

Planning and Rights of Way Panel 4th April 2017
Planning Application Report of the Service Lead - Infrastructure, Planning & Development

Application address: Part of Former Vosper Thornycroft, Site and Waterfront, Southampton			
Proposed development: Redevelopment of the site to provide industrial building (Class B2 - 24 hour operation) with ancillary office/research and development accommodation, storage, access and parking (total floor space of 3,147 square metres) (Environmental Impact Assessment Development follows permission 08/00629/FUL).			
Application number	16/01108/FUL	Application type	FUL
Case officer	Stephen Harrison	Public speaking time	15 minutes
Last date for determination:	26/12/2016	Ward	Woolston
Reason for Panel Referral:	Five or more letters of objection have been received <u>and</u> the scheme is of strategic importance to the economic growth of the city.	Ward Councillors	Cllr Blatchford Cllr Hammond Cllr Payne
Referred to Panel by:	N/A	Reason:	N/A

Applicant: Oceanic Estates (Woolston) Ltd	Agent: Quayside Architects - FAO Mr Neil Holmes
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Recommendation Summary	<ol style="list-style-type: none"> 1. That the Panel confirm the Habitats Regulations Assessment that will be provided at/before the Panel meeting; and 2. Delegate to Service Lead - Infrastructure, Planning & Development 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. The Council has considered the proposal in the context of the site allocation for industrial development as set out in the Development Plan, the importance of the additional employment to be created by this development, and the need to see the redevelopment of this vacant site. The development would have an impact on the surrounding area in terms of character and appearance, traffic and noise/disturbance (particularly in relation to 24 hour activity) but it is considered that this impact can be mitigated by Section 106 obligations, and planning conditions, and it has been assessed in

the context of the site's former historic use for significant manufacturing. The Council has also taken into account:

- the findings of the Environmental Statement and other background documents submitted with the application, in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011;
- The Woolston Riverside Planning Brief and Illustrative Master Plan 2004; and,
- The extant planning permission for this site (08/00389/OUT refers) which would allow manufacturing to take place on the site following the submission of Reserved Matters.

The proposed development makes efficient use of this previously developed site and would result in the regeneration of urban land, improving security in the area through an increase in occupation and passive surveillance. The assessments of the impact of the development have been wide ranging and carried out to a comprehensive level of detail. The statutory regulations covering Environmental Impact Assessment and the protection of important natural habitats have been satisfied. Other material considerations have been considered, as set out in the report to the Planning and Rights of Way Panel (04.04.17) including a considerable objection to the proposals from local residents, although the points made are not judged to have sufficient weight to justify a refusal of the application; particularly given the proposed reduction in operational hours permitted and the scheme of mitigation that can be secured. The scheme is therefore judged to be in accordance with the development plan as required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 and 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 186-187 of the National Planning Policy Framework (2012). Planning permission should therefore be granted.

Policies - SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP19, SDP20, SDP22, NE4, NE5, TI2, HE6 and MSA18 of the City of Southampton Local Plan Review (LPR - as amended 2015) and CS6, CS7, CS12, CS13, CS18, CS19, CS20, CS22, CS23, CS24 and CS25 of the Local Development Framework (LDF) Core Strategy Development Plan Document (as amended 2015) as supported by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 and the guidance contained in the National Planning Policy Framework (2012).

Appendix attached			
1	Development Plan Policies		

Recommendation in Full

1. That the Panel confirm the Habitats Regulations Assessment (HRA) – to be provided either before or at the Panel meeting - to enable the planning application to be determined; and,
2. Delegate to the Service Lead - Infrastructure, Planning & Development to grant conditional planning permission subject to the completion of a S.106 Legal Agreement to secure:
 - i. Either a s.278 Agreement to undertake agreed works within the highway or a financial contribution and other highway obligations, including Traffic Regulation Orders (where necessary) towards site specific transport improvements in the vicinity of the site in line with policies SDP4 and TI2

- 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 SPD relating to Planning Obligations (September 2013) linked to those works agreed under 08/00629/FUL with additional works to Wharf Road to accommodate larger vehicles;
- ii. Submission of a highway condition survey 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, both during and post construction, in accordance with Policies CS24 and 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 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. Submission and implementation of a Construction Traffic Management Plan;
 - vi. Submission and implementation of an Operational Phase Lorry Routing Agreement to limit HGV traffic within residential streets; and
 - vii. Submission and implementation of a Staff Travel Plan.
3. In the event that the legal agreement is not completed or progressing within a reasonable timeframe after the Planning and Rights of Way Panel, the Service Lead – Planning, Infrastructure and Development will be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement, unless an extension of time agreement has been entered into.
 4. That the Service Lead – Planning, Infrastructure and Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

1.0 The site and its context

- 1.1 This planning application relates to the redevelopment of the northern third of the former Vosper Thornycroft shipbuilding site; known as the Marine Employment Quarter (MEQ). The application site consists of a 2.18 hectare site bounded by Victoria Road to the east, the River Itchen to the west and Keswick Road and Wharf Road to the north. The surrounding area is characterised by the Woolston District Centre, the neighbouring Lidl foodstore, the river and an extensive residential area; including the completed phases of Centenary Quay. The site is open to public view from across the River Itchen; from Ocean Village and the Itchen Bridge. The site is currently cleared and vacant and there is a change in level from Victoria Road (11.7m Above Ordnance Datum (AOD) down to 5.2m AOD on the site).
- 1.2 The site is designated in the Local Plan Review (LPR) for employment uses B1 (office) and B2 (general industrial; including manufacturing), to include maritime-based research and development and light industrial uses which require access to the waterfront adjacent to and in the vicinity of the existing deep water quay ('saved' LPR Policy MSA18 refers). Despite the allocation and 3 permissions for the MEQ the site has struggled to find a suitable occupier and has been extensively marketed for nearly a decade. The current applicant is the preferred bidder of the landowner (the Homes and Communities Agency - HCA).

