

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 4th August 2015
Planning Application Report of the Planning and Development Manager

Application address: Boldrewood Campus, University Of Southampton, Burgess Road, Southampton			
Proposed development: Construction of a 4 storey building to provide 5620 square metres of floorspace for University use (Class D1) and associated surface car parking to provide 59 parking spaces, together with access, landscaping and cycle store - description amended following to increase the floorarea by 167sq.m formed within an extended basement.			
Application number	15/01025/FUL	Application type	FUL
Case officer	Stephen Harrison	Public speaking time	15 minutes
Last date for determination:	10.08.2015 (IN TIME)	Ward	Bassett
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors	Cllr J Hannides Cllr B Harris Cllr L Harris

Applicant: University Of Southampton	Agent: Luken Beck Ltd
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Recommendation Summary	Conditionally approve
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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. The broad principle of the proposed building (in terms of siting, bulk and scale) and the parking numbers associated with the University have already been established by earlier planning permissions. The variations from the outline permission have been properly considered. The chosen contemporary design solution is fitting for the site and the recently approved Maritime Centre of Excellence, for the reasons detailed in the report to the Planning and Rights of Way Panel on 4th August 2015. The chosen design and landscape mitigation proposed reduces any further impact on the neighbouring residential property and controls are in place to lessen the impact during the construction phase. Other material considerations do not have sufficient weight to justify a refusal of the application. The scheme is therefore judged to be in accordance with the development plan as required by Section 38 (6) of the Planning & Compulsory Purchase Act 2004 Planning Permission should therefore be granted.

Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, NE6, L7 of the City of Southampton Local Plan Review - Adopted March 2006 – amended 2015 - as supported by policies CS6, CS11, CS13, CS18, CS19, CS20, CS22 of the adopted LDF Core Strategy 1010 – amended 2015 - as

supported by the relevant national planning guidance and the Council's current supplementary planning guidance listed in the Panel report.

Appendix attached			
1	Development Plan Policies	2	Relevant Planning History
3	11/00963/TIME Decision Notice	4	Layout of Appendix 3

Recommendation in Full	Conditionally Approve
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Background

This application for the final phase of the Boldrewood Campus redevelopment follows a long and complicated planning history. Outline planning permission was first granted for the redevelopment of the application site for 32,000sq.m of university non-residential institutional use (Class D1) served by 468 parking spaces in 2008 (LPA: 07/00985/OUT as extended by 11/00963/TIME). This permission gave broad parameters for each building (A-H and 2 car parks) with a maximum build envelope to each building so that the University had flexibility in working up their scheme, and the Council had a maximum allowance against which it could assess a planning application. A copy of this outline permission, and the approved layout of the different blocks, is attached to this report at **Appendix 1**.

Following the outline permission a fully detailed permission for Phase 1 was issued in 2009 (LPA: 08/01097/FUL) and this included the Lloyds Register (LR) office building as part of the wider 'Maritime Centre of Excellence'. The LR building was considered as a departure from Policy L7 of the Local Plan Review. A multi-deck car park (LPA: 11/00499/FUL) and Block H (LPA: 12/01167/REM) have also been completed as part of a second phase of development.

The current application seeks detailed approval for a building on the agreed location for Blocks D and G with a location, footprint and building envelope that differs from that set at the outline planning stage. The current proposals for Block D/G represent the site's final phase of development and comprises university uses that are consistent with the requirements of Local Plan Policy L7. Blocks E and F (as approved) no longer form part of the overall proposals. There is a reduction to the parking numbers approved at the outline stage as part of this application. As such the application cannot be considered under a 'Reserved Matters' submission attached to the outline planning permission and a fresh fully detailed planning application and permission are required.

If Block D/G is approved and built the Boldrewood Campus would be completed with a total of 25,969sq.m of useable floorspace, well below the 32,000sq.m originally approved and also below that accommodated by the site's original building (31,735 sq.m).

1.0 The site and its context

1.1 The Boldrewood Campus is located at the junction of Burgess Road and Bassett Avenue and has a wider site area of approximately 4.4 hectares. It is currently a building site, albeit the development of new buildings on its public edges are largely complete following a 7 year intensive design and build programme, and the demolition of the former 1960s biomedical teaching block. Works have recently been completed on the Lloyds Register building, Block B, Block H, Car Park 1 and a landscaped setting.

- 1.2 The wider site is defined by a 12 metre change in level (from the north-west corner) and its landscape setting, which is itself formed, in part, by the Southampton (Boldrewood, Burgess Road/Bassett Avenue) Tree Preservation Order 2007.
- 1.3 The Boldrewood site is located some 50 metres from the Southampton Common Site of Special Scientific Interest (SSSI) and Site of Importance for Nature Conservation (SINC). The site is located within Flood Zone 1, where there is a low probability of a flood event.

2.0 Proposal

- 2.1 The University of Southampton seek full planning permission to complete the redevelopment of their Boldrewood Campus, by varying the manner in which the site is to be completed. The proposed final phase differs from that shown at the outline approval stage (LPA ref: 07/00985/OUT). Whilst the outline masterplan sets broad parameters for redevelopment, and these have been largely followed with the current proposals, the University seek to complete the scheme by amalgamating the building envelopes of Blocks D & G into a single building in the centre of the site.
- 2.2 At the outline planning stage Blocks D and G equated to a maximum of 1,195sq.m and 1,656sq.m of academic floorspace respectively. This equates to a combined total of 2,851sq.m. Blocks E and F were approved with a further 3,312sq.m, although the University no longer wish to pursue these buildings, meaning that a total of 6,163sq.m remains approved for these 4 blocks but not built.
- 2.3 The applicants do not have to complete their development in accordance with the outline planning permission, but must seek a further planning permission for any significant variations as is the case with this current scheme. The key changes are as follows:
- 2.4 The Previously Approved Building – ‘Block D’
The outline permission established the principle for a building running northwards from the rear of the existing annex building. Block D is located to the west of the rear gardens to those residential neighbours located at The Cloisters. The building was fixed with a maximum height (8 metres – maximum of 67m Above Ordnance Datum (AOD)), width (19 metres) and depth (39 metres). A maximum floor area of 1,195sq.m was also set.
- 2.5 The Previously Approved Building – ‘Block G’
The outline permission established the principle for a centrally located building that had the flexibility to be sited in an agreed location that is set off from the neighbouring boundary with the neighbours fronting The Cloisters. The building itself was fixed with a maximum height (14 metres – maximum of 73.5m AOD), width (17 metres) and depth (32 metres). A maximum floor area of 1,656sq.m was also set.
- 2.6 The Proposed Building – Block ‘D/G’
Grimshaw Architects have been chosen by the University to design the final building for this part of the Boldrewood Campus. Grimshaws also designed the Lloyd’s Register building (Block A) and neighbouring Block B which is located at the site’s new entrance; both buildings are now built and occupied.

