreement (Pre-Commencement Condition)

No development shall commence until an internal undertaking has been agreed and entered into with the Council covering the following heads of terms:

- i. Either the developer enters into an agreement with the Council under s.278 of the Highways Act to undertake a scheme of works or provides a financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site – as detailed in the Highway Team’s response to the planning application - in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted Developer Contributions SPD (April 2013) – these works to be delivered prior to first occupation of the new development;
- ii. Submission of a highway condition survey (both prior to and following completion of the development) to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
- iii. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives with financial contributions towards supporting these initiatives during both the construction and operational phases (as applicable), in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- iv. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013);
- v. The submission, approval and implementation of a Travel Plan for the facilities (where applicable) to promote sustainable modes of travel in accordance with Policy SDP4 of the City of Southampton Local Plan Review and policies CS18 and CS25 of the adopted LDF Core Strategy – This plan to be delivered prior to first occupation of the new development;
- vi. Provision of relevant public art in accordance with the adopted Council’s Public Art Strategy and the Council’s Developer Contributions Supplementary Planning Document – these works to be delivered prior to first occupation of the new development; and
- vii. A financial contribution and/or on-site provision towards public open space required by the CS21 and CS25 of the adopted LDF Core Strategy.

Reason: Planning permission can be issued following the resolution of the Planning

and Rights of Way Panel as the site is currently within Council ownership. Furthermore, as the development will create localised impacts the suggested mitigation is required in the interests of the proper planning of the area and to mitigate the impact of the development in accordance with Policy CS25 of the amended City of Southampton Core Strategy (2015).

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

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

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

5. Schedule of improvement and maintenance (Pre-Commencement)

No development shall commence until a schedule of playing field improvements and maintenance including a programme for implementation of the maintenance regime and period of its implementation and programme to enable continuity of use to existing pitch users, has been submitted to and approved in writing by the City Council as local planning authority. Following the commencement of the development the approved schedule shall be complied with in full.

Reason: To ensure that the playing field is established as a functional playing field to an appropriate standard and is fit for purpose, ensures continuity of use of the natural turf pitches, and to accord with paragraph 99 of the NPPF.

6. Hours of Use (Performance Condition)

The uses hereby approved shall not operate outside of the hours hereby set out:

06.00am and 11pm (Monday to Saturday) and
06.00am and 10pm Sundays, Bank and/or Public Holidays

Reason: In the interests of existing and proposed residential amenity

7. Flood lighting timing restriction (Performance)

The flood lights hereby approved shall not operate outside the following hours:

Dusk to 22.00 (10pm)

Reason: In the interest of residential amenity/to minimise the impact on protected species.

8. CCTV details (Pre-Commencement Condition)

The development hereby permitted shall not be commenced until full details of the CCTV provision have been submitted to and approved in writing by the Local Planning Authority. The details shall include the siting and the technical specification details of the cameras, direction of view and their external appearance/colour. The development shall accord with these approved details with the implementation of CCTV linked to the first use of the associated building with retention thereafter.

Reason: In the interests of crime reduction.

9. Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, which, unless otherwise agreed in writing by the Local Planning Authority, shall be implemented in accordance with the programme before any demolition work or site clearance takes place. The agreed mitigation measures shall be thereafter retained as approved.

Prior to the commencement of development, a biodiversity mitigation and enhancement plan shall be submitted to and approved in writing by Local Planning Authority. The agreed scheme shall be provided prior to the first use of the development hereby approved or in accordance with an alternative agreed timeline. Compensation for habitat loss, plus measures to achieve a net gain in biodiversity, will be demonstrated through the provision of a biodiversity net gain assessment.

The submitted plan shall include:

- A summary of habitat to be lost.
- Detailed habitat creation proposals with supporting rationale.
- Detailed habitat enhancement proposals with supporting rationale
- A long term (30 years) costed management plan.
- Plan showing species specific measures including bird and bat boxes.

Reason: To achieve a net gain in biodiversity as per the requirements of policy CS22 Promoting biodiversity and protecting habitats and the Environment Act 2021.

10. Protection of nesting birds (Performance)

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

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

11. Boundary Treatment (Pre-Occupation)

Before the development hereby approved first comes into occupation, boundary treatment shall be erected in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The agreed boundary treatment shall be thereafter retained as approved for the lifetime of the development.

Reason: In the interests of the visual amenities of the area and to protect the

amenities and privacy of the occupiers of adjoining property.

12. Landscaping, lighting & means of enclosure detailed plan (Pre-Commencement)

Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

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

The approved hard and soft landscaping scheme (including parking) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 25 years following its complete provision, with the exception of boundary treatment and external lighting which shall be retained as approved for the lifetime of the development.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 25 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 25 years from the date of planting.

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.

13. External Lighting Scheme (Pre-Occupation)

Prior to the development hereby approved first coming into occupation, external lighting shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be thereafter retained as approved.

Reason: In the interest of residential amenity/to minimise the impact on protected species.

14. Arboricultural Method Statement (Performance)

The development hereby approved shall be carried out in accordance with the submitted Arboricultural Method Statement, including the tree protection measures, throughout the duration of the site clearance, demolition and development works on site.

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

15. No Storage Under Tree Canopy (Performance)

No storage of goods including building materials, machinery and soil, shall take place within the root protection areas of the trees to be retained on the site. There will be no change in soil levels or routing of services through root protection zones. There will be no fires on site within any distance that may affect retained trees. There will be no discharge of chemical substances including petrol, diesel and cement mixings within or near the root protection areas.

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

16. BREEAM Standards (Pre-commencement)

With the exception of site clearance, demolition and preparation works, no development works shall be carried out on the Hub until written documentary evidence demonstrating that the development will achieve at minimum an overall score Excellent, against the BREEAM Standard, in the form of a design stage report, is submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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

17. BREEAM Standards (Performance condition)

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

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

18. Energy and Carbon (Pre-Commencement Condition)

Confirmation of the energy strategy, including zero or low carbon energy technologies that will aspire to achieve net zero emissions and passive design approaches in accordance with Southampton City Council Energy Guidance for New

Developments 2021-2025 and achieve a minimum reduction in CO2 emissions of at least 15% above building regulation requirements must be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development hereby granted consent. Technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

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

19. Green Roof Specification (Pre-Commencement Condition)

Details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority prior to the superstructure works for each building hereby approved commencing on site.

The biodiversity (green/ brown) roof(s) shall be:

- a) biodiversity based with extensive substrate base (depth 80-150mm);
- b) laid out in accordance with plans hereby approved;
- c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (the seed mix shall be focused on wildflower planting, and shall contain no more than a maximum of 25% sedum)
- d) The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.
- e) The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter by a qualified maintenance company.