2.0 Proposal

- 2.1 As stated, this site has a long history of shipbuilding and recent planning permissions for redevelopment to include a new Marine Employment Quarter to make use of the deep berth adjacent the site. A comparison of the recent schemes is provided below in the Planning History section of this report.
- 2.2 This current planning application seeks full planning permission for part of this currently open site with the first of, potentially, a series of employment buildings around an open yard with waterside access. The building is needed for manufacturing with ancillary office, research and development. The proposed building sits in the same location as previously approved, albeit with a significantly smaller footprint. Access arrangements remain largely the same with pedestrian access from Victoria Road and the principle point of vehicular access taken from the new Keel Road, which also serves Phase 3 of Centenary Quay.
- 2.3 Whilst open B2 use is sought the submission details the processes associated with a wind turbine blade manufacturer, and it is understood that the applicant is in detailed discussions with a tenant on this basis (subject to securing planning permission). The proposed building sits along the boundary with Keswick Road and would provide 3,147sq.m of floorspace. It has a length of 118m metres, a width of 26m and a height 13m. Although the site is relatively flat the building is set below the level of Keswick Road meaning that at Victoria Road the building will read as having two storeys, but as Keswick Road falls towards the River Itchen the building will become more visible.
- 2.4 The development seeks approval for a 24 hour operation, as was the case when Vospers were operational as one of the largest steel ship builders in the country. Following the initial submission further clarity has been provided and the current proposals seek approval for:
- 24 hour manufacturing – internal to the building;
 - 7am to 11pm – external working within the yard and at the water's edge;
 - A 14 day/year extension for 3 hours to these hours is also requested; and,
 - 24 hour mooring.
- A request for 14 days/year of 24 hour external working has been removed
- 2.5 The applicant's preferred operation would involve the manufacture of wind turbine blades within the building, before moving them out from the building across the yard onto a ship for transport. This will involve forklifts and trolleys to move materials, and the finished blades, across the yard. Mobile cranes will then load the blades onto a ship for export. Windows and doors to the building will remain closed during any noisy operations, with some form of mechanically assisted ventilation and cooling system required. The submission suggests that between 50 and 60 jobs could be created as part of this first phase, with two shifts operating (starting/finishing at 7am and 7pm). By way of comparison the applicants estimate that Vospers employed nearly 900 staff when it closed in 2004.
- 2.6 It is anticipated that products would be loaded onto a ship up to once a week (as a worse case in terms of impact) using large mobile cranes and, as such, a ship could be berthed over a 24-hour period or more. Due to the difficulty in working in bad light ship loading activity would predominantly take place during the daytime but it is recognised that work may overrun into the evening and that night time loading may be necessary on occasions. Loading of the ship is considered likely to require up to 8 hours of activity over one or two days. The application confirms that, wherever feasible and where operations allow, this will occur during the day (between 7am and 7pm). For the typical hour, it is assumed that cranes

will operate 50% of the time and will sit idle for the remainder. When the ship is to remain berthed overnight all commercial activity within the vessel will stop, the main engines will be turned off and no bilge pumps are to be run. The ship will only be used for domestic accommodation purposes during the night time period (11pm to 7am), ensuring the minimum level of shore power (from ship generators) is required

2.7 Car parking for 28 vehicles is shown close to the building, and the applicants expect up to 15 deliveries by van per day, up to 10 articulated lorries per day and the occasional over-sized vehicle. With the exception of the latter, vehicular access would be from a new access created from Keel Road (taken from John Thornycroft Road). Cycle storage for 31 spaces is proposed.

2.8 The proposed external materials will be a mixture of Staffordshire blue brick and Douglas Fir cladding beneath a profiled grey sheet roof and limited areas of glazing serving the office uses. Whilst not shown on the submitted drawings the amended 24Acoustics Noise Impact Assessment (17th March 2017) suggests that a 3m high acoustic fence will run along the Keswick Road boundary and a condition is recommended to secure samples ahead of the works being implemented.

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 (LPR - as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**. The application site is designated for employment development under Policy MSA18 which reads as follows:

3.2 LPR Policy MSA18 Woolston Riverside, Victoria Road

The former Vosper Thornycroft site in Woolston is identified for a mixed-use development to include:

- i. employment uses B1 and B2, to include maritime-based research and development and light industrial uses which require access to the waterfront adjacent to and in the vicinity of the existing deep water quay;
- ii. residential to include a range of housing types;
- iii. local leisure and community uses;
- iv. a high quality, publicly accessible waterfront including areas of green open space.

3.3 LDF Policy CS7 adds that:

“In order to meet the South East Plan’s economic aims, as set out in Policy CS6, there is a strong need to safeguard employment sites. All existing employment sites and allocations will be safeguarded for employment use...”

3.4 The proposed employment floorspace will help towards delivering 97,000sq.ms of industrial and warehouse development (of which there is no distinction between the two) in the city between 2006 and 2026 as set out in the adopted LDF Core Strategy (2015). The recently published PUSH Spatial Position Statement (June 2016) shows a planned increase of 74,000sq.m of B-class employment floorspace over the 2011-2034 period and the proposal would also help towards meeting this target which is based on latest evidence.

3.5 In order to maximise the benefits of the proposal, it will be necessary to take account of LDF Core Strategy Policy CS24 ‘Access to Jobs’ whereby measures will be sought from major employment generating development to promote access to the jobs it creates amongst those residents of the city who can have difficulty returning to the labour market.

3.6 Major developments are expected to meet high sustainable construction

standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13. The applicant’s pre-assessment for this scheme predicts that the buildings will achieve the Building Research Establishment’s Environmental Assessment Method (BREEAM) ‘Very Good’ rating below the ‘Excellent’ level set by the Development Plan. This shortfall is discussed in detail below by the relevant consultee.

3.7 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.

3.8 The NPPF states that planning policies and decisions should aim to:

- Avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- Mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions, while recognising that many developments will create some noise;
- Recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put upon them because of changes in nearby land uses since they were established;
- Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason. (Paragraph 123 refers).

3.9 LPR Policy SDP16 (Noise) states that:

Proposals for:

- i. noise-generating development will not be permitted if it would cause an unacceptable level of noise impact;*
- ii. noise-sensitive development will not be permitted if its users would be adversely affected by significant noise from existing or proposed noise-generating uses.*

Applicants may be required to submit a noise impact report to assess the effect of the proposed development or existing noise source(s) upon the existing or proposed noise-sensitive development prior to the determination of a planning application.

3.10 The applicant’s revised Noise Impact Assessment (17th March 2017) has been assessed against this policy and guidance by the Council’s Environmental Health Officer and their commentary has informed this recommendation.

4.0 Relevant Planning History

4.1 The site’s physical development has evolved since the First World War and has been used for manufacturing since before the current planning system. The Council’s planning history records numerous additions to the site throughout this period although none of this planning history is directly relevant to the current application.

4.2 In terms of relevant recent planning history following the closure of the Vosper Thornycroft shipyard this can be summarised as follows:

4.3 **05/00816/OUT – Approved 10.03.2008 (Lapsed)**

Redevelopment of the 12.63 ha site for a mix of uses comprising: 1510 residential units, including 378 units for affordable housing (Class C3); marine employment comprising offices and industrial uses of 39,246 sq.m. (Class B1/B2); retail use of 1,617 sq.m. (Class A1); financial and professional services offices of 100 sq.m. (Class A2); food and drink use of 1,895 sq.m. (Class A3) drinking establishments of 450 sq.m. (Class A4); Leisure/health and fitness use of 1,770 sq.m. (Class D2); community/health centre and library (Class D1); 1,637 vehicle parking spaces; new means of access; servicing and highway works including new road layout, junction improvements, estate roads and landscaping; public open space including a river walk; odour treatment works; combined heat and power (CHP) facilities; creation of new pontoons/quays (Outline application seeking approval for siting of buildings, means of access and consideration of maximum height of buildings), and the re-profiling of the river wall with associated flood defences and site remediation works (Full Application) - description amended to reflect 25% affordable housing.

4.4 **08/00389/OUT – Approved 31.12.2009 (Extant)**

Redevelopment of the site to provide a mixed use development comprising: 1,620 dwellings (including 405 affordable homes); retail (Class A1 - 5,525 square metres, including a food store); restaurants and cafes (Class A3 - 1,543 square metres); offices (Class B1 - 4,527 square metres); yacht manufacture (Class B2 - 21,237 square metres); Business, industrial, storage and distribution uses (Class B1/B2/B8 - 2,617 square metres); 100 bedroom hotel (Class C1- 4,633 square metres); 28 live/work units (2,408 square metres); community uses (Class D1- 2,230 square metres); two energy centres (1,080 square metres); with associated parking (including the laying out of temporary car parking); new public spaces; river edge and quays; new means of access and associated highway/ environmental improvements. (Environmental Impact Assessment Development- 'Hybrid' planning application: outline in part, full details of phase 1 and river edge submitted). Description amended following submission following the removal of 33 residential units from the scheme and the introduction of a temporary car park.