- 2.7 The proposed building D/G comprises 5,620sq.m of floorspace (and represents an increase in floorspace for these blocks of 2,769sq.m). It is set into the ground with a basement level to partly minimise the impact of this additional floorspace and provides part-two/part-four storeys of above ground university accommodation. The change in levels across the site, and the use of the levels to incorporate a basement, means that the building has different finished heights depending on where within the site it sits. For instance, the smaller two-storey wing, which sits closest to The Cloisters has a finished height from ground floor to parapet of between 12m and 13.55m (with a consistent 69.75m AOD).
- 2.8 The building's scale is greatest towards the centre of the site (as it steps away from the residential neighbours and where the building's finished height is 16.85m from ground floor to parapet level (74.6m AOD). This is also where the breach to the consented build envelope is at its greatest. A flue extends from the roof in this location taking the development's overall finished height (including the basement and flue) to 24.8m (78.8m AOD). The main function of the flue is to provide the exhaust for the CHP Energy Centre located on the ground floor and basement of the building.
- 2.9 The proposed building has a maximum width of 29.5m and a length of 65m. At the nearest point to the boundary with The Cloisters there is a separation distance of 21m. The closest building-to-building separation distance at this point is 32m, at which point the separation distances increase as the site tapers. The related site boundary is marked by mature planting, which is to be supplemented. The approved cycle store in this location (to serve Block H) is to be extended as part of this application. The store is designed with a flat roof and a height of between 2.65m and 3.65m.
- 2.10 Block D/G will comprise academic/research teaching space for heavy structures/geo-technical research, civil and environmental engineering with a Testing and Structures Research Lab (TSRL). The Engineering Department will be relocating from the Highfield Campus as part of this project.
- 2.11 In design terms the building will be constructed using a natural stone plinth and zinc and timber rainscreen with an anodised aluminium brise-soleil. Rooftop plant will be screened from view by timber cladding to the proposed parapet. The building has been designed with a comprehensive range of measures so as to achieve BREEAM 'Excellent', with on-site/integral Combined Heat and Power (CHP) helping to achieve a minimum of 15% reduction in regulated CO2 emissions. The building will be well insulated and glazing will be restricted to no more than 40% of the façade area.
- 2.12 Landscaping
It is proposed to enhance the existing mature screen that runs along the site's eastern and southern boundaries. Following a site meeting with the Council's Tree Officer the development proposes the loss of 12 trees (3 Category B, 6 Category C and 3 unclassified) and their replacement on a 2:1 basis in line with the Council's current requirements.
- 2.13 Parking & Access
The redevelopment of the entire Boldrewood Campus is approved in outline with 468 parking spaces. To date a total of 333 parking spaces have been provided in line with permissions 08/01097/FUL and 11/00963/TIME. These spaces are formed

by a surface car park for 168 parking spaces and 165 parking spaces located within Car Park 1, which is located to the north-west corner of the site.

- 2.14 The associated car parking for Block D/G will be provided to the east of the building. Car Park 2 was originally approved as a multi-decked car park with 124 parking spaces to serve the later phases of development. A reduction to the amount of car parking is, however, proposed by removing this car park from the scheme and replacing it with surface car parking with 59 spaces instead (representing a reduction of 65 spaces). The approved building had an approved maximum build height of 6 metres (61m AOD).
- 2.15 Occupation numbers in Block D/G have been estimated at 338 people in total. With a likely 3 students to 1 staff member this gives 254 students and 84 staff. With a current parking standard of 1 space per 15 students and 1 space per 2 staff this requires a maximum of 59 car spaces, as provided. The approved/proposed single storey cycle store is for 140 cycles with a further 62 spaces located outside the building (total 202 spaces).

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (amended 2015) and the City of Southampton Core Strategy (January 2010 – amended 2015). The most relevant policies to these proposals are set out at **Appendix 2**.
- 3.2 Local Plan Policy L7 is supportive of applications for academic, research and teaching facilities on university land as is proposed for Block D/G.
- 3.3 Major developments are expected to meet high sustainable construction standards in accordance with adopted Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13. In this case the scheme is compliant with our policies and should achieve ‘Excellent’ under BREEAM – Building Research Establishment’s Environmental Assessment Methodology.
- 3.4 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.
- 3.5 The emerging Bassett Neighbourhood Plan (2015) has been through its examination ahead of a referendum and can be given weight in the planning process. It notes that ‘the Boldrewood Campus which has been redeveloped in partnership by the University of Southampton and Lloyds Register is expected to be completed in 2014 and will bring in excess of 400 highly qualified staff to work in the area. This will benefit the area economically and has already created a healthy demand for high quality family houses’. It adds that ‘there are current pressures on the existing on and off road parking facilities in the local area. Residents have expressed concern over the low levels of on site parking provision for the staff, visitors and students of the University of Southampton and Southampton General Hospital that exacerbate this situation’.

4.0 Relevant Planning History

4.1 The relevant planning history for the Boldrewood Campus is appended at **Appendix 3** of this report. Of most relevance are the outline permissions which established the masterplan for the redevelopment of the campus. These should be afforded significant weight in the determination of this current planning application. (LPA: 07/00985/OUT as extended by 11/00963/TIME). It should be noted that permission 11/00963/TIME expired on 28th June of this year, meaning that approved Blocks E, F and Car Park 2 couldn't be constructed without a fresh planning permission being given first.

5.0 Consultation Responses and Notification Representations

5.1 In accordance with good practice the University undertook their own pre-application public consultation event on 14th April 2015, and invites were sent to 156 of the site's nearest neighbours and stakeholders. The planning application summarises the responses and details how they have been addressed. 29 individuals attended the exhibition.

5.2 Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (29.05.15) and erecting a site notice (29.05.15). A further 14 days notification was undertaken following a request by the applicant for the proposed basement to be extended by a further 167sq.m.