The green/brown roofs must be installed to the approved specification before the building hereby approved first comes into use 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. If the green roof dies, fails to establish or becomes damaged or diseased within a period of 5 years from the date of planting, shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

Reason: To reduce flood risk and manage surface water run-off in accordance with core strategy policy CS20 and CS23, combat the effects of climate change through mitigating the heat island effect and enhancing energy efficiency through improved insulation in accordance with core strategy policy CS20, promote biodiversity in accordance with core strategy policy CS22, contribute to a high quality environment and 'greening the city' in accordance with core strategy policy CS13, improve air quality in accordance with saved Local Plan policy SDP13.

20. Sustainable Measures in landscaping material selection and design (Pre-commencement condition)

With the exception of site clearance, demolition and preparation works, no development works shall be carried out until the applicant has provided to the Local Planning Authority for approval in writing a report assessing the feasibility of incorporating the following sustainable design measures into the development:

- Embodied Carbon Reduction
- Reduction of geotextiles and plastics in landscaping
- Design that reduces the need for the use of herbicides and pesticides
- Sustainable construction materials

The report shall include an action plan detailing how these measures will be integrated into the development. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development hereby granted consent.

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

21. Rainwater /Grey-water Harvesting (Pre-Occupation Condition)

A feasibility study demonstrating the investigation of the potential for the installation of a rainwater/grey-water harvesting system for each building hereby approved on site shall be carried out and verified in writing by the Local Planning Authority prior to first occupation of the associated building hereby granted consent. If the study demonstrates that the installation of such a system would be technically and financially viable, a specification shall be agreed in writing with the Local Planning Authority. A system to the approved specification must be installed and be rendered fully operational prior to the first occupation of the associated building hereby granted consent and retained thereafter.

Reason: To reduce overall water consumption and demand on resources and to demonstrate compliance with policy CS20 of the Local Development.

22. Archaeological damage-assessment (Pre-Commencement Condition)

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

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

23. Archaeological damage-assessment (Pre-Commencement Condition)

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

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

deposits.

24. Archaeological investigation (Pre-Commencement Condition)

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

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

25. Archaeological work programme (Performance Condition)

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

Reason: To ensure that the archaeological investigation is completed.

26. Electric Vehicle Spaces (Performance)

Prior to the new car park hereby approved first coming into use the parking spaces shown with charging facilities for electric vehicles (Active) , and ducting for the other spaces (Passive), shall be provided in accordance with the details hereby approved. The spaces and charging infrastructure shall be thereafter retained as approved and used only for electric vehicles.

Reason: In the interest of reducing emissions from private vehicles and improving the city's air quality.

27. Use of Uncontaminated Soils and Fill (Performance)

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 development hereby approved first coming into use or occupation.

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

28. Land Contamination investigation and remediation (Pre-Commencement & Occupation)

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.

29. Management and Maintenance Scheme (Pre-Commencement)

Prior to commencement of development a Management and Maintenance Scheme for the site as well as for identified local cricket facilities including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. For the Artificial Grass Pitches this should include measures to ensure the replacement of the Artificial Grass Pitches within a specified period. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the woodland car park.

Reason: To ensure that the new facilities are capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport.

30. Car Park Management Plan (Pre-Use Condition)

The new car park hereby approved shall be made available for public use prior to the first use of the Community Hub. Prior to the new car park hereby approved first coming into use a 'Car Park Management Plan' shall be submitted to and approved in writing by the Local Planning Authority. Specifically, this shall include details of a security barrier, any charging proposed for users, hours of use, and subsequent management to prevent car park access overnight. The Management Plan shall be implemented when the development first comes into use and thereafter adhered to at all times unless amendments are agreed with the Local Planning Authority in

writing ahead of any subsequent changes.

Reason: To control the use of the car park in the interests of highway safety and site management.

31. Litter Bins (Pre-Use Condition)

Before the use of the Community Hub building hereby approved commences, litter bins shall be provided in accordance with a scheme to be first submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be retained and managed during the lifetime of the development.

Reason: To ensure that adequate facilities are provided for the collection and disposal of litter likely to be generated by this mixed-use development.

32. Signage Strategy (Pre-commencement)

Prior to the commencement of the development, a "Signage Strategy" providing signage information to be located within the site shall be submitted to and approved in writing by the Local Planning Authority for use in the determination of any subsequent applications for Advertisement Consent. The Strategy shall include details of a universal fascia size, means of projection, the use of materials and the form of illumination. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of visual amenity by securing some uniformity in the signage of the development whilst not preventing a successful corporate branding.

33. Servicing and Delivery Management Plan (Pre-Use)

Prior to each building first coming into use, a 'servicing and delivery management plan' shall be submitted to and approved in writing by the Local Planning Authority for the relevant building. This management plan shall incorporate measures for mitigating noise and disturbance to residents and shall subsequently be carried out in accordance with the approved plan for the lifetime of the development.

Reason: In the interests of residential amenity and highway safety

34. Refuse Management Plan (Pre-occupation)

Prior to each building first coming into use, a Refuse Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Refuse Management Plan shall provide details of a collection point for refuse and recycling and the movement of containers to and from the collection point on collection days. With the exception of collection days, the refuse and recycling containers shall be kept only within the approved storage areas and shall subsequently be carried out in accordance with the approved plan for the lifetime of the development.

Reason: To ensure the development functions well and in the interests of visual and residential amenity.

35. Cycle storage facilities (Pre-Occupation)

Before the development hereby approved first comes into occupation/use, secure and covered storage for bicycles shall be provided in accordance with details to be

first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved for the lifetime of the development.

Reason: To encourage cycling as an alternative form of transport.

36. Sustainable Drainage Systems (Pre-Commencement)

Prior to the commencement of the development hereby approved, a scheme for surface water drainage shall be submitted to and agreed in writing by the Local Planning Authority. The scheme shall be informed, and accompanied, by an assessment of the potential for disposing of surface water by means of a sustainable drainage system, in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority.

Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The agreed means for disposing of surface water shall be fully implemented in accordance with the agreed details before the development first comes into use and thereafter retained as agreed.

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

37. Public Sewer protection (Pre-commencement)

Prior to the commencement of development, details of the measures to protect the public sewer from damage during the demolition and construction shall be submitted to and approved by the Local Planning Authority in writing. The measures shall be implemented as approved for the duration of demolition and construction works.

Reason: To safeguard the public sewer.

38. Surface/Foul Water Drainage (Pre-commencement)

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

Reason: To ensure satisfactory drainage provision for the area.

39. Demolition & Construction Management Plan (Pre-Commencement)

Before any development works are commenced, a Demolition and Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority which shall include details of:

- a) compliance with table 5.5 of the approved Air Quality Assessment, including details on how these measures will be implemented, monitored and enforced;
- b) parking of vehicles of site personnel, operatives and visitors;
- c) loading and unloading of plant and materials;
- d) details of cranes and other tall construction equipment (including the details of obstacle lighting);
- e) details of temporary lighting;
- f) storage of plant and materials, including cement mixing and washings, used in constructing the development;
- g) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- h) measures to be used for the suppression of dust and dirt throughout the course of construction;
- i) details of construction vehicles wheel cleaning; and,
- j) details of how noise emanating from the site during construction will be mitigated.