4.5 **08/00629/FUL – Approved 29.11.2012 (Lapsed)**

Redevelopment of the site to provide industrial buildings (Class B2) with ancillary office accommodation, storage, access and parking (total floor space of 16,326 square metres) and associated works including new marine structures (Environmental Impact Assessment Development) - Description amended following revised submission for less floor space.

4.6 The following table summarises the approved position and compares it to the current proposals; although the Panel should note that, as already stated, the request for 24 hour external working for up to 14 days per year (as originally submitted) no longer forms part of this proposal:

	08/00389/OUT (Extant)	08/00629/FUL (Lapsed)	16/01108/FUL (Proposed)
Floorspace	21,237sq.m 3 Buildings	16,326sq.m 2 Buildings	3,147sq.m 1 st Phase
Delivery Hours	As below Conditions 48 & 49	8am-6pm (Mon-Fri) 9am-1pm (Sat) N/A (Sun) Condition 26	7am-11pm (Mon-Sat) 8am-8pm (Sun)
Internal Hours	7-8 (Mon-Sat) 8-1 (Sun)	6am-10:30pm (Mon-Fri) 6am-6pm (Sat-Sun) 24 hour operation with noise mitigation measures Condition 15	24 hours (all days)
External Yard	8am-6pm (Mon-Fri) 8am-1pm (Sat) N/A (Sun)	To be agreed Condition 20	7am-11pm (all days)
Wharf/Cranes	As above Conditions 48 & 49	Not specified	7am-11pm (all days) + 3 hour extra 14 times per year

5.0 Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners (some 616 letters sent), placing a press advertisement (07.10.16) and erecting a site notice (07.10.16). Whilst an amended noise report has been submitted the proposed scheme, and hours of operation sought, have not changed significantly enough to warrant a fresh round of public consultation.
- 5.2 At the time of writing the report **34 representations** have been received from surrounding residents, including concerns raised by Ward Cllr Hammond and Bargate Cllrs Bogle and Noon, an objection from the Centenary Quay Residents Group, and neighbours in Ocean Village. The following is a summary of the relevant planning related points raised, and whilst all responses have objected to the application a handful support the principle of securing additional employment:
- 5.3
- The planning application does not provide sufficient information about the end user to allow proper consideration of the planning issues.

Officer Response

This is often the case on a site where the end user is not confirmed. Whilst the applicants preferred operator manufactures wind turbine blades the planning system is concerned with land use in the first instance. As such, the Panel need to be mindful that whilst a B2 (manufacturing/general industry) use is sought the

submission to date also provides details of a generic turbine blade manufacturer. The suggested conditions that form part of this recommendation, and that therefore make the scheme acceptable to officers, largely limit the scope of the B2 use to that of the wind turbine blade operator whilst also enabling future occupation by other marine related B2 uses.

5.4

- The use of the MEQ on a 24 hour/day basis is at odds with the previous planning permission that allowed for 'normal' daytime activity only, and would significantly harm the residential amenity of existing residents, including those living in Centenary Quay and Ocean Village, in terms of noise and disturbance caused by manufacturing and late night deliveries. Had new residents to Centenary Quay known that 24 hour working would have been proposed they would never have moved into the development. The reference to the previous Vospers operation is now inappropriate as the area has changed and is predominantly residential. Vospers closed some 14 years ago. In any even the previous Vospers use attracted regular noise complaints and we shouldn't repeat these mistakes.

Officer Response

Agreed in part. Ongoing negotiations have followed the original submission and the recommendation limits the extent that the proposed B2 use can operate.

Following concerns raised by the Council's Environmental Health Officer to the applicant's proposed hours of operation (listed above) officers have confirmed that the following hours of use (listed below) would be acceptable. The recommended hours suggest that whilst a 24 hour B2 use within the building would not be significantly harmful (if the building is acoustically treated to the standards proposed) the external works for an open B2 use should be restricted to between 7am and 7pm (7 days/week). In our opinion an exception can be made for a manufacturer of wind turbine blades, following the submission of a bespoke Noise Impact Assessment, and 11pm external working within defined zones is also considered to be acceptable for this type of use. The applicant is keen to secure a permission at this time but comments that the following reduced hours may jeopardise the site's use by the turbine blade manufacturer who may require more flexibility:

	16/01108/FUL (Recommendation by Condition)
<i>Delivery Hours</i>	<i>7am-7pm (Mon-Sat) and 9am-4pm (Sun)</i>
<i>Internal Hours</i>	<i>24 hours (all days)</i>
<i>External Yard</i>	<i>7am-7pm (all days - within defined 'Yard Work Zone') and until 11pm for Blade Manufacturer</i>
<i>Wharf/Cranes</i>	<i>7am-7pm (all days) + 1 day per calendar week until 11pm for Blade operator</i>

The Council's Environmental Health Officer is content with the limitations imposed by the attached conditions, and the operation of a manufacturing (B2 use) operation on a 24 hour basis. This issue is explored more fully in the 'Planning Considerations' section of this report.

- 5.5 • 24 hour external working on the shipyard for up to 14 days per year is wholly unacceptable.

Officer Response

Agreed. This issue is explored more fully in the 'Planning Considerations' section of this report but no longer forms part of the planning application.

- 5.6 • The proposals would also see the loss of the hotel approved in 2008, which is an important feature of the CQ development

Officer Response

Whilst the original outline planning permission gave approval for a hotel the Council cannot insist that this is delivered.

- 5.7 • The additional hours will require additional lighting resulting in light spill and glare.

Officer Response

Acceptable external lighting can be secured with the attached planning condition following input from the Council's Environmental Health Officer. Whilst lighting will change the character of this site (especially now that it lies vacant) it is possible to mitigate the harmful impacts.

- 5.8 • Local wildlife will suffer from a 24 hour operation.

Officer Response

The Council's Ecologist has requested additional information as part of a planning condition but does not object on this basis.

- 5.9 • Loss of property value if this is permitted

Officer Response

This statement is not supported by any evidence. In any event, the effect of development upon neighbouring property values is not a material consideration to which weight should be afforded in deciding on this planning application.

5.10 **Ward Cllr Hammond**

I don't object to the site being used as B2 for light industrial usage as this is in keeping as to what was previously on the site. However, I do have concerns about a 24hr working licence for works and associated activity. What impact will this have on residents, including the new Centenary Quay properties? I would hope the committee limits the working times on this site, but also insists on adequate sound proofing. Delivery times must also be factored into the application.