5.3 At the time of writing the report **5** representations have been received including comments from the East Bassett Residents Association (EBRA)*. Planning related issues raised include:

5.4 ** EBRA do not object to the additional space within the proposed basement.*

5.5 **The large bulk of D/G is inconsistent with the overall symmetry of the site and with the high quality of landscaping, layout and appearance of the completed buildings. Some reduction in the length of the building to allow room for the originally planned line of trees at the north end would provide alleviation to its overbearing appearance. The building is closer to the residents of Oaklands Way than originally planned.**

5.6 Response

The northern elevation of Block D/G sits approximately 2 metres within the parameters plan approved at the outline stage, and is approximately 21 metres south of Block H. Any symmetry found within the previously approved layout was not a planning requirement, and was subsequently amended when a revised layout in support of Block H was approved. Whilst some trees that were originally shown are no longer proposed they are replaced in the eastern part of the site where Car Park 2 was originally consented. The development is considered to achieve a successful place by framing the central lawns and parking with another high quality building.

5.7 **Similarly it is felt that the proposed building is too tall. The building will dominate the outlook from nearby residents, particularly those looking towards the site along the Bassett Crescent East emergency access**

5.8 Response

The northern part of Block D/G is approximately 3.75m smaller than the wireframe approved for Block G. However, the proposed building is taller than the height approved at outline stage for Block D by 7.6m, with the additional bulk located towards the central lawns on the western wing of the proposed building and away from residential neighbours. The building steps down to the boundary with the nearest neighbours and retains a separation distance of 21 m to the closest boundary. The building is located more than 100m away from the site's Bassett Crescent East entrance, and whilst the building will be visible from this location, with such expansive separation it will not be dominant or harmful. It should also be remembered that the original Boldrewood building held a central position on the site with a comparable scale to that now proposed. The original building sat closer to the neighbours in The Cloisters and Bassett Crescent East than the proposed building. The planning application is supported by further shadow analysis and confirms that part of the rear garden of 3 The Cloisters will be in shadow at 5pm during the Spring Equinox (21st March). The impacts proposed are acceptable though given the location of the property's rear garage and the degree of overshadowing that will arise. As such, the building is considered to sit comfortably within the landscape and respects the neighbours and the broad intentions set at the outline stage.

5.9 **Residents of The Cloisters and Oaklands Way will be affected by noise and light from the surface car park and building itself. Some of these concerns appear to have been taken into account, but seek assurance that any complaints are dealt with swiftly and adequately.**

5.10 Response

The replacement of the site's existing soft landscaping and lawned area on the site's eastern third with a surface car park will result in additional noise, disturbance and lighting which neighbours will no doubt notice. In planning terms it is the significance of this change that needs to be assessed. This part of the site was originally earmarked for a multi-deck car park. The applicants have submitted a detailed 'Lighting Assessment' showing acceptable lightspill from the revised car parking.

5.11 The building itself has been designed with minimal fenestration along its eastern elevation reducing the building's impact. Block H partly screens the building's impact to the north and, perhaps most importantly, the site retains and improves on its existing mature landscaped boundaries. Separation distances between the building and its neighbours are generous, and the Council's Environmental Health Officer has been involved in this project from the start and has raised no objection to this planning application.

5.12 In response to the point regarding effective communication with neighbours the University have confirmed that the submitted Construction Method Statement will be finalised by the contractor appointed to construct the building. It is intended that the finalised version of the CMS will provide for regular contact between the contractor and neighbours to allow issues to be communicated and addressed.

5.13 **Flooding has frequently occurred at the north east corner of the Boldrewood site. It would appear that this is being taken into account in the submitted plans, but EBRA would wish for assurance that any complaints are dealt with swiftly and adequately.**

5.14 Response

The proposed peak discharge rate of 30l/s is in accordance with previously agreed discharge rates for the overall site which is no increase on existing rates. Furthermore, drainage has been designed to take surface water from the parking area and roof water from Block D/G off-site to sewers in Bassett Crescent East, with on-site storage (in the form of a 120 cubic metre attenuation tank) to mitigate the effects of heavy rainfall events. There is currently no positive drainage in the south-eastern part of the Boldrewood site and this, therefore, represents an improvement. The site is located in Flood Zone 1 (which is defined as having a low probability of flooding) and the Council's Flood Risk Management Officer has raised no objection to this planning application.

5.15 **Disturbance caused by the use of heavy machinery and vehicles moving across the site throughout the day will inevitably be experienced. The work proposed is expected to begin fairly soon and continue until spring 2018 - a long period in which disturbances might have adverse effects on physical and mental health.**

5.16 Response

It is recognised that neighbours to the site have endured a significant build programme since site works started in 2011. This has been mitigated in accordance with best practice and monitored. There has been regular contact between the University, their affected neighbours and the Council's Environmental Health Team to address issues as and when they arise. This is the final phase of development and planning conditions relating to hours of construction with a detailed construction methodology, that mitigates the harm as much as possible, are again recommended.

5.17 **Noise, vibration and dust monitors were provided for the site during the demolition and construction periods of Phase 1. It is disappointing to see that it is not proposed to install continuous noise or vibration monitoring to the boundary of the site. EBRA request that noise, vibration and dust monitors are installed during the whole construction period.**

5.18 Response

The submitted Construction Method Statement (CMS) satisfactorily addresses issues of potential disturbance during construction. Requirements on previous phases of the Boldrewood development for dust and vibration monitoring proved to be excessively costly, unnecessary and unduly onerous, requiring significant input from both the contractor and the City Council's Environmental Health Officers without readily identifiable benefits. Such requirements have not been asked of other (larger) high profile developments in the City with residential neighbours. It is not recommended that this final phase would need to monitor noise and vibration in the same way that the University did during the initial demolition phase and when the site was largely vacant. The Council's Environmental Health Officer has not requested the same level of monitoring for this phase, as with earlier phases, and whilst the CMS is again thorough and gives sufficient protection to residents the extra monitoring is not necessary.

5.19 **EBRA request that arrangements are put in place for a regular newsletter to be issued at agreed intervals and for regular meetings to be called at agreed intervals at a convenient location.**

5.20 Response

The University intend to continue their ongoing dialogue with affected residents and stakeholders as the scheme progresses. The request for a newsletter is not a planning matter.