The approved Demolition and Construction Management Plan shall be adhered to throughout the development process.

Reason: To ensure residual dust impacts are compliant with the policy and are non-significant. To reduce the impact of dust on human health, the environment and amenity value.

40. 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	09:30 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.

Policy context

Core Strategy - (as amended 2015)

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

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

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
SDP19	Aerodrome & Technical Site Safeguarding & Airport Public Safety Zone
SDP21	Water Quality and Drainage
NE4	Protected Species
HE6	Archaeological Remains
CLT3	Protection of Open Spaces
CLT8	Southampton Sports Centre
REI7	Food and Drink Uses (Classes A3, A4 and A5)

Bassett Neighbourhood Plan (July 2016)

BAS1	New Development
BAS2	Consultation
BAS4	Character and Design
BAS7	Highways and Traffic
BAS9	Trees BAS
BAS13	Southampton Sports Centre and Southampton City Golf Course

Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)

Relevant Planning History

A number of applications seeking approval for portakabins for storage and flood lighting have been approved but not included below.

Case Ref	Proposal	Decision	Date
03/00467/FUL	Erection of club house and elevated balcony area.	Conditionally Approved	04.07.2003
940081/W	Erection of a covered stand on the athletics track	Conditionally Approved	23.02.1994
940859/W	Change of use of 1st floor of the golf course pavilion to restaurant with 2 storey extension to house new staircase and elevational alterations	Conditionally Approved	11.10.1994
950797/W	Extension to car park at the end of Thornhill Road and provision of access ramp to bowling green	Temporary Permission	21.09.1995
960383/W	Re-building of block 2 (changing rooms)	Conditionally Approved	14.06.1996
08/00097/FUL	Erection of single-storey clubhouse by south-west area of athletics track .	Conditionally Approved	26.03.2008
14/01495/FUL	Provision of 2 x artificial cricket wickets to replace existing turf.	Conditionally Approved	04.11.2014
22/00165/SCR	Request for a Screening Opinion under the Town and Country Planning Environmental Impact Assessment, Regulations 2017 for the proposed redevelopment of an outdoors sports centre to deliver a myriad of new facilities and associated amenities	No Objection	11.03.2022
901357/WC	Floodlighting and extension to tennis courts	Temporary Permission	12.12.1990
1580/W7	Clubhouse and changing facilities	Conditionally Approved	29.09.1981
1527/W8	Single-storey extension to restaurant	Conditionally Approved	26.07.1977
1517/W21	Extension to pleasure park, erect store and install equipment at children's park	Conditionally Approved	11.01.1977
1494/W17	Children's amusement park, office and changing room on the putting green	Conditionally Approved	15.07.1975

Full consultation responses

SCC Highways Development Management

Initial Highways Comments

The Southampton Outdoor Sports Centre (SOSC) is in the north-west of the city close to the boundary with Hampshire.

The proposal is to regenerate the aging multi-sports facilities with

- New 'Hub' offering changing facilities, gym, café, administration, and multi-function rooms, plus three indoor tennis and netball courts;
- Three new floodlit artificial football pitches (2x9v9 and 1xfull sized), whilst retaining 7 existing grass pitches;
- Two existing all-weather hockey pitches upgraded with improved lighting & storage;
- Significant improvements to Alpine Snowsports with new ski lodge, 1x learner slope, 2x varied slopes, new lifts & surfacing;
- Transformation of the 'Family Zone' including children's play area, splash pad, outdoor gym, skateboard area, pump track & learn-to-ride area, and multi-function pavilion;
- Improvements to existing athletics track with new 240 seat grandstand and clubhouse to provide facilities not within the 'Hub';
- Improvements to 4 cricket pitches with artificial wickets and drainage;
- Additional cycling facilities – cyclo-cross, woodland bike trail, and cross-site cycle routes (linking into Southampton Cycle Network - SCN); and
- Car parking including EV charging points.
-

These are initial highway comments and further information is required for final comments to be provided.

Trip Rates

The range of uses at the site are expected to generate 180 trips two-way trips from the development. This hasn't been estimated using TRICS but from a bespoke method for the football pitches, alpine ski centre, and removing one cricket pitch.

An independent search for 5 a side pitches had been carried out using TRICS database – please note there was not much data for ski slope. The results indicated that the bespoke method used for this Transport Assessment (TA) assessment raises more trips than what TRICS suggests and therefore is considered to be a very robust assessment.

Junction Assessments

Assessments have been carried out at 7 junctions surrounding the site. These indicate that capacity will not be impacted at any junction as a result of the development in the assessed peak periods. Trips have been allocated to the network with 58% going to Hill Lane car park and 42% to Dunkirk Road car park.

The anticipated increase in trips at Hill Lane/Lordswood Road mini-roundabout is exceeding capacity in PM and Saturday peaks with the additional OSC traffic. The greatest increase is on Hill Lane north arm (exiting from OSC) and Lordswood Road. Queuing at this location could increase particularly in PM peak. Mitigation measures

would be required here to improve the pedestrian crossing across Lordswood Road, upgrade the existing pelican crossing on Hill Lane and a dynamic car park management process that directs traffic to Dunkirk Road car park in preference to Hill Lane.

The Lordswood Road/Dunkirk Road junction will become one of the main accesses to the OSC for vehicle traffic with the new car park. This will increase the level of traffic through the junction, the assessment is based on 40% of OSC traffic going to this car park. The layout of the junction has visibility constraints for traffic exiting Dunkirk Road to the left. Increases in traffic would have further concerns for left and right turning traffic. Queuing traffic here may impact on safety of junction, therefore mitigation would be required to manage traffic through traffic management (as part of a wider Active Travel Zone) potentially re-routing exiting Dunkirk Road traffic to Coxford Road with supporting measures.

Parking

There is limited justification for the new car parking or calculation of the parking standards in line with the Parking Standards SPD. The Planning Statement notes that this level of provision is required “given the nature of many of the sports that people will be traveling to the Site to take part in which require a varying degree of sporting equipment, it is strongly asserted that travel by car may well be the only appropriate means of getting to the Site. In this way, it would be inappropriate to expect many users to travel via public transport or more sustainable means of travel such as cycling or walking given the amount of equipment many will need to bring with them.”

This could be considered appropriate for those coming from a wider distance and how the OSC is utilised over the day and week. The parking provision would need to be flexible enough to allow for larger scale events without encouraging excessive levels of traffic to the site. Some trips can be considered as link trips – having more than one purpose, and there will be those local trips that can be made by walking, cycling or public transport.