5.11 **Bargate Cllr Bogle**

I am commenting in my capacity as ward Councillor for Bargate ward, which includes the Ocean Village area directly opposite the proposed facility. Broadly the main concern is the hours of operation rather than the existence of the facility itself. I support the creation of marine-related employment on the site. The main concern I have relates to the changes in the area on both sides of the water since Vosper Thornycroft was last operational, i.e. a much higher density of residential dwellings and local traffic. This has been a common theme in Bargate for some years, which has gradually seen the exit of industry and replacement with residential and leisure use

- 5.12 The noise impact assessment is useful but as the tenant is not confirmed, there is no means of assessing the reality of what impact there will be. I would like to see further consideration of the hours of working on activities that could cause noise disturbance to nearby residents, and a reduction in the proposed 0700-2300 (I see 24 hour working only applies to internal work) hours of outside operation. If approved, I suggest that conditions are placed on any permission to include further noise impact and environmental impact assessments, requirements for regular engagement and communications with residents and the option for review

if significant impact on residents

5.13 **Bargate Cllr Noon**

I have been contacted by a number of residents on Ocean Village who have deep concerns about noise from 24 hour working on this site. They do recognise this site is for marine development, but object to the 24 hour working because of late night and early morning noise.

5.14 **Consultation Responses**

5.15 **SCC (Environmental Health - EHO) – Initial holding objection now satisfied**

The EHO made the following comments initially:

I wish to raise a holding objection for the above site, as I have some queries I need a reply to before I make my final comments.

5.16 This application is for a B2 use that I cannot agree to without limiting the noise due to the proximity of the new and existing housing. There is a history of heavy industry in this area, but the character has changed since the old industry has moved away, and the new housing has moved much closer.

5.17 My comments would be much easier if we knew the type of use or industry that is to move into this site, rather than my trying to control a general B2 use, which could be particularly noisy, where I may have to impose conditions that could be unacceptable to the proposed occupier. Depending upon the use, I am unlikely to be able to be able to support the 24 hour use of the yard, nor overnight loading of ships.

5.18 There is a condition on the previous applications about odour, to control boat building processes that involve a large amount of solvents such as styrene. I will wish to still have a similar condition, but are you aware of any solvents being used in this process, and is any painting of products proposed? I will still want to see an odour plan for either of these and the painting may be subject to requiring a permit to operate.

5.19 I understand there have been a lot of objections to this application due to the use of the yard for 24 hours. Are we able to have more information on proposed yard movements, and what the proposed shift pattern is? I expect I will want to limit the yard noise, so acoustic data on what processes are to take place in the yard and it's acceptability to background would be useful.

5.20 I understand a lot of the objections are from the Ocean Village area, so an assessment of the noise affecting this area would be beneficial.

5.21 The siting of some of the equipment both inside and outside the building should be carefully considered. External equipment should be designed wherever reasonably practicable to be -10dB(A) below background.

5.22 The movement of deliveries also need consideration if long loads are to be taken along residential streets, and may be time limited.

5.23 The loading of ships looks quite noisy from the data supplied. Further discussion is required to determine when loading and unloading of ships will be acceptable during the evening. The levels at night time are not acceptable. Further discussion is required to see if any further mitigation can be applied to the process.

5.24 The proposes mitigation measures suggested in the report will form a good basis for discussion, but not all of these proposals look acceptable, mainly on time limits.

5.25 The lighting report does not give me a true idea of the proposal. I would like to see lighting contours to show how the light will affect surrounding properties, and I would like to see a 2 and 10 Lux contour. The port part of the lighting will be exempt from nuisance controls, so it is important that the lighting is properly controlled at the application stage.

5.26 ***The EHO has now removed the above holding objection for the following reasons:***

Following receipt of the update 24Acoustic 'Noise Impact Assessment' (17th March 2017) the Environmental Health Team still have concerns with the proposed hours of operations, whilst acknowledging that the applicant has worked hard to mitigate the noise impact of their development, but would support the scheme if the external hours were reduced, whilst accepting that a 24 hour operation could operate satisfactorily from this site if the building fabric is as proposed. Of concern, in particular, the data suggests that residents in Keswick Road would be affected by crane movements and these should, therefore, be restricted further. The Team note the concerns raised by residents of Centenary Quay but this development has been designed with the MEQ in mind and appropriate conditions applied to allow a B2 use on the MEQ to come forward. The same controls cannot be given to residents on Keswick Road as these predate the CQ development. In respect of Ocean Village the noise data suggests that the operation would be acceptable. Officers acknowledge the site's previous use for shipbuilding and the allocation for employment and both are relevant to the assessment made. If the following conditions are imposed, with reduced hours to the external workings as explained above, Environmental Health would raise no objection to this application.

5.27 Conditions to include:

- Hours as set out above;
- Noise Management Plan for each occupier;
- Noise Management as set out in the amended Noise Impact Assessment (unless superseded by other conditions);
- Lighting plan and scatter diagrams;
- Odour Management Plan;
- External extraction/equipment; and
- 3 metre high acoustic fence to Keswick Road.

5.28 **SCC Highways – No objection subject to conditions and s.106**

The proposed development is for the construction of a building to provide 2431sq.m B2 and 415sq.m of office and R&D space. 28 parking spaces are proposed to support the development and 31 cycle spaces.

5.29 The principle of industrial development here has been accepted via the original outline consent for the redevelopment of the whole Vosper Thornycroft site. The built form is smaller than anticipated in the outline scheme, and the level of vehicular movements and parking demand are lower than previously consented. It is expected that 172 daily vehicle movements will be generated by this proposal. However, there is an indication of likely expansion to this proposed scheme, and areas outside of the red line of this site which have been covered by the original outline consent which are not included in the total likely traffic generation of the entire site. We need to understand the total impact of the proposals, both currently proposed, and likely future expansion to encompass the entire consented site, either by this applicant alone, or with anticipated levels of development in line with the outline consent.

5.30 The site takes its access from Keel Road, which is a new road running from the roundabout on John Thornycroft Road, just west of Victoria Road. The site will front Wharf Road, but it is intended for pedestrian access from here only, although an emergency vehicle route is to be made available onto Wharf Road at its most south westerly point, which will provide a straight departure route should large items need to be moved by road. It is assumed that outside space will be used for

the manufacture/storage of the finished product, but there is no clarification as to how this will be laid out, allowing movement of cars to the car parking spaces. 31 cycle parking spaces are to be provided for staff and visitors, but no detail has been provided for this facility, and I would recommend that the cycle parking is moved closer to the building for security purposes. A condition will be required to finalise details on this, unless the applicant chooses to clarify this before a decision is made.

5.31

This proposal as shown generates fewer vehicle movements than anticipated in the original consent. The Transport Assessment states that the applicant intends to use the water for the transportation of its finished product, and also bring in some raw materials via shipping also. Comfort needs to be gained to understand the manufacturing process of the anticipated user of the site, and how we can condition the production process to ensure that this is actually going to happen, and that the road network does not become affected by the transportation of abnormal loads.

5.32

Levels around the site are awkward, and the proposed building is to be 'buried' at the Victoria Road end, so that its level floor meets the ground levels towards the waterfront end of the site. I seek comfort that these changes in levels will not cause any changes to surface water run off or create any flooding issues which could impact the public highway.

5.33

24 hour operation is proposed on site, and indication of shift patterns would be useful to understand the impact on the surrounding highway network at those times when movement associated with this proposal will be focussed.

5.34

Mention is not made of refuse collection, and any refuse storage, the refuse strategy for the site needs to be understood.

5.35

In looking through the objections and checking out the long vehicle route along Wharf Road there is a tight narrowing of the carriageway which would result in the long vehicles overrunning the footpath area, and this would need to be reconstructed in a more suitable manner to create the narrowing for day to day use, but be sufficiently robust to cope with overrunning of an HGV. A s.106 contribution is required.