5.21 **There has already been considerable concern about the impact of the Boldrewood redevelopment on the local environment. Bat activity has been associated with the University-owned No. 34 Bassett Crescent East. EBRA request that No. 34 Bassett Crescent East, including the roof area, is thoroughly investigated and the result made public.**

5.22 Response

A bat survey was undertaken in 2008 and no bats were recorded. 34 Bassett Crescent East does not form part of the application and will not be affected by the proposed development. The Council's Ecologist has visited the site recently and raises no objection to the current proposals.

5.23 **The Ecological Appraisal mentions the possibility of a green roof/wall. The environment would be enhanced by such a proposal and would reduce the impact of the bland screening proposed.**

5.24 Response

Green roofs are not a compulsory requirement for all new major development although their inclusion is supported. The University have confirmed that the reference in the Ecological Appraisal to the possibility of including a green roof was simply in the context of setting out potential ways to achieve net gains in biodiversity. They suggest that the current proposal to use the roof for plant and equipment effectively rules out the possibility of a green roof; a mix would complicate construction of the roof as well as operation and maintenance of the plant and equipment. The proposed building has been designed to achieve BREEAM 'Excellent'. A green roof was a possible element towards achieving this but has been discarded in favour of other means of achieving the 'Excellent' rating; including a net gain in biodiversity and additional tree and shrub planting in this part of the Boldrewood Campus.

5.25 **EBRA request that, where residents identify gaps or deterioration in the boundary planting, prompt action is taken to satisfy the request subject to investigation by a qualified arboriculturalist.**

5.26 Response

A detailed landscape plan supports the planning application and follows an accompanied site visit by relevant officers of the Council. The submitted Tree Schedule lists the trees to be lost with their species. An amended tree planting plan has been produced and submitted. This shows 24 replacement trees to be planted, which equates to a 2:1 replacement. The University have confirmed that this additional planting will be suitably maintained to ensure its health and longevity (as is normally required by the Council's standard planning conditions, and as is in the best interests of the University also). New tree planting on the south-eastern boundary of the site has already been implemented to replace the loss of unstable poplar trees, which were removed on grounds of safety in 2014. Other planting is intended to provide a suitable landscaped buffer to neighbouring dwellings including in-filling to existing gaps. This intended mitigation planting is deemed appropriate.

5.27 **The development will result in increase on-street parking and trips generated, which will place additional strain on Bassett Crescent East. Furthermore, residents suggest that the existing access should be retained for emergency vehicles only**

5.28 Response

Block D/G will be occupied by part of the Engineering Department to be relocated from the Highfield Campus. Occupation numbers in Block D/G have been estimated at 338 people in total; with a likely split of 3 students to each member of staff. This gives 254 students and 84 staff. At parking standards of 1 space per 15 students, and 1 space per 2 staff, this results in the need for 59 spaces as provided. As such the scheme is policy compliant and with the reduction in overall floorspace proposed there will be a decrease in the estimated traffic generation from the site when assessed against the approved masterplan which sought to deliver 32,000sq.m and 468 parking spaces (rather than the end development which, if approved, will result in a total floorarea for Boldrewood of 25,969sq.m served by 392 spaces). With a policy compliant car park and a reduction in overall trips the current scheme represents betterment to the public highway when compared to the outline masterplan. A planning condition can again control the use of the Bassett Crescent East access point.

Consultation Responses

5.29 **SCC Highways DM** - This proposal is a continuation of the regeneration of the Boldrewood Campus. When the regeneration commenced with the first phases, a new traffic light controlled junction on Burgess Road was designed and installed, which is capable of accommodating the traffic movements associated with the entire Boldrewood campus. The junction is designed in such a manner that the through traffic on Burgess Road runs without delay unless there is demand on the exit route of the campus, therefore minimising delay to the main flow of traffic.

5.30 The proposal allows for through movement of cycles and pedestrians, onto Bassett Crescent East, whilst controlling all vehicle movements through the Burgess Road junction. The car parking arrangements are satisfactory, although further detail is required concerning cycle parking provision.

5.31 No objection is raised to the proposal subject to the following conditions:

- Full details of the numbers and types of lockers for cyclists, and their location to be agreed;
- Details of facilities for both short and long term cycle parking and their location are to be agreed prior to commencement of development;
- A lorry routing agreement, traffic management plan, contractors parking strategy and wheel wash and site management plan are required to be submitted and agreed prior to commencement of development;
- The car parking area shall be surfaced in materials to be agreed, and marked out, prior to occupation of the development; and,
- The servicing route for large vehicles shall be available for use prior to occupation of the development.

5.32 **SCC City Design** – No objection.

5.33 **SCC Environmental Health (EH)** – Provided the development is constructed in accordance with the environmental construction plan I have no comments. This scheme is much smaller than earlier phases and EH would not require permanent

monitoring for noise or vibration. The test tank building will help as a noise barrier and EH cannot think of another site of this size where we have required such monitoring.

- 5.34 **SCC Sustainability** – The design allows the building to be partly naturally ventilated with manually controlled openings. Due to the deep plan spaces, all elevations (plus the atrium) will contain sufficient areas of glass to provide natural daylight. As a whole, areas of glass will be provided where necessary with other areas enclosed by solid façade where appropriate to minimize heat loss. Solar shading to glazed areas and deep reveals will prevent overheating whilst maintaining direct views into the surrounding landscape. CHP is provided on the south-west of the building. The Design and Access statement states that the development is being designed to meet BREEAM Excellent, however I cannot see a pre-assessment estimator or design stage assessment submitted with the application. It is highly recommended that this is submitted. However, if the case officer is minded to approve the application conditions are recommended.
- 5.35 **SCC Planning Ecologist** - The proposed development will result in the loss of trees, shrubs and grassland that is likely to provide habitat for local wildlife. In particular, the shrubs are likely to be used by nesting birds. All nesting birds, their nests, eggs and dependent young receive protection under the Wildlife and Countryside Act 1981 (as amended). It is important, therefore, that any vegetation clearance should either take place outside the nesting season, which runs from March to August inclusive, or after it has been checked by a suitably qualified ecologist. If active nests are found vegetation clearance would need to be delayed until the chicks have fledged. Replacement planting, which includes some native species, is proposed, however the landscape plan does not fully reflect all the measures detailed in the Design and Access Statement. Specifically, the Design and Access Statement mentions blackthorn and spring bulbs which are not shown on the landscape plan. As both of these have biodiversity value I would like to see them added. In addition, I would like clarification of how the current proposals fit with the Biodiversity Enhancement Plan agreed as part of the original outline consent for the site but have no objection to the proposed development. Planning conditions are recommended.
- 5.36 **SCC Tree Team** – No objections raised to the proposal with planning conditions recommended.
- 5.37 **SCC Contaminated Land** - This department considers the proposed land use as being sensitive to the effects of land contamination. Records maintained by Regulatory Services do not indicate that any potentially contaminating land uses have existed on or, in the vicinity of the subject site. However, these records are not authoritative and reference to them alone is not sufficient to confidently determine the presence of any risk. In view of the sensitive nature of the proposal a more thorough assessment of the potential land contamination hazards would be prudent. Therefore, to ensure compliance with Para 121 of the National Planning Policy Framework - March 2012 and policies SDP1 and SDP22 of the City of Southampton Local Plan Review (adopted version, March 2006) this department would recommend that the site be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site.
- 5.38 **SCC Heritage** - No objections to this application. Any potential for archaeological remains will have been compromised by previous works.