Parking surveys were carried out in 2018 and revalidated in 2021. However, the data from the parking surveys is not included and no comment can be provided for on and off-site parking. This information is required to arrive at a conclusion.

Overspill parking – the Dunkirk Road and Salerno Road areas are covered by a recent expansion of Residents Parking Zone 26. Consideration for expansion of other Zones around the SOSC are being taken forward. Additional restrictions such as limited waiting or double yellow lines would also be required on affected roads around the OSC.

Alignment with standards – while there is no one standard for this type of development an amalgamation from the Parking Standards SPD could be used to calculate – sports hall (proxy for The Hub), playing pitches (football & hockey), tennis courts and sports stadia (athletics track). This is taken for just for the new facilities not those which are being upgraded.

Facility	Standard	Proposed Size	Max Parking Spaces
The Hub	1/10m ²	4,082m ² (estimated)	408
Tennis Courts	3/court	3 new courts	9
Playing Pitches	12/hectare	2.5ha (2x new football, 2x new hockey)	30
Sports Stadia	1/15 seats	240 seat grandstand	16
		Total	463

Under the parking standards the total maximum parking spaces would be 463. The current parking provision at the OSC is in two car parks accessed from Hill Lane, Vermont Close, and a further 1 on Dunkirk Road. These are proposed to be retained. There are no parking restrictions in any of the car parks.

Car Park	Existing	Proposed
Hill Lane (Triangle)	69 (inc 3 disabled & 2 coach)	69 (inc 3 disabled & 2 coach)
Thornhill Road	62 (inc 2 disabled)	62 (inc 2 disabled)
Alpine Ski Centre	18	18
Dunkirk Road (Existing)	53 (inc 5 disabled)	53 (inc 5 disabled)
Dunkirk Road (New)	N/A	275 (inc 15 disabled)
	202 (inc 10 disabled)	477 (inc 25 disabled)

The proposals are to retain the existing car parks with a new car park accessed from Dunkirk Road is for 275 spaces. Combined with the retained 202 spaces this provides 477 spaces. This would be higher the maximum parking standards as calculated. Should be noted that there will be retained uses that are upgraded and would attract trips to the site for parking.

A balanced approach is required and that the additional spaces will accommodate the uplift in quality. Some uses will not be in use at the same time with cricket season not happening at same time as football. However, increase in all-weather pitches does increase the level of overlap between activities. Other activities might not happen at the same time and be staggered across the day depending on requirements. Some trips might be linked with users going to a sports activity and then café afterwards.

It is unclear on how the car park will be controlled in terms of limited waiting. With the intensification of uses turnover of spaces is needed to ensure there is sufficient capacity.

Further information and justification is required for the parking and how it will be used to make a final conclusion.

A disabled space is indicated at the new Athletics Grandstand, it is unclear how this is accessed without driving along the proposed segregated cycle path along the Central Access Road. This wouldn't be a safe option is not managed correctly where the driver would be managed in (very low speed) at non-busy times. The provision of this does provide access for those who need it to the athletics track but does present a safety issue for users of the site.

The level of EV charging spaces will need to be increased and should provide 15% of total spaces to be active (fully installed and ready to be used – majority should be quick charge) with the rest being passive (infrastructure provided such as ducting etc. to ensure easy and practical future installations).

Accesses

The existing vehicle access are from Winchester Road (for Alpine Ski Centre) and Hill Lane – these are proposed to be retained.

A new access is being installed for the proposed car park, there is limited information on sight lines and swept path for vehicles accessing from Dunkirk Road. Further information is required on this.

Servicing

The new Community Hub, Alpine Ski Hut, Family Hub, and Athletics Hub are to be serviced from the existing Central Access Road as currently. As noted, the masterplan has the Central Access Road being converted to a segregated two-way cycle route. The servicing would need to be managed through a Service

Management Plan condition that restricts the times for collection to non-busy times. There is no information on tracking for service vehicles or how they will access the refuse store. Further information is required on this.

Sustainable Transport Access

The SOSC is already a generator of sustainable transport trips and with the greater offer of facilities this will expand. Cycling, walking and wheeling routes to the site are either not provided or of a poor quality. There is a permissive cycle route through the site from the Golf Course to Thornhill Road with a connection to Winchester Road. However, other routes are not provided.

The site is near the Southampton Cycle Network (SCN) routes 4 (via Hill Lane), 5 (via Bassett Avenue), and 8 (via Winchester Road). These provide cycle connections to the City Centre, Southampton Common, University of Southampton, University Hospital Southampton and the surrounding residential areas. The connections into the site require improving.

Walking and wheeling access varies with several access points with varying quality of facilities.

Improvements are proposed to the cycle, wheeling and walking routes through the site with a main spine segregated two-way ped-cycle route going from the north-east corner of site to Dunkirk Road and Coxford Road. This is welcomed to provide a good strong sustainable spine through the core of the development. This should be designed to LTN1/20 standards. It is unclear how this will be managed with service vehicles/disabled users accessing the Athletics Grandstand and Alpine Lodge.

The site is served by limited public transport, the U6 (15-min frequency weekday, 30 mins Saturday, hourly Sunday) provides access along Winchester Road and the X11 (5-6 trips per day Mon-Fri only) services Hill Lane, Lordswood Road and Dale Valley Road. Poor public transport access to the OSC and Lordswood/Hill Lane has been highlighted in the Bus Service Improvement Plan (BSIP) as a bus desert that is not

served by commercial services. Service enhancements to increase frequencies and into weekend in these areas would help to improve accessibility.

Short-stay (ie public) cycle parking is being provided a locations across the SOSC such as The Hub building, The View, Alpine Centre and Athletics Track. The total number of spaces is not quantified so it is difficult to assess. Under the Cycle Parking Standards for 'Other Leisure Facilities e.g. sports grounds, playing pitches etc' the required level of parking provision will be decided on a case-by-case basis. Therefore, we would expect sufficient covered, secure, lit and accessible cycle parking at or near to the different uses. Given the range of uses and potential users a significant amount (around 200) spaces should be provided. This needs to be clarified.

Long-stay (ie for staff) cycle parking is being provided within the Hub. This is not quantified and needs to be clarified.

Mitigation

To mitigate the impact of the increase in trips and to provide viable alternatives to driving a comprehensive package of walking, cycling, wheeling and bus facilities is required – to be designed in line with LTN1/20. No information is provided on the mitigation measures, therefore the following areas need to be addressed:

- Walking and wheeling access from Coxford Road, Dunkirk Road, Hill Lane, Vermont Close, and Golf Course Road
- Onwards cycle connectivity from the site to Winchester Road, Bassett Avenue, Hill Lane, University, Hospital, and Lordshill.
- Improvements to local bus services
- Cycle parking across the site needs to be secure, covered and in visible locations
- Provision for micromobility (escooters and cycle hire)

We have worked closely with the applicant team and have agreed in principle, an addendum to be submitted along with the following mitigation measures. Once the addendum TA is submitted to address some of the issues covered in this report, final comments can then be submitted.