5.36

5.37 **SCC Design – No objection**

I'm assuming that the position of the buildings is set by the outline application and I don't have any objection to the materials proposed for the building. We will need to understand the nature of the timber cladding as this will have implications for the final appearance of the building. If it is a natural weathered aging of the timber that they're looking for this would require a hardwood finish. The application also shows no details of the proposed retaining wall construction for what is a considerable length of retaining structure of at least 3.0m in height. Again understanding the appearance of this feature is important as the look would be very different between concrete, brick, gabion or Krib-lock.

5.38

Applicant's Design Response

- *Cladding*

The proposed timber is Douglas Fir this being indigenous, naturally resinous and highly resistant to rot. Our experience is that it greys very well and is naturally rot resistant - we have used this material on a number of occasions some installed 20+ years ago untreated since installation and still serviceable. We do not therefore feel that a hardwood is necessarily required, if however in developing the design, a readily available, suitable and sustainable hardwood is available it may be an option.

- 5.39 *As for the module and design treatment of the cladding, due to the scale of the building and frame construction we had envisaged this being a rain screen cladding with gaps between the boards (shaped to throw water off), attached to suitable lightweight (metsec) structure spanning onto the frame. The planks would vary in width to adopting wider planks (c 200-225mm) as the principal module to accommodate the scale of the flat facade. We are trying to steer the design away from the developer default of pre-finished lookalike man-made boarding.*
- 5.40 *- Retaining Walls
Most of the retaining walls are existing precast concrete and would on the whole be enveloped by the building. I assume that the reference to new retaining walls is the length of wall to the NW end of the building adjacent to Keswick Road. This has actually evolved from the 3m acoustic wall recommended by the consultants preparing the acoustic assessment and which would need to sit on top of a 1m high concrete retaining wall required to accommodate the level differences (Keswick Road 3.9, new yard 4.9). Suffice to say we would anticipate the fence to be a proprietary timber slats construction. You will also note that there is a piece of land on the Keswick Road side which we would anticipate being landscaped (not shown) similar to the existing belt further east on agreement with highways. We believe the requirement for a short retaining wall was proposed on the Palmer Johnson drawings albeit there was no acoustic fence requirement as the building extended further towards the water.*
- 5.41 **SCC Ecologist – No objection subject to conditions**
The application site comprises hard-standing which has negligible biodiversity value. It is, however, located close to sites of national and international nature conservation importance. The Solent and Dorset Coast Potential Special Protection Area (SPA) lies adjacent to the site whilst a section of the Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI) and the Solent and Southampton SPA/Ramsar site are located approximately 185m to the south. Atlantic salmon, an interest feature of the River Itchen Special Area of
- 5.42 Conservation (SAC), also pass close to the site.
The Solent and Dorset SPA is being proposed to safeguard the foraging areas of several species of breeding terns which are protected under the various Solent European Marine Sites. The SSSI is designated for a range of habitats and species including extensive areas of intertidal mudflat, vegetated shingle and saltmarsh and birds such as brent geese, black-tailed godwit and dunlin. The SPA and Ramsar site are designated for wetland habitats, significant numbers of wetland bird species including black-tailed godwit, ringed plover and teal, and significant populations of over-wintering wetland birds.
- 5.43 An Appropriate Assessment (AA) undertaken in connection with the initial planning application, 08/00389/OUT, identified a number of potential impacts, arising from development of the wider site which could adversely affect features of interest of the designated sites. The following impacts are anticipated to occur as a consequence of implementing the proposed development:
- Pollution ' silt and other contaminants impacting water quality;
 - Piling noise
 - Light pollution
- 5.44 Vibration arising from construction of the proposed building is unlikely to be a problem due to the distance between the footprint of the building and the water's edge, 85m, however, if works are required to the river wall, vibration will need to be considered.

- 5.45 Potential measures to mitigate the impacts listed above include:
- Turning off all plant when not in use
 - Use of mufflers and other noise reducing equipment
 - Timing of works to avoid sensitive periods for salmon and waterfowl
 - Screening of construction works.
 - Piling methodologies and a mitigation plan to prevent disturbance to salmon if percussive piling is to be employed with 75m m of the river edge.
 - Pollution control measures, including proposals for monitoring during and post construction, and details of emergency remediation measures if acceptable biological limits are breached.
 - Design the building to minimise collision risk
 - Careful positioning of lighting
 - Design of lighting to minimise light spill
- 5.46 Further information regarding the potential impacts and the mitigation measures to be employed will be required to enable the Local Planning Authority to undertake a Habitats Regulations Assessment. This should be accompanied by a draft Construction Environmental Management Plan (CEMP).
- 5.47 I have no objection to the proposed development however, the applicant will need to demonstrate that potential impacts arising from both the construction and operational phases can be adequately mitigated.
- 5.48 **SCC Heritage – No objection**
No archaeological conditions are required.
- 5.49 **SCC Sustainability – No objection**
The development has been designed to achieve a minimum BREEAM 'Very Good' and where possible and achievable 'Excellent' as it is now a policy. The applicant has provided the following information in regards to sustainability and BREEAM:
- 5.50 *'The proposed 'building' will achieve a minimum BREEAM 'Very Good' rating. A BREEAM pre-assessment has been prepared. The rating has been assessed on the total building and achieves an 'excellent' in the key areas of Energy and*
- 5.51 *Materials and 'outstanding' with regards to Water consumption. As discussed with the LPA the proposal is a Shell and Core development with the fitout; heating and ventilating systems completed by the tenant outside of the developer's control.*
- 5.52 *BREEAM 2014 does not cater for this scenario with the net result that BREEAM excellent is not only almost impossible to achieve but it would, if adopted by the developer, render the project unviable and the building would not be marketable*
- 5.53 *The condition applied to the previous approval 08/00629/FUL would however be provided for to achieve the necessary performance under the Building Regulation 2013 (2016 amendment).*
- 5.54 *There are, as discussed some key areas where critical credits are not available to the developer of this site principally those relating to site preparation/management, demolition and decontamination, recycled fill and ecology.*
- 5.55 *If as previously suggested the assessment was restricted to the offices only additional elements such as views and ventilation would also not be available as they are not compatible with the proposed use and the building form to suit the site (level differences).*