- 5.39 **SCC Flood Risk Officer** - The proposed peak discharge rate of 30l/s is in accordance with previously agreed discharge rates for the overall site which is no increase on existing rates. However, it is not clear from the submitted information the extent of increase in discharge volume as a result of the development proposals and if any mitigation for this has been considered. If the case officer is minded to approve the application a suitable planning condition should be secured to ensure that a full drainage design and maintenance plan are submitted prior to any development taking place, the sustainable drainage system must be in place prior to occupation and subsequently managed and maintained in accordance with the maintenance plan over the lifetime of the development.
- 5.40 **Southern Water**– No objection subject to conditions being imposed. Their comments are separated into two discreet parts:
- 5.41 i) Foul Drainage
There is currently inadequate capacity in the local network to provide foul sewage disposal to service the proposed development. The proposed development would increase flows to the public sewerage system, and existing properties and land may be subject to a greater risk of flooding as a result. Additional off-site sewers or improvements to existing sewers, will be required to provide sufficient capacity to service the development. Alternatively the developer can discharge foul flow no greater than existing levels if proven to be provided and it is ensured that there is no overall increase in flows into the foul system.
- 5.42 Response from the applicant
The development of Blocks D/G as defined in this application will, in fact, result in a reduction of foul flows from the Boldrewood Development when compared to the previously consented scheme. The current proposals result in a net decrease in floor area when compared to the consented scheme, and consequently a lower population which will generate lower peak foul flows. It should be noted that the previously consented scheme, for which Southern Water had been consulted, has commenced with Blocks A, B, C and H now complete. Also noted is that the foul drainage from the development was connected to the Public system through a Section 106 Water Industry Act 1991 agreement approved by Southern Water 7 October 2008 – Ref. DS D/106/21951. Consequently, and in accordance with Southern Water’s letter of 4 June 2015, it can be seen that any foul flows generated by the current application fall within the flows consented as part of the original planning, and Section 106 applications.
- 5.43 ii) Surface Water Drainage –
Our initial investigations indicate that there is insufficient information currently available to confirm if surface water capacity is available to serve the proposed development. Southern Water advise that the applicant investigates alternative means for surface water disposal. Alternatively the developer can discharge surface water flow no greater than existing levels if proven to be connected and it is ensured that there is no overall increase in flows into the surface water system.
- 5.44 Response from the applicant
The proposed discharge from the current application is not additional to the flows already flowing from the development previously consented. All surface water flows from the Boldrewood site are restricted to pre-development flows with any balance attenuated by various means, such as tanks, crates and permeable paving. This is in accordance with the Flood Risk Assessments and addendums prepared for previously approved planning applications. The surface water drainage system on

the development has been connected, and is discharging, to the public system through the same Section 106 agreement. Consequently, surface water flows generated by the current Block D/G application fall within the flows consented as part of the original planning, and Section 106 applications.

5.45 **Environment Agency** – No objection.

5.46 **BAA** – No aerodrome safeguarding objection subject to conditions being used to secure a Bird Hazard management Plan and an overall height limit on development/tree planting of 84m AOD. An informative regarding cranes is also recommended.

6.0 Planning Consideration Key Issues

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

- i) The Principle of Development;
- ii) Design & Impact on Context;
- iii) Impact on Residential Amenity;
- iv) Highway Matters including Parking; and,
- v) Other Matters

6.2 The Principle of Development

Block D/G will comprise academic/research teaching space for heavy structures/geo-technical research, civil and environmental engineering with a Testing and Structures Research Lab (TSRL). The Boldrewood Campus is designated for university uses under saved Policy L7 of the adopted Local Plan Review (2006 – amended 2015).

6.3 The principle of Blocks D and G, and their associated parking, was accepted when the Council approved application 07/00985/OUT. The proposed details differ, however, with the agreed framework masterplan and outline permission, and result in an amended development proposal while retaining the university/teaching use.

6.4 In particular, the buildings have been merged whilst retaining the same separation distance with the nearest neighbours to the east. The building now includes a basement level and is taller than the approved building envelope, albeit the building is stepped away from these affected neighbours. The quantum of development for the combined block is more than originally proposed and accepted; with an increase of 2,769sq.m for Blocks D&G. However, this represents an overall decrease in floorspace of 6,163sq.m across the wider site. A reduction in associated car parking is proposed from 124 spaces in a multi-deck car park to 59 surface spaces in line with the standards required for 5,620sq.m of university teaching space.

6.5 As such, whilst the principle of development is acceptable an understanding of how the additional floorspace and reduction in parking affects both the design, local highway network and the amenity of residents is required before the planning application can be supported:

6.6 Design & Impact on Context

The proposed building uses a modern architectural solution in keeping with the other approved buildings on the Campus. The central landscaped courtyard spaces are also retained with the building framing their eastern edge.