A list of potential highway mitigation measures could include:

- 'Battle Estates' Active Travel Zone – measures to improve walking and cycling access to OSC and manage traffic entering & exiting the new car park - Junction improvements at Dunkirk Road/Lordswood Road with new pedestrian crossings and better sightlines, one-way system on Dunkirk Road and Arnheim Road to direct exiting traffic to Coxford Road, parking restrictions on Dunkirk Road, contraflow cycle route from cycle route to Lordswood Road, and continuous footways at Dunkirk/Coxford and Dunkirk/Arnheim, contraflow cycle lane on Dunkirk Road;
- Segregated cycle route on SCN9 Winchester Road that forms a link from Thornhill Road to Southampton Common and onwards to the City Centre, University of Southampton and Hospitals;
- Parking restrictions in Thornhill Road area (Hill Lane, Thornhill Road, Highclere Road & Rockleigh Road)
- Enhanced Variable Message Sign on Hill Lane

- Hill Lane – upgrade existing pelican crossing to toucan, cycle routes and pedestrian crossing/continuous footway across Lordswood Road;
- Bus Stop improvements to 8 bus stops (on Dale Valley Road, Lordswood Road, Hill Lane & Winchester Road) and funding towards evening/weekend bus services to OSC;
- Quietway works to Coxford Road, Dunkirk Road, Golf Course Road and Vermont Close to provide additional walking and cycle access points; and
- Pedestrian and cycle improvements to roundabout at Hill Lane/Winchester Road to make it safer to access and link to SCN4 on Hill Lane

Other conditions

- Design for the Central Access Road cycle route
- Travel Plan
- Delivery & Servicing Plan including Service Management
- Construction Management Plan
- Car Park Management Plan

SCC Public health

Introduction

Physical activity makes an important contribution to a range of health outcomes such as reducing levels of obesity and improving cardiovascular health and mental wellbeing. National guidelines from the UK Chief Medical Officers recommend that adults between the ages of 19 and 64 should take part in at least 150 minutes of moderate intensity activity or 75 minutes of vigorous intensity activity a week. Children aged 5 to 18 should be aiming to do at least 60 minutes of moderate to vigorous intensity physical activity a day. The latest available data for Southampton from the Active Lives Survey for 2020/21 shows that only 64.8% of adults aged 19-64 and 38.8% of children aged 5-18 were meeting these respective targets. Both of these percentages are lower than the national averages for England which are 65.9% of adults and 44.6% of children respectively. Southampton's Outdoor Sports Centre (OSC) is a critical part of the city's infrastructure for promoting and supporting local residents to engage in physical activity. Overall, the Public Health team welcome these proposals to regenerate and enhance the OSC facilities, improving the experience of existing users and hopefully encouraging new users. We do however have some suggestions for improving the scheme and recommendations for conditions that should be applied to any grant of planning permission in order to secure benefits or mitigate any potential negative health impacts.

Mixed-Use Design and Community Benefits

We welcome the range of facilities that are proposed at the OSC. In particular, we welcome the introduction of the Central Hub which is proposed to act as a wider community facility by including a number of different flexible, multi-use spaces including a social space, meeting rooms and health and wellbeing rooms. We recommend that a planning condition or obligation be used to secure a management plan setting out how these elements will be operated to maximise their use and benefit for the local community.

Economy and Employment

In it unclear from the submitted documents whether there will need to be an increase in the number of staff working at the OSC once the improved facilities are delivered. We do expect that a number of employment opportunities will be created during the construction phase. We would suggest that an Employment and Skills Plan is secured via planning condition or obligation to identify employment and training opportunities during the construction and operational phases. This would assess the proposal's compliance with Core Strategy Policy CS24. The Plan should demonstrate how the proposals will support those residents of the city who have difficulty entering or returning to the labour market and how they will be upskilled. Helping local residents into work and improving their skillsets will reduce socioeconomic inequalities which in turn are a major contributing factor to health inequalities observed in the city.

Access to Open Space and Nature

We are glad to see that, in addition to the proposed improvements to the sports pitches, the opportunity is being taken to make enhancements to the wider setting of the OSC through new landscaping and planting. This will help make the site more attractive and welcoming and will help support physical activity such as walking and cycling. As these landscaping enhancements will be an important part of attracting people to the site ensuring compliance with Core Strategy Policy CS13, it is important they are maintained in the long-term. We would therefore suggest details of the proposed maintenance regime should be submitted for approval as part of a planning condition.

As part of the mitigation for the loss of one of the cricket pitches we note that the quality of the other cricket pitches is to be improved so they can accommodate additional games. These measures should be subject to a planning condition to ensure their implementation.

Opportunities for All

We note from the application documents that a 'Family Zone' is proposed but the details of this are to be the subject of a separate planning application. Whilst we welcome the ambition to include spaces for children and young people, we reserve judgement until we have seen the proposals for the Family Zone in detail and would ask that we be consulted when that application is received.

We are aware that the site is undulating which has necessitated the proposed use of steps and ramps in footpaths to access parts of the site and some of the proposed buildings. To ensure the proposals are compliant with Core Strategy Policy CS13, in that they are accessible to all users including older people and Disabled People, we would suggest the Planning team seek comment from the Council's Disability Forum, or an appropriate community organisation such as Spectrum CIL, if it has not done so already.

Climate Change and Sustainability

Climate change is predicted to have a number of negative health impacts. Efforts to reduce climate change are therefore important for future health and we are encouraged by the positive approach to sustainability taken in the development. This includes the proposed use of sustainable materials and waste management techniques during construction, the installation of zero and low carbon energy technologies such as PV panels and heat pumps, and use of efficient fittings, fixtures

and lighting. We are glad to see that BREEAM Excellent certification is being sought for the Central Hub building and that credits are being sought from all the health and wellbeing categories. From review of the initial BREEAM Assessment we would encourage the project team to revisit the potential for achieving the Hea02c (emissions from construction products) and Hea02d (post-construction indoor air quality) credits. This would help ensure delivery of a building that maximises health and wellbeing and could put the Central Hub building on a pathway to achieving BREEAM Outstanding which would highlight the city and the Council's commitment to the Green City Charter. We would suggest a planning condition be used to secure engagement with the BREEAM process including submission of a final BREEAM certificate confirming the final level achieved. It should be specified in the condition that credits must be achieved in all the health and wellbeing categories.