- 5.56 *Details to incorporate decentralized and/or renewable or low-carbon energy sources to reduce predicted CO₂ emissions by at least 12.5% as specified in CS 20. The design will be designed to accommodate photovoltaic and/or solar heating panels to ensure full compliance with the desire to improve energy efficiency.*
- 5.57 *The original desire in 08/00389/OUT was to connect into site-wide community heating system which was to be made available to non-residential units where unit size, use and proximity to the distribution routes makes it viable.*
- 5.58 *The applicant has enquired about the suitability and capability of the existing centralised heating system but has however been unable to establish the availability of a central heating system/strategy or the proximity of a suitable supply to the MEQ site.*
- 5.59 *The options available to provide a suitable heat source will be considered at the design stage and a decision made once more information becomes available.'*
Given the original 2008 outline application requirements and the above
- 5.60 justification, I am satisfied that the proposed sustainability measures are acceptable and if the case officer is minded to approve the application conditions are recommended.
- 5.61 **SCC Training & Employment – No objection**
An Employment and Skills Plan Obligation will be required under the S.106 Agreement.
- 5.62 **SCC Floodrisk**
There is very limited information on the proposals for managing surface water drainage specific to this application. The design and access statement states that *'The surface water system would be designed to accommodate for the potential of tide locking and this could be adequately covered by Condition.'*
- 5.63 In accordance with the written statement made by the Secretary of State for Communities & Local Government, dated 18 December 2014, major development is expected to utilise sustainable drainage systems to manage runoff, unless demonstrated to be inappropriate. Sustainable drainage proposals should be developed in accordance with the non-statutory technical standards. Given that the proposed discharge method is direct to the River Itchen, in accordance with the non-statutory technical standards, the peak flow control standards (S2 & S3) and volume control (S4 & S6) standards need not apply, however, the other criteria should still be met along with accommodation for tide locking scenarios.
- 5.64 The following details on the drainage strategy will be required:
- Site details
 - Site constraints
 - Assessment of the proposed changes to impermeable area on the site
 - Mitigation for any proposed increase in discharge volumes (if applicable)
 - Details of the proposed approach and design of the drainage system
 - Requirements for the long term operation of SuDS including flood risk within the development (exceedance & flow paths), construction & structural integrity of the proposed system and its maintenance.
- 5.65 If the applicant determines that sustainable drainage is inappropriate on this site suitable evidence must be presented to demonstrate why it is deemed to be inappropriate. If the case officer is minded to approve the application it is recommended that a drainage condition is applied.

5.66 **SCC Tree Officer – No objection**

I have been to look at the tree trees that are on Keswick Road adjacent to the former Vosper site. All three trees are of a fair to good condition and are the only trees along that boundary of the site, so visually they are important. The Root Protection Area's slightly encroach into the site, by around 2m or so, so shouldn't really cause an issue with the development. I know that they had permission for a scheme in the past but if this was pre 2012, the best practice guidance for construction around trees was different and the RPA could be encroached by 10%, but this is no longer the case. Essentially, I feel that the trees need protection throughout any construction, but I don't think that this will be too onerous.

5.67 If the applicant determines that sustainable drainage is inappropriate on this site suitable evidence must be presented to demonstrate why it is deemed to be inappropriate. If the case officer is minded to approve the application it is recommended that a drainage condition is applied.

5.68 **City of Southampton Society – No objection**

No objection in principle, as the proposal basically follows the original plan. But the marine element has been reduced, and instead the proposal is to make wind turbine blades. The engineering element would largely supersede the office element. All night working would be potentially anti-social: noise, lights, activity, traffic, vessels. There are substantial residential units very close. The noise dba figures seem to be rather on the low side. Really effective noise attenuation would be needed. Even during the working day there would seem to be a lot of noise. So very strong conditions should be imposed, night working should be either forbidden or very tightly constrained indeed.

5.69 **Homes & Communities Agency – Support**

You will be aware of the history of the site but the South East England Development Agency (SEEDA) acquired the wider Centenary Quay site when Vosper Thorneycroft closed its ship building operations on the site in 2003. SEEDA worked with partners in formulating and implementing a master plan for the whole site as a mixed use development for homes and jobs. The Marine Employment Quarter was identified as the location for commercial operations not least because it has a quayside and potential deep water access.

5.70 SEEDA marketed both the employment and residential elements of Centenary Quay in 2006. Since then the residential development has progressed well through delivery by Crest Nicholson. SEEDA secured interest from a number of different commercial operators over time but none were willing to formally contract. The site was transferred to the Homes and Communities Agency (HCA) in September 2011. The HCA continued to seek developers to build out the planning consent but was unsuccessful. The HCA remarketed the site in 2014 but there was limited market interest. Oceanic Estates did however submit a strong proposal and it is the HCA's view that having tested the market Oceanic Estate's proposal provides the most realistic prospect of development of commercial premises in this location, thereby creating jobs in the near future.

5.71 **Historic England – No objection**

Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion. The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

5.72 Environment Agency – No objection

The proposed development is located within an area of flood zone 1 and is considered to have a low probability (< 1 in 1000, 0.1%) of tidal flooding in any year. The proposed finished floor level of 5.50m AOD will ensure that the development remains safe and free of inundation over its full lifetime. The main access to the building from Victoria Road is set at a higher level and will provide safe access and exit if flooding of the lower lying areas of the site does occur. The Environment Agency has no objection in principle to the proposed development as submitted subject to planning conditions relating to finished floor levels.

5.73 Natural England – No objection subject to a Habitats Assessment (HRA)

i) Habitats Regulations – No objection subject to HRA

The application site is within or in close proximity to a European designated site (also commonly referred to as Natura 2000 sites), and therefore has the potential to affect its interest features. European sites are afforded protection under the Conservation of Habitats and Species Regulations 2010, as amended (the 'Habitats Regulations'). The application site is in close proximity to the Solent and Southampton Water Special Protection Area (SPA) which is a European site. The site is also listed as Solent and Southampton Water Ramsar site¹ and also notified at a national level as Lee-on-the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI). The application site is also in close proximity to the River Itchen SAC and SSSI. In considering the European site interest, Natural England advises that you, as a competent authority under the provisions of the Habitats Regulations, should have regard for any potential impacts that a plan or project may have. The Conservation objectives for each European site explain how the site should be restored and/or maintained and may be helpful in assessing what, if any, potential impacts a plan or project may have.

5.74 1. Listed or proposed Wetlands of International Importance under the Ramsar Convention (Ramsar) sites are protected as a matter of Government policy. Paragraph 118 of the National Planning Policy Framework applies the same protection measures as those in place for European sites.

5.75 2. Requirements are set out within Regulations 61 and 62 of the Habitats Regulations, where a series of steps and tests are followed for plans or projects that could potentially affect a European site. The steps and tests set out within Regulations 61 and 62 are commonly referred to as the 'Habitats Regulations Assessment' process.

5.76 Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, will need to screen the proposal to check for the likelihood of significant effects.

5.77 We advise that your assessment can conclude that the proposal can be screened out from further stages of assessment because significant effects are unlikely to occur, either alone or in combination. This conclusion can be drawn having regard for the measures built into the proposal that seek to avoid all potential impacts. On the basis of information provided, Natural England concurs with this view.

5.78 ii) Nationally designated sites - No objection with conditions

This application is in close proximity to Lee-on-the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI) and the River Itchen SSSI. However, given the nature and scale of this proposal, Natural England is satisfied that there is not likely to be an adverse effect on these sites as a result of the proposal being carried out in strict accordance with the details of the application as submitted. We therefore advise your authority that these SSSI do not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the Wildlife and

Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

5.79 These conditions are required to ensure that the development, as submitted, will not impact upon the features of special interest for which these SSSI are notified.

- No percussive piling or works with heavy
- Preparation of a Construction Environmental Management Programme
- Securing the mitigation measures identified in the mitigation strategy (Appendix E)

5.80 *iii) Protected species – No objection*

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species.