- 6.7 Whilst the built form differs from that previously found to be acceptable at the outline stage this in itself doesn't mean the proposed building is now harmful. The additional floorspace is partly provided within the basement level, and the building splits from 2 storeys on its eastern half (with a finished parapet level of 69.75m AOD – the approved envelope for Block D being 67m AOD) to four storeys adjacent the site's existing central lawn. The four storey wing measures 74.6m AOD (excluding the flue). Whilst this is significantly taller than the height limit set for Block D, by some 7.6m, this additional bulk is set away from residential neighbours and is also smaller than the recently completed Block A Lloyd's Register building (6 storeys – 84m AOD) and Block B (five storeys – 81.8m AOD) already on site.
- 6.8 In design terms the building will be constructed using a natural stone plinth and zinc and timber rainscreen with an anodised aluminium brise-soleil. Rooftop plant will be screened from view by timber cladding to the proposed parapet. These materials have been chosen and agreed for the other buildings on the Campus and are entirely appropriate.
- 6.9 In terms of sustainable construction the application identifies the following environmental features:
- BREEAM target of 'Excellent' including integrated Combined Heat and Power;
 - A 15% reduction in CO2 emissions over the current Building Regulations;
 - High levels of insulation; and
 - Glazing limited to 40% of the façade
- 6.10 The contemporary design solution chosen is appropriate to the local context that has emerged following the masterplan approval and is suitable for the site. The redevelopment of the Boldrewood Campus has resulted in high quality buildings framing well considered landscaped spaces, which also contribute to the overall aesthetic. The current application continues the established themes and is, therefore, considered to accord with Local Plan design policies SDP1, SDP7, SDP9, NE6 and L7 as supported by Core Strategy Policy CS13. The Council's City Design Group Leader agrees with this conclusions and has raised no objection to the application.
- 6.11 Impact on Residential Amenity
The application site is bounded to the east by the residential cul-de-sac of The Cloisters. The approved masterplan has satisfactorily demonstrated that development can take place in this location without causing significant harm to the amenity of existing residents. Separation distances have been maintained and are again acceptable as they accord with the Council's previous consideration. The breach to the agreed wireframe is predominantly made as the building encroaches further westwards (ie. into the site). The mature landscaping screen will be retained and enhanced to further mitigate against the building's impact. The proposed building's eastern elevation is finished with a timber rainscreen and high level openings, which are kept to a minimum, to prevent any overlooking and limit the noise and light transfer.
- 6.12 The eastern part of the site has been re-planned. No buildings are now proposed beyond the eastern elevation of Block D, and the multi-deck car park is removed from the scheme. This change offers significant betterment to existing residential amenity of residents living in The Cloisters, and those that back onto the site from Bassett Crescent East. The application is, therefore, considered to meet the requirements of Local Plan policies SDP1(i) and SDP7(v) as supported by LDF Policy CS13.

6.13 Highway Issues

The application site is located within an area defined by the Local Plan as having 'medium' accessibility to local transport and infrastructure.

Prior to its closure and demolition the 31,735 sq.m of floorspace forming the Boldrewood Campus was served by 204 on-site car parking spaces accessed from Basset Crescent East. The outline planning permission established the principle of 32,000sq.m of university floorspace served by 468 parking spaces.

- 6.14 To date a total of 333 parking spaces have been provided in line with recent planning permissions. These spaces are formed by a surface car park for 168 parking spaces and 165 parking spaces located within Car Park 1, which is located to the north-west corner of the site. As part of the submission for the Lloyd's Register office development (08/01097/FUL) the Council accepted that Lloyds could initially have 250 of these parking spaces to assist their employees with the relocation to the Southampton area. This represented an over-provision when assessed against the maximum office parking standards at that time. As such, the permission confirms that within 5 years of the first occupation of Lloyd's Register the on-site level of parking provision will be reduced from 250 to 172 spaces. The spaces removed from Lloyd's Register will be reallocated to university uses. This car park management and review is controlled with an agreed S.106. Car Park 1 as approved can provide Lloyds Register with 165 of their 172 spaces with the remainder located amongst the surface parking provided to serve Blocks B and H.
- 6.15 Occupation numbers in the proposed Block D/G have been estimated at 338 people in total; with a likely split of 3 students to each staff member. This gives 254 students and 84 staff. At parking rates of 1 space per 15 students and 1 space per 2 staff this requires 59 spaces, as provided. As such the scheme is policy compliant and meets the maximum standard.
- 6.16 With the reduction in overall floorspace proposed there will be a decrease in the estimated traffic generation from the site when assessed against the approved masterplan, which sought to deliver 32,000sq.m and 468 parking spaces (*If approved the redevelopment will result in a total floorspace for Boldrewood of 25,969sq.m served by 392 spaces*). With a policy compliant car park and a reduction in overall trips the current scheme represents betterment to the public highway when compared to the outline masterplan.
- 6.17 In summary a total of 392 parking spaces are now proposed to serve the wider Boldrewood Campus. As the Lloyd's Register spaces are reallocated over the next 5 years the completed University uses will be served by a finished total of 220 on-site parking spaces (ie. 392 less 172). When completed the revised campus layout will be split between 10,270sqm of B1 office (Lloyds Register) served by 172 spaces, and 15,699sq.m of University floorspace served by 220 spaces. This represents a reduction in parking overall when compared with the outline masterplan, but also reflects the less intensive form of development. However, it also represents a significant increase in the amount of car parking per sq.m of University floorspace when assessed against the previous Boldrewood layout.
- 6.18 The new signalised junction onto Bassett Road is now in operation with the Bassett Crescent East access point downgraded for pedestrian, cyclist and emergency/construction vehicles only.