Transport and Travel

The presence of car parking can discourage the use of active travel and public transport which are important for health through increasing physical activity and reducing emissions, therefore, the decision to increase the level of parking on the site is of concern. We understand the reasons for this in terms of addressing on-street parking in surrounding roads, encouraging greater use of the facilities by Disabled People and because carrying bulky or heavy sports equipment on public transport may not be feasible. However, we recommend the measures in the submitted Travel Plan be fully implemented to reduce any further demand for parking. The implementation of the Travel Plan should therefore be secure by planning condition or obligation and should be monitored in the long-term to ensure its ongoing effectiveness. We would also query whether the Travel Plan could go further in opening discussions with local travel operators to bring a more frequent bus route within the 400m catchment of the OSC or to secure some car club spaces. To encourage greater use of active travel to reach the OSC a number of features are proposed including improvements to the main route through the site to create a shared space, creation of a new circular walking route and a new footpath along Dunkirk Road, along with the installation of bike storage facilities for visitors and staff. However, it is unclear whether these bike storage facilities will be able to accommodate larger bikes such as cargo bikes being used to move sports equipment and bikes with a child trailer or tagalong that might be used by families. The arrangement of the bike storage facilities should be altered to accommodate these larger bikes if they have not been previously considered.

Environmental Hazards

Construction can have a detrimental impact on health through increased noise, vibration and air pollution, and construction vehicle movements can pose a road safety risk, particularly to pedestrians and cyclists. We would therefore recommend that a Construction Environmental Management Plan (CEMP) setting out how these issues will be mitigated is secured via condition.

Measures are proposed in the submitted Indoor Air Quality Assessment to ensure that a good level of indoor air quality is achieved in the proposed buildings to prevent issues that can contribute to incidence of respiratory disease. Whilst we would defer to our Environmental Health colleagues regarding the appropriateness of these measures, we would suggest that the implementation of any final agreed measures should be secured via a planning condition.

Measures are proposed in the submitted Noise Impact Assessment to reduce the impact of noise from the proposals on sensitive receptors including nearby dwellings and users of the adjacent golf course. Again, whilst we would defer to Environmental Health colleagues on the appropriateness of these measures, we would still suggest that any final agreed measures should be secured via a planning condition.

We note that parts of the site are in Flood Zone 3. Flooding can cause serious detrimental impacts to health through loss of life, injury and harm to mental wellbeing through trauma and stress. We are aware the nature of the proposals means users would be less vulnerable to flooding. Nevertheless, it is vital that a sound approach to flood management, including the use of sustainable drainage systems (SuDS), is devised to ensure the safety of visitors and staff to the OSC, as well as those living and working in the surrounding areas. We defer to colleagues in the LLFA regarding the appropriateness of the flood mitigation and SuDS measures proposed but would suggest that planning conditions be used to secure any further required details, along with plans for the long-term management and maintenance of these systems to ensure they remain effective.

Conclusions

Subject to the conditions and recommendations above, the Public Health team supports the proposed regeneration and enhancement of the OSC. The proposals will enrich the experience of existing users and encourage new visitors to the OSC. This will help increase physical activity rates in the city, in line with the We Can Be Active Strategy, and contribute to improved health outcomes.

Should you have any queries regarding this response or require further public health advice and guidance in relation to this application, please do not hesitate to contact us.

Sport England

Thank you for consulting Sport England on the above application for the redevelopment of the Outdoor Sports Centre to provide:

- a new community Hub and indoor tennis and netball facility,
- new Alpine snowsports centre,
- new family zone,
- new athletics pavilion and grandstand,
- new 275 space woodland car park accessed via Dunkirk Road (following the removal of a cricket pitch),
- together with the provision of new and upgraded football pitches and,
- retention and upgrade of cricket and hockey pitches,
- improved facilities for cycling and walking and enhanced landscaping.

Sport England - Statutory Role and Policy

It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (in particular Para. 99), and against its own playing fields policy, which states:

'Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'

Sport England's Playing Fields Policy and Guidance document can be viewed via the below link:

https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy .

The Proposal and Impact on Playing Field

The Outdoor Sports Centre (OSC) is a large and strategically important multi-sport site which comprises a broad range of sports facilities and associated ancillary provision. It currently includes:

- 3no. senior and 2no. junior cricket pitches;
- 5no. senior football pitches; 1no. junior football pitch; and 6no. mini-soccer pitches;
- 2no. hockey AGPs;
- 10no. netball courts / 12no. tennis courts;
- an Alpine Snowsports Centre;
- a Cyclecross/BMX;
- bowling greens; as well as
- a former paddling pool; crazy golf; pleasure park; and
- ancillary provision to support use of these sports facilities.

Sport England has previously provided pre-application advice on the proposal. To summarise, Sport England stated that we would be able to support the application as it was considered capable of meeting both our E5 and E2 exceptions. These set out:

E5 - 'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

E2 - 'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'

However, Sport England did raise some issues in respect of the impact on cricket: the loss of one of the pitches and mitigation; and potential ball strike risk; the multi-sport use of the ancillary provision and the proposed mix of football AGP provision. We asked for further work on these elements of the proposal.

The Proposal

The proposed development comprises:

- improvements to the remaining 4no. cricket pitches inc. drainage improvements;
- retention of 2no. junior grass football pitches; 5no. mini-soccer pitches; and provision of 2no. 9x9 football AGPs and 1no. full size football AGP with sports lighting;
- improved sports lighting and storage for the retained hockey AGPs;
- a new community Hub building encompassing changing facilities; café; flexible use space; gym; 3no. covered netball/tennis courts (retention of 7no. netball/9no. tennis courts)
- improvements to the Alpine Snowsports Centre;
- New pump track and learn-to-ride area as well as improved cycle routes across the site;
- New athletics clubhouse and spectator stand;
- New family zone including skatepark; outdoor gym; children's play area; and new pavilion (we are aware this is subject to a separate planning application).

Impact on the playing field

Sport England considers that the proposal's main impacts on the existing playing field are:

- The loss of the southernmost senior cricket pitch to provide for the new woodland car park;
- The loss of 4no. senior natural turf football pitches to provide for 1no. full size 3G AGP and 2no. junior size (9x9) 3G AGPs;
- The potential loss of 1no. natural turf mini-soccer pitch to provide for the family zone proposal. Although this would be considered under a separate planning application and is not material to the consideration of this application.

Sport England is also aware that an assessment of ball strike risk was carried out in respect of the remaining 4no. cricket pitches in light of the proposed new and enhanced sports facilities located in close proximity to the cricket pitches. However, the assessment identified a very high level and coverage of ball stop netting in order to fully mitigate the risk. This was considered impractical and unfeasible. It should be acknowledged that the site has always accommodated cricket alongside other sports. Sport England is therefore comfortable that the ball strike risks have been assessed and these can be addressed through appropriate site management and signage. Sport England therefore does not consider that the potential risk of ball strike prejudices the use of the playing field or other sports facilities.

Consultation with the national governing bodies for sport

Sport England has consulted the relevant governing bodies for sport and we have received the following comments.