5.81 *iv) England Coastal Path*

Natural England has a duty to provide coastal access on foot around the whole of the English coast and is aiming to complete this by 2020. This is a new National Trail with an associated margin of land predominantly seawards of this, for the public to access and enjoy. Natural England takes great care in considering the interests of both land owners/occupiers and users of the England Coast Path, aiming to strike a fair balance when working to open a new stretch. We follow an approach set out in the approved Coastal Access Scheme and all proposals have to be approved by the Secretary of State. We would encourage any proposed development to include appropriate provision for the England Coast Path to maximise the benefits this can bring to the area. We suggest that the development includes provision for a walking or multi-user route, where practicable and safe. This should not be to the detriment of nature conservation, historic environment, landscape character or affect natural coastal change.

5.82 **Officer Response**

Natural England's request for coastal access is noted and supported by LPR Policy MSA18 and LDF Core Strategy Policy CS12, which both seek to secure an attractive publically accessible waterfront for the City. Whilst this issue arose recently on the neighbouring residential site at Centenary Quay, the Panel should note that the MEQ requires active and direct waterfront access as a fundamental requirement of its delivery as an employment generating site. Opening this up for public access raises both health and safety issues alongside practical problems of operating a marine related business. The previous permissions were bound by similar policy and the Council previously agreed that the MEQ could come forward without public access along its water's edge. LDF Policy CS12 acknowledges that 'incorporation of additional public access might be considered inappropriate where it would damage the business interests of the occupiers of the waterfront employment sites and would conflict safety...'. No change to the previous position is recommended.

5.83 **Southern Water – No objection subject to conditions**

Southern Water can provide a foul sewage disposal service to the proposed development and planning conditions to secure more information regarding drainage are needed.

5.84 **National Planning Casework Unit – No Comment**

5.85 **Southampton Airport – No objection**

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to a planning condition requiring the submission of a bird hazard management plan.

6. Planning Consideration Key Issues

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

1. The principle of this form of development;
2. Economic development considerations;
3. Traffic and transport issues;
4. Impact on the amenities of neighbours, including noise and disturbance;
5. Design; and,
6. Environmental Impact and Mitigation.

6.2 Principle of Development

6.2.1 National and local planning policy is supportive in principle of development proposals that bring economic development and employment opportunities; NPPF paragraphs 8, 14 and 19 are directly relevant. The NPPF confirms that economic growth can secure higher social and environmental standards, and that the Government is committed to securing economic growth in order to create jobs and prosperity.

6.2.2 This development is in accordance with the site's designated uses under LPR Policy MSA18 (as set out in full above), which has been part of adopted planning policy since 2006. The principle of re-providing an up to date 'marine related' employment use (in the sense that the potential blade manufacturer requires river access and the deep berth in order to operate) to replace the manufacturing use associated with Vosper's is acceptable in principle and complies with the previous planning permissions on this site and the site's current allocation.

6.3 Economic Development Considerations

6.3.1 Policy CS6 of the Core Strategy, which identifies the need for 97,000sq.m of industry/warehousing over the plan period, is relevant as a material planning consideration.

6.3.2 The proximity of the site to the River Itchen makes this an attractive location for a wind turbine blade manufacturer, and Policy MSA18 recognises this by allocating the site for marine employment. The site has been marketed for a decade with no, or little, positive interest as confirmed by the Homes and Communities Agency (the landowner) in their response to the application. It is clear that the restrictions imposed on operational hours at the outline stage (LPA ref: 08/00389/OUT) have, in part, led to the site being left vacant for a considerable time. During that time the residential phase of Centenary Quay has been constructed and occupied meaning that circumstances have changed.

6.3.3 In terms of the need for local employment opportunities, the 2011 Census for the Woolston Ward suggests 25.6% of residents have no qualifications (compared to 21% for the City as a whole), with 33.7% of households having no adults in employment (compared with 32.8% for the City). It confirms that 72% of residents in the ward are economically active (compared with 68.4% for Southampton) with 5.8% registered as unemployed. The economic development benefits associated with this development are potentially, therefore, considerable and a large number of new technical jobs would be created with the promise of more to follow. The recommendation includes the need to secure targeted local training and employment initiatives, at both the construction and operational phases (in accordance with LDF Policy CS24). Given the loss of employment associated with the closure of Vosper's these economic benefits are clearly a significant material consideration in the determination of this planning application.

- 6.3.4 The applicants have been asked to demonstrate the likely job creation of the proposed mix and uses to enable the Local Planning Authority to assess the impacts on job creation of allowing the site for a wholly B2 use. A standard guide as to the potential employment impacts of a site is provided by the Homes and Communities Agency (HCA). The latest version (2015) sets out the following employment density for the uses relevant to the site:
- Business Use B1c - 1 job per 47 sq.m
 - Industrial Use B2 - 1 job per 36 sq.m
- 6.3.5 Based on this guidance, and the floorspace of this first building proposed, the application could deliver in the region of 85 jobs with more to follow should the site expand as was envisaged when the whole site was first masterplanned. In reality it is difficult to accurately determine the number of jobs which might result given that this is a speculative development, but if a wind turbine blade manufacturer can be secured this will bring with it highly technical, well skilled jobs. That said, this generic calculation does not take account of the specifics of a blade manufacturer and the applicants suggests that job creation is more likely to be between 50-60 jobs in the first instance, which is still significant for this first building given the context of the application.
- 6.3.6 The employment benefits to the local area, in terms of the range, quality and number of jobs is an important consideration for this scheme, and even the more conservative estimates represent a significant boost to the local economy.
- 6.4 Traffic and Transport
- 6.4.1 The planning application has been assessed in terms of its proposed access, its impact upon existing highway safety, its overall trip generation when assessed against previous uses, and the proposed levels of parking needed to satisfy a 24 hour/day operation. As the site is designated for industrial and warehousing development, and was operational until 2003, it is not simply a case of comparing the proposal against the existing vacant condition of the site. The net impacts are also assessed.
- 6.4.2 The applicants expect up to 15 deliveries by van per day, up to 10 articulated lorries per day and the occasional over-sized vehicle. The intention of this development is that all large vehicles will enter and exit the site from the new Keel Road entrance, thereby limiting the impact on the residential area to the south.
- 6.4.3 Government guidance within the NPPF states that decisions should take into account whether safe and suitable access to the site can be achieved for all people and that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. The Highways Officer does not believe this to be the case for this project and have not raised an objection to either the principle, detailed layouts or likely impacts upon the highway network. They do, however, have reservations about the extra heavy vehicles needed in exceptional circumstances to transport blades by road using the emergency vehicular access onto Keswick Road, but consider that the scheme could, in principle, be mitigated against through the s.106 with changes to Wharf Road. Whilst deliveries will be frequent they are not excessive and the use of the deep berth (possibly once a week) for the export of the finished blade is welcomed and reduces impacts upon the highway network. The Panel will note that planning permission for significant more floorspace, and subsequent highway impacts, already exists.

6.4.4 In terms of car parking numbers, the development exceeds the Council's maximum car parking standards (at 1 space per 300sq.m in highly accessible areas such as Woolston District Centre). Applying this higher standard the development should be served by a maximum of 10 parking spaces. The applicants 24 hour operation, and the likely shift pattern, justifies higher provision in this case and the recommendation includes a requirement for improvements as part of a wider set of green travel initiatives. Some 30 cycle parking spaces, with employee showering facilities, are proposed. The building is served by a private, secure yard with allocated parking spaces and it seems unlikely that employees would wish to park off site in neighbouring streets.

6.4.5 There are no highway objections to this application for a B2 operator and permission for a larger, more intensive, set of proposals remains extant and deliverable (LPA: 08/00389 refers).