6.19 There are no highway safety objections to the final phase as submitted.

6.20 Other Matters

The current building does not need a S.106 legal agreement as its floorspace has been accounted for under the S.106 secured when outline planning permission was granted. This existing legal agreement has already provided the following:

- A financial contribution towards measures to encourage the use of alternative modes of transport to the private car in line with policies SDP3, SDP4 and IMP1 of the City of Southampton Local Plan Review (March 2006), the Local Transport Plan, and the adopted SPG relating to Planning Obligations (August 2005 as amended);
- A financial contribution towards off-site highway works related to the scale of development proposed in line with policies SDP3, SDP4 and IMP1 of the City of Southampton Local Plan Review (March 2006) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
- A Highway Condition Survey & Means of Reinstatement Report;
- Provision for works under S.278 of the Highways Act to create the new access and signalised junction;
- The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy and;
- The submission, approval and implementation of a Green Travel Plan (GTP) to address the impact of the parking provision so that it can be assessed along with the transport needs of the development; and,
- A Waste Management Strategy;

7.0 Summary

7.1 The principle of redeveloping the Boldrewood campus with up to 32,000sq.m of University floorspace has been agreed in outline. A series of building blocks have been agreed in principle with building heights and siting broadly set. The current proposals merge the agreed Blocks D and G to provide a single building with additional floorspace and height. The location of the building's eastern elevation (closest to the nearest neighbours living at The Cloisters) remains as agreed. The additional floorspace is created within a new basement and by expanding the western elevation westwards into the site thereby creating a wider building than originally approved. The impact of this change is greatest when standing within the centre of the existing site and, as such, the additional floorspace is considered to be achievable without harming existing residential amenity. The chosen contemporary design solution is fitting for the site and the recently approved Maritime Centre of Excellence. The replacement of the multi-deck car park and reduction in parking numbers are policy compliant and will also result in additional betterment to existing neighbours amenity. The landscaped setting to the site will not be compromised by these proposals.

8.0 Conclusion

8.1 It is recommended that full planning permission for Block D/G and its associated landscaped surface car park should be granted.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1a-d, 2b, d, 3a, 4f, k, dd, vv, 6a-b & 7a

SH for 04.08.15 PROW Panel

PLANNING CONDITIONS to include:

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

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

Reason:

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

2.APPROVAL CONDITION - Approved Plans

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

Reason:

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

3.APPROVAL CONDITION - Personal Permission

This grant of planning permission in relation to Block D/G and its associated parking shall enure only for the benefit of the University of Southampton.

Reason:

In order to comply with the requirement of Regulation 9 of the Town and Country Planning General Regulations 1992.

4.APPROVAL CONDITION - Materials

Notwithstanding the information already submitted the development of Block D/G hereby approved shall not be carried out unless and until a schedule of materials and finishes (including full details of the manufacturers, types and colours of the external materials) to be used for external walls, fenestration (including window reveals as per s.4.7 of the approved Grimshaw Design and Access Statement (8th May 2015)) and the roof of the relevant building has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented as agreed.

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.APPROVAL CONDITION - BREEAM Standards (commercial development)

Before the development of the building Block D/G commences, written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA. These details shall include an integrated Combined Heat

and Power facility as detailed in s4.4 of the approved Grimshaw Design and Access Statement (8th May 2015).

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).

6.APPROVAL CONDITION - BREEAM Standards (commercial development)

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

Reason:

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

7.APPROVAL CONDITION – External Equipment/Plant

Notwithstanding the submitted plans hereby approved that show indicative external plant equipment there shall be no external plant, condenser/air conditioning units or similar equipment erected on Block D/G without the prior written approval of the Local Planning Authority. These details shall include design and acoustic information to enable an assessment of the impact of the equipment to be undertaken. Any agreed external equipment shall be implemented and retained only in accordance with the approved details.

Reason:

In the interests of visual and neighbour amenity.

Note to applicant: The rooftop plant required should not exceed the height of the agreed parapet (69.75m AOD).

8.APPROVAL CONDITION - Landscaping Scheme

The approved landscape scheme shown on plan ref: LD-PLN-200 Rev A and LD-PLN-400 Rev B shall be carried out - as amended by the following comments from the Council's Tree Officer and Ecologist - prior to the occupation of Block D/G or during the first planting season following the full completion of building works, whichever is sooner unless an alternative phasing strategy is agreed prior to the commencement of development:

- The Design and Access Statement mentions blackthorn and spring bulbs which are not shown on the landscape plan. As both of these have biodiversity value they should also be included within the landscaping scheme to be implemented;
- The suggested species of Silver Birch (*Betula pendula*) and Pin Oak (*Quercus palustris*), though both acceptable in moderation, is too narrow a selection. Additional species, including at least one evergreen shall be included in the replacement planting scheme; and,
- A minimum of 24 replacement trees shall be planted to mitigate for the 12 to be felled to facilitate 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 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 the maintenance of the approved scheme and any replacements for a minimum period of 5 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

9.APPROVAL CONDITION – Boundary fence

Before occupation of the development hereby approved, details of the design and specifications of the boundary treatment of the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed boundary enclosure details shall be subsequently erected prior to the occupation of Block D/G and shall thereafter be retained and maintained.

Reason:

In the interests of the visual amenities of the area and to protect the amenities and privacy of the occupiers of adjoining property

10.APPROVAL CONDITION - Height Limitation on Trees & Shrubs

No trees and shrubs or stands of trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 84m AOD.

Reason:

Southampton Airport have confirmed that it is necessary to control trees or shrubs which could infringe the Obstacle Limitation Surface (OLS) surrounding Southampton Airport to ensure they do not endanger the movements of aircraft and the safe operation of the aerodrome.

11.APPROVAL CONDITION – Arboricultural Method Statement

The proposed development shall be implemented strictly in accordance with the applicant's submitted SJ Stephens Associates Arboricultural Impact Assessment (dated 1st May 2015) as amended by the following comments from the Council's Tree Officer:

- The suggested species of Silver Birch (*Betula pendula*) and Pin Oak (*Quercus palustris*), though both acceptable in moderation, is too narrow a selection. Additional species, including at least one evergreen shall be included in replacement planting scheme.
- Root barriers, as detailed in tree pit detail, shall be used on two sides of any tree pit, occasionally three at the end of a trench and never on all four sides.

Reason:

In the interests of the existing TPO stock, the visual amenity of the site and the landscape setting of the proposed buildings.

12.APPROVAL CONDITION – No storage under tree canopy

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

Reason:

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

13.APPROVAL CONDITION – Biodiversity Mitigation Plan

An updated Biodiversity Mitigation Plan for the site shall be submitted to and agreed in writing by the Local Planning Authority prior to the first occupation of Block D/G. The agreed scheme shall be implemented as agreed prior to the first occupation of Block D/G.

Reason:

In the interests of supporting the wider biodiversity of the scheme and to build on the recommendations included within the submitted LUC Ecological Appraisal (May 2015).

14.APPROVAL CONDITION – Bird Hazard Management Plan

The development hereby approved shall be implemented in accordance with the submitted Bird Hazard Management Plan dated 6th May 2015.