The Football Foundation on behalf of the FA comments that the Outdoor Sports Centre proposal provides a significant increase in capacity to support high levels of football demand locally. The site is identified in the emerging Southampton Playing Pitch Strategy (PPS) as having significant issues with overplay. The proposed 3G FTP provision will help address recognised youth football capacity issues. The PPS also identifies a need to move 9v9 football to a central venue at the Outdoor Sports Centre, which this proposal will facilitate. In turn, this will release space for much needed youth 11v11 provision and provide the correct size of pitches for 9v9 to be played on instead of over playing adult natural turf pitches. The PPS also states that consideration should be given to providing 1no. full-size 3G FTP, plus 2no. 9v9 3G FTPs at the Southampton Outdoor Sports Centre, which this proposal fulfils. The proposed 3G FTPs are replacing poor quality natural grass pitches, therefore providing significant quantitative and qualitative improvements.

The Football Foundation goes on to comment that the proposed improvement of ancillary facilities and increased car parking will also contribute to maximising usage and user experience of the sports facilities at the Outdoor Sports Centre. The Foundation comments that the plans have been produced in accordance with Sport England clubhouse design guidance, and Football Foundation's 'Designing your Changing Room: Key Design Considerations for your Changing Pavilion Project'. The 3G FTPs will be delivered through the FF 3G Framework to ensure they are built to the required specifications.

Additionally, there are also planned grass pitch improvement works at the site. There is an agronomist report by TGMS setting out the pitch improvement works recommendations. This will form a key part of the wider site improvements.

The Football Foundation and Hampshire FA are therefore fully supportive of the proposals, which also meet a need identified, and recognised as a priority project – both with respect to FTP provision and ancillary improvements, in Southampton's Local Football Facility Plan (2020).

The ECB comments that both the ECB and Hampshire Cricket Board (HCB) have been engaged with this proposal since its inception.

The HCB has provided an overview of the cricket played at this site, the impact of losing one pitch and enhancements to those remaining pitches and also in other areas of the City.

The ECB considers that the elements of the mitigation plan for cricket at the Outdoor Sports Centre have been carried out. This includes:

- GMA Cricket Squares Report completed May 2022 and within the planning application supporting documents. This follows the TGMS report done in 2018 which includes significant drainage and fine turf improvements. This makes

recommendations throughout the whole site and some are already costed (c£168k) in the OSC project plan. The GMA report identifies 3 areas of recommendation (short, medium and long term). The improved quality of squares is key. These recommendations seem detailed and well thought through. However, Southampton City Council need to understand final cost and manpower implications especially for ongoing maintenance. It is considered that City Services have the expertise (especially with additional training) and equipment to undertake these improvements.

- The ball strike risk assessment for the 4no. remaining cricket pitches was completed in July 2022. SCC and OSC management are very concerned that the recommended mitigation for 4 pitches of 160 metres per pitch of 18m high fencing are not practical, and it is understood that the proposals would not be agreed by the planning authority. The ECB believe a more practical approach is for a local risk assessment and interventions such as signage to highlight awareness when matches are in progress, repair/replacement to existing fencing (especially pitches 3 and 4) and programming to avoid activity clashes.
- Provision of water and sprinkler points – Following discussion with City Services it is proposed for the OSC project to provide water points around each of the 4 squares. None currently exist.
- Agreement in principle for the need for improvements and to work with SCC services and accept proposed training to improve other pitches. It is not possible to reinstate Hoglands to its prior use which suffers from anti-social behaviour but SCC are prepared to work with HCB to look at potential alternative cricket use at Hoglands, such as urban cricket, or informal cage cricket or cricket within the Playzone pilot under consideration. Ancillary facilities for Hoglands were removed a few years ago.
- Agreement to overcome strong reservations about the current capability of Southampton City Council / Active Nation's combined ability to provide mitigation by improving the quality of fine turf facilities by completion of the project. There is no doubt standards have dropped. ECB/HCB and SCC to meet more regularly to improve profile of cricket and understanding of requirements
- The response includes a proposal under Hampshire Cricket Board's new County Facilities strategy (still under development) to provide fully funded appropriate training and support to Southampton City Council / Active Nation to improve the preparation, maintenance, quality, capacity and quantity of its fine turf facilities. Proposed possible other areas of mitigation to be discussed and agreed.
- 2no. new NTP (artificial) wickets in pitches currently numbered 4 and 5 (c£8.5k each) with correct run offs –To be discussed no decision made. The ECB and HCB are considering this within a wider Urban Plan.
- Shelter refurbishment. Note these are not intended to be long term wet weather shelters (buildings) and provide shelter from sun and provide a scoring table. Also not intended to replace Hub facilities. To further discuss. Note, if safeguarding concerns, this is a club responsibility and use should be made of the Hub.
- Consideration of pitches currently numbered 4 and 5 to become primarily junior pitches and not to be open age.

- The Masterplan will accommodate extended opening hours by Active Nation which may increase capacity for bookings at weekends.
- Increased use of Pitch Power app (should be available for cricket use later in 2023) to aid quality monitoring and also marking by teams.

Considering the new Community Hub building, first floor lift access should be fully compliant with Sport England accessibility guidance is considered:

<https://www.sportengland.org/media/4508/accessible-sports-facilities-2010.pdf>

Also, the changing room designs and lay-outs should meet the respective NGB and Sport England Guidance notes, for Cricket TS5.

Both the ECB and HCB are supportive of this project and impact it will have on the community.

England Hockey comments that the proposed lux levels for the 2no. existing sand based AGPs will be illuminated to 300 Lux average at 0.70 uniformity. England Hockey strongly recommends that 350 lux levels are achieved as a minimum requirement for training and match play. England Hockey is concerned about the lack of changing provision for the two-sand based AGPs. England Hockey would like to see an increase in capacity to six changing rooms. There is considered to be potential for up to ten match slots available on the sand based AGPs at peak times, with a mixture of male and female players/teams. Alongside both football/cricket usage, the proposed set up presents an unmanageable model. Varying start times, duration of games and cleaning schedules would all need to be factored in. All Saturdays/Sunday's hockey start times are set by the league and reflect the level of play, and associated travel times for away teams, these are not negotiable. England Hockey would also raise concerns over transfer of contaminants from natural turf being left in corridors and changing rooms area between usage that could negatively impact on the AGPs if transferred on footwear/GK equipment. It is a league requirement that changing rooms are provided for teams to use. The changing room space for players, substitutes and their equipment requires a minimum changing area of 20sqm for hockey. At present two of the changing rooms do not meet this specification. England Hockey would want to see a total of six changing rooms incorporated into the proposed build to cater for different user groups and varying game formats, but importantly future proofing the site for growth across sports. England Hockey would also like to see a Community Use Agreement (CUA) developed as a condition of planning, covering all community sports clubs linked to the proposed development.