6.5 Impact on the amenities of neighbours

6.5.1 This is the perhaps the key issue for this scheme, and is the issue that has attracted the most objection, particularly from neighbours with the Centenary Quay development and across the water in Ocean Village. LPR Policy SDP1(i) states that *'planning permission will only be granted for development which does not unacceptably affect the health, safety and amenity of the city and its citizens...'*. Policy SDP16 adds that *'proposals for noise generating development will not be permitted if it would cause an unacceptable level of noise impact...'*. Residents object to the proposed 24 hour manufacturing, the argument used by the applicant that because Vospers previously operated on this basis their scheme is also acceptable, and that the extant permission with strict controls on operational hours as set out above (on which new residents may have made the decision to move to Woolston) is now being ignored. In this context the concerns raised by third party objectors in relation to noise, lighting and disturbance are clearly material to the consideration of this application. Officers accept that there will be an impact on these residents of any B2 use on what is, effectively, a cleared site awaiting development. The significance of this impact then requires further assessment.

6.5.2 Whilst the site has historically been used for ship building on a 24 hour/day basis this use ceased in 2003 and the buildings have since been removed. The previous use is effectively abandoned meaning that only limited weight in planning terms, if any, should be afforded to the fact that in 2003 residents would have been living next to a noisy working shipyard. In this respect the residents that have objected to the applicant's assertion that the previous use should be included in the Panel's deliberations are correct. That said, the site is allocated in an up to date Development Plan for B2 uses, and Policy MSA18 carries significant weight in the consideration of the application. It seeks a marine related B2 use and will, by its very nature, bring with it a noisy working environment. Also of relevance to the determination is the fact that previous marketing of the site has, for almost a decade, not resulted in any firm offers for marine based employment. The applicant suggests that a marine employment use requires hours that extend beyond those previously approved to make use of deep berth and the high tides of the Itchen, and officers agree that further flexibility is needed, following careful consideration, if this site is to be developed as intended by the Development Plan.

6.5.3 i) **Visual Impact**

This site is synonymous with employment uses, and particularly manufacturing, and is protected by existing local planning policy for such uses. As such, buildings with scale are a given, and it is inevitable that a large commercial development of this nature will impact upon the established character and

appearance of the area. The previous Vospers factory was formed by a mix of domestic scaled buildings and manufacturing sheds, but with surface car parking along the Keswick Road boundary behind fencing.

- 6.5.4 The proposed building's northern elevation is the most sensitive to existing residents, but utilises the change in level behind the existing hoarding and will read as a two storey blank façade running along Keswick Road with the building becoming more exposed as the land falls away towards the water. At its highest point the eaves of the building will be 12m (to eaves) and 14m (to ridge) when assessed from Keswick Road itself. A typical dwelling is about 6m to eaves and 8 to ridge for comparison. The proposed building is marginally taller to eaves than the consented buildings approved under LPA ref: 08/00629/FUL, but significantly lower overall, with a shallower roof form, thereby reducing the overall scale, height and subsequent bulk of the development along this boundary. There will be no significant loss of privacy or overshadowing of the affected neighbours given the design and location of the buildings, and the reduction in scale to that previously approved. The proposed physical impacts are acceptable in this regard and no third party objections have been received on this basis.

6.5.5 **ii) Noise Impact**

The local area is already characterised by relatively high levels of background noise as a consequence of the local highway network, river traffic and operational Port beyond. The area is changing though with some 1600 residential units permitted on the remainder of the Vospers site (LPA ref: 08/00389/OUT) sitting alongside the District Centre and the existing residents along Keswick Road. To a certain degree the residents of the latest phase of Centenary Quay – currently under construction – move into the development in the full knowledge of the B2 use next door, but this is not the case for those residents that already live close to the site (including within the earlier phases of CQ and across the water in Ocean Village). The applicants have assessed the noise impact of the extended use on all residents before reaching their conclusions (set out in full below).

- 6.5.6 Officers accept that there is likely to be a noise impact resulting from the proposed operation, its 24 hour working, HGV and crane movements on site, including manoeuvring and reversing. The amended Noise Impact Assessment identifies, however, that the cranes – required to move blades from the building onto a ship – will cause the most impact and that the other impacts can be largely mitigated through best practice, a robust building construction and the other measures identified with Assessment. The applicant's amended Noise Impact Assessment explains that the building will, effectively, be a sealed box with minimal noise impact despite the 24 hour operation. The Council's Environmental Health officer agrees and no objection to internal operations taking place all day is, therefore, raised. It is, however, recognised that tight controls are needed to avoid impacts from associated deliveries and servicing and that the external working has the potential to become a regular nuisance if not properly controlled at this stage.

- 6.5.7 The applicant's Noise Impact Assessment states that the development '*includes the provision for a three metre high imperforate acoustic fence along the Keswick Road site boundary to the yard (including the gated entrance but ending at the proposed building)*' and goes on to explain the following:

- 6.5.8 '*Site topography and the location of nearby residential properties mean that other physical barriers would be ineffective but the location of the building and yard is favourable for properties on Keswick Road. External works shall therefore be restricted to the yard work zone described in Figure 2. Ship loading will necessarily take place between the river and the building.*

- 6.5.9 *Shipping in particular is subject to unavoidable delays and time constraints and it is understood that the proposed operational hours already constrain the commercial viability of the site for prospective tenants requiring a deep berth for activities falling under B2 General Industrial.*
- 6.5.10 *Prospective tenants have confirmed that site-based electric cranes and fixed/rail cranes (which may be quieter and/or simpler to attenuate locally) would not be a suitable alternative to the mobile cranes required to move potentially large products on and off site.*
- 6.5.11 *The assessment has given credence to closed windows as a means of mitigation. The Woolston Phase 4a development was consented with the knowledge of the outline B2 consent at the MEQ and alternative means of ventilation are to be installed in some properties. It is therefore expected that these residents will occupy their properties with windows closed*
- 6.5.12 *Existing residents on Keswick Road should be expected to be able to occupy their properties with the choice to open their windows, however, it is considered acceptable for them to close their windows for short durations on occasions (such as to mitigate against noise from ship loading operations which may occasionally over-run into the night).*
- 6.5.13 *In light of the above discussion, the following mitigation measures are recommended, to be incorporated in future tenants' noise management plans:*
- All doors and shutters to the workshop shall remain closed at all times except during deliveries;*
 - All standard incoming and outgoing LGV and HGV deliveries should enter the site via Keel Road and be limited to the following hours:
07:00 to 23:00 hours Monday to Saturday
08:00 to 20:00 hours on Sundays*
 - All site-based vehicles (eg, fork lift trucks and dollies) shall be electrically powered and shall use a white noise type reversing alarm instead of a 'bleeper' type reversing alarm;*
 - The use of forklift trucks externally shall be prohibited in the evening and night time hours (23:00 to 07:00 hours) on any day, with extended ship loading discussed below;*
 - Unloading of all deliveries shall only be permitted within the 'Yard Work Zone' shown in front of the building;*
 - The use of mobile cranes to lift shall be limited to the crane zones;;*
 - Trolleys are to be used wherever they are a practicable alternative to moving materials with cranes and forklift;*
 - Commercial vessels relating to composite manufacture may berth alongside the wharf between 07:00 and 23:00 hours