Reason:

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

15.APPROVAL CONDITION - Protection of nesting birds

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

Reason:

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

16.APPROVAL CONDITION - CCTV

Block D/G, the cycle store and their associated external spaces and car parking shall be served by CCTV in accordance with details shown on the approved drawings, as amended. The CCTV shall be retained as agreed.

Reason:

In the interests of on-site security and crime prevention, as set out at s.4.9 of the approved Grimshaw Design and Access Statement (8th May 2015), and to ensure the agreed location of CCTV cameras do not disturb the amenity of nearby residents.

17.APPROVAL CONDITION – Lighting

A written lighting scheme including light scatter diagram with relevant contours shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of the external lighting scheme. The scheme must demonstrate compliance with table 1 “Obtrusive Light Limitations for Exterior Lighting Installations”, by the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light 2005. The installation must be maintained in accordance with the agreed written scheme.

Reason:

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

18.APPROVAL CONDITION – Bassett Crescent East Access

The Bassett Crescent East access shall be retained for pedestrian and emergency vehicles access only.

Reason:

In the interests of highway safety and to ensure that the development is served by a single vehicular access point from Burgess Road as established under LPA 07/00985/OUT.

19.APPROVAL CONDITION – Parking

The approved surface car park shall be constructed, marked out and made ready for a minimum of 59 vehicles in accordance with the approved plans prior to the first occupation of Block D/G or in accordance with another timeframe that shall have been agreed in writing with the Local Planning Authority prior to the occupation of the development. The parking shall be maintained as agreed for use by the University only thereafter.

Reason:

To ensure that the development is correctly served by vehicular parking in the interests of highway safety and the amenity of residential neighbours that would otherwise be affected by any overspill.

20.APPROVAL CONDITION - Refuse & Cycle Storage

The refuse and cycle storage proposals (for a minimum of 90 cycle spaces using Sheffield style stands) hereby approved shall be provided in accordance with the agreed details prior to the first occupation of Block D/G and shall be retained thereafter as agreed. The approved refuse and recycling storage shall be retained whilst the building is used for the approved uses.

Reason:

In the interests of the visual appearance of the building and the area in general, whilst supporting alternative modes of travel.

Informative:

The applicants are reminded that, notwithstanding the approved plans listed below, cycle storage serving Block H and now D/G has been agreed at 202 spaces comprising: 112 covered spaces already approved (4 bays of 28 for H), an additional 28 covered spaces are proposed (1 bay of 28 for D/G) and a further 62 external spaces are proposed as set out in the email from Robin Reay dated 20th July 2015.

21.APPROVAL CONDITION – Lockers

Details of secure staff/student lockers for use by cyclists shall be submitted to and agreed in writing by the Local Planning Authority prior to the first occupation of Block D/G hereby approved. The agreed lockers shall be installed prior to the first occupation of Block D/G and retained thereafter.

Reason:

To encourage cycling as an alternative mode of travel to the private car.

22.APPROVAL CONDITION - Hours of Construction

In connection with the implementation of this permission any demolition and construction works, including the delivery of materials to the site, shall not take place outside the hours of 8am and 6pm Mondays to Fridays and 9am and 1pm on Saturdays. Works shall not take place at all on Sundays or Public Holidays without the prior written approval of the Local Planning Authority. Any works outside the permitted hours shall be confined to the internal preparation of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Notwithstanding the above restrictions the date/time of delivery to site and erection of any tower cranes required to construct the development outside of these permitted hours shall

be agreed in writing with the Local Planning Authority, in consultation with the Highways Department, prior to their delivery.

Reason:

To protect local residents from unreasonable disturbances from works connected with implementing this permission.

23.APPROVAL CONDITION - Construction Method Statement (CMS)

Notwithstanding the applicant's submission (namely Buro Four's Construction Method Statement (May 2015), which is largely acceptable) before the commencement of works to Block D/G details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement (CMS) for the development. The CMS shall include details of: (a) parking of vehicles of site personnel, operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials, including cement mixing and washings, used in constructing the development; (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of construction; (f) details of construction vehicles wheel cleaning; (g) details of how noise emanating from the site during construction will be mitigated in accordance with S.60 of the Control of Pollution Act 1974; (h) an agreed route for construction vehicles and deliveries to take; and (i) a residents helpline telephone number and email address. The approved CMS shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason:

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

24.APPROVAL CONDITION - Use of uncontaminated soils and fill

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

Reason:

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

25.APPROVAL CONDITION- Unsuspected Contamination

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

Reason:

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

26.APPROVAL CONDITION - Piling

Piling or any other foundation designs using penetrative methods will not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no unacceptable risk to groundwater. Development shall proceed in accordance with the agreed details.

Reason:

To ensure protection of controlled waters.

27.APPROVAL CONDITION - Sustainable Urban Drainage System

Notwithstanding the submitted details the development of Block D/G and the surface car parking area shall not begin until drainage details have been submitted to and approved in writing by the Local Planning Authority. A feasibility study by independent consultants demonstrating the investigation and assessment of the potential for creation of a sustainable urban drainage system (SUDS) on site shall be carried out and verified in writing by the Local Planning Authority prior to first occupation of the development hereby granted consent. If the study demonstrates the site has the capacity for the implementation of a sustainable urban drainage system, a specification shall be agreed in writing with the Local Planning Authority and installed and be rendered fully operational prior to the first occupation of Block D/G. It shall thereafter be retained and maintained for the lifetime of the development.

Reason:

To conserve valuable water resources and prevent against flood risk and to comply with policy SDP13 (vii) of the City of Southampton Local (2015) and Policy CS20 of the adopted LDF Core Strategy (2015).

28.APPROVAL CONDITION - Foul & Surface Water Drainage

In connection with the above planning condition there shall be no development on site associated with this planning permission until a scheme for the foul and surface water disposal and associated water infrastructure has been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water. Development shall proceed in accordance with the agreed information.

Reason:

To ensure protection of controlled waters.

Informative – Southampton Airport

Given the nature of the proposed development it is possible that a crane may be required during its construction. Southampton Airport draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of cranes and for crane operators to consult the aerodrome before erecting a crane in close proximity of an aerodrome. This is explained further in Advice Note 4 – 'Cranes and Other Construction Issues'.

Informative – Southern Water

A formal application to requisition water infrastructure is required in order to service this development. The applicant/developer should also enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW – T.0330 303 0119.