The LTA comments that they have been engaged with the proposed project to bring indoor tennis to the Outdoor Sports Centre for some time. There are no community-accessible indoor tennis facilities in Southampton as well as, and a low number of outdoor community-accessible pay-and-play park tennis courts. Where compared to neighbouring cities such as Portsmouth, where there are 2 Community Indoor Tennis Centres housing 8 indoor courts and 15 community outdoor courts spread across the city. Southampton is underprovided with only 7 park site courts with a high proportion of those being in poor condition.

The LTA continues to remain supportive of the project to bring covered tennis to the Southampton Outdoor Sports Centre, providing the local community with access to

year-round playing opportunities as part of a wider community multi-sport development. We have confidence that the tennis centre will be well used. Within a 20 minute drive time there is a total population of 497,000 and a tennis demand of 82,204.

The improvement of the Outdoor Sports Centre as a whole will create an accessible and vibrant multi- sport facility for the community. The LTA comments that they are fully supportive of the proposals.

England Netball comments that they are fully supportive of the plans to cover 3no. of the outdoor netball/tennis courts at Southampton's Outdoor Sports Centre. With 10no. floodlit courts, it is considered one of the largest netball centres in England, and a key venue for the sport. It is home to a number of leagues and recreational programmes throughout the year, with 131 teams participating. This equates to approx. 1,000 women and girls playing during the peak season per week. It is the base for grass roots competition, together with social and introductory levels of the game. The improvements will help the game to grow, thrive and provide exceptional experience for participants, in line with our Adventure Strategy ambitions.

Snowsport England comment that they have been consulted on the plans for the new Alpine centre and that their comments have been incorporated into the design. Snowsport England comments that it is fully supportive of the planned development.

British Cycling comments that it is working closely in partnership with Southampton City Council to provide cycling activation at the site, and the proposed development master plan will have a great positive impact on cycling. British Cycling considers that the area's design is both appropriate and well thought out, providing the right range of opportunities.

Sport England did not receive any comments from England Athletics (EA).

Evidence of need/Playing Pitch Strategy (PPS)

Southampton City Council (SCC) has been developing an assessment of their quantitative and qualitative playing pitch needs through a Playing Pitch Strategy (PPS). The work is not complete, however, emerging findings are now available which can be given some weight in the planning process.

Overall, the PPS identifies that from a city-wide perspective, there are a number of relevant findings:

- There is a need to address the overplay of adult 11x11 natural turf pitches by both youth 11x11 football and junior 9x9 football;
- A significant proportion of used pitches (over 1/3) are unsecured for community use;
- All 5x5 and 7x7 mini-soccer is played out of borough at central venue sites. It is considered that as the demand outgrows the central venue at Stoneham Lane, the Outdoor Sports Centre could be used to meet this demand;
- There are very few good quality pitches (less than 10%) and that improving the quality of pitches is a priority;

- There is a desire to provide a 3G AGP central venue to meet the Southampton District Tyro League U11 age group and to meet future growth in the Eastleigh District Mini Soccer League;
- The study identifies a current shortfall in 3G AGP provision of 1no. full size 3G AGP which increases to 2no. 3G AGPs in the future. This takes account of those 3G AGP projects which are planned but haven't yet been completed and made available;
- There are existing shortfalls in junior 9x9; youth 11x11 and adult 11x11 natural turf pitch provision in the peak period and these are exacerbated into the future;
- Shortfalls in pitch provision are also identified in other sports, namely, cricket and rugby;
- The study also finds that there is a current shortfall of natural turf cricket pitches which increases into the future. This is largely in part due to the poor quality of cricket pitches in the city and their reduced capacity to accommodate matches during the season. It is noted that should one of the 5no. cricket pitches at the Outdoor Sports Centre be lost then this loss of capacity could be mitigated through investment into the remaining 4no. squares to improve their carrying capacity as well as investment into other off-site cricket facilities in the city.

Assessment against Sport England Policy

This application relates to the provision of a new indoor and outdoor sports facilities on the existing playing field at the above site. It also relates to new ancillary facilities to support access to those sports facilities.

The proposal therefore needs to be considered against both our E5 and E2 exceptions within our playing fields policy. These state:

E5 - 'The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.'

E2 - 'The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.'

Sport England considers that the proposal will bring significant benefits to a range of different indoor and outdoor sports, and includes a mix of new and improved sports facilities as well as associated ancillary provision. The site is an important and strategic site for a number of different sports.

Sport England notes that overall the feedback from the national governing bodies for sport is very supportive; they acknowledge the need for facility mix and the opportunities that the new and improved facilities will make to sport. The emerging evidence base in the form of the Playing Pitch Strategy (PPS) has identified challenges in meeting the demand for playing pitch provision in relation to football and cricket, as well as pitch qualitative issues in relation to these sports. Sport

England is satisfied that the emerging evidence supports the proposal, including the need for new football facilities and the need to mitigate the impact on cricket at the site.

England Hockey has made some comments in respect of the proposed ancillary provision ie the potential insufficiency of the changing provision to meet demand at peak times for sport at the site; proposed lighting levels for the hockey AGPs and management of cross-contamination issues with users of the AGPs sharing the ancillary provision with users of the natural turf pitches. Could a boot cleaning be included? Sport England asks that these issues are given some consideration.

It would be helpful to understand how the programme of usage during peak times would work to ensure there was sufficient access to changing provision at the site across sports.

We note that maintenance and management of the playing pitches and sports facilities will be crucial to ensuring that they remain fit for purpose as well as for improving the quality of provision and mitigating the impacts on cricket. On this basis, Sport England considers that a maintenance and management plan should be put in place for the site. This should also include arrangements for the management and maintenance of other off-site cricket facilities, as this represents an important part of mitigating the impacts on cricket at the Outdoor Sports Centre. Sport England would wish to secure this via condition.

Sport England considers that the ancillary provision has been designed in a way that doesn't materially affect the quality and/or quantity of playing pitches at the site.

Conclusions and Recommendation

On that basis, Sport England supports the application as we consider that the proposal meets a combination of both our E5 and E2 exceptions and paragraph 99 of the National Planning Policy Framework (NPPF). This is subject to the following condition being attached to the permission should the Council be minded to approve the application.

- Prior to commencement of development on the senior cricket pitch no.3 (drawing number (08) 002 Rev A00) to provide for a new Woodland car park, a Management and Maintenance Scheme for the site as well as for identified local cricket facilities including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority. For the Artificial Grass Pitches this should include measures to ensure the replacement of the Artificial Grass Pitches within a specified period. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the woodland car park.

Reason: To ensure that a new facilities are capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy **.

If you wish to amend the wording of the recommended condition(s), or use another mechanism in lieu of the condition(s), please discuss the details with the undersigned. Sport England does not object to amendments to conditions, provided they achieve the same outcome and we are involved in any amendments.

Sport England would also like to be notified of the outcome of the application through the receipt of a copy of the decision notice.

The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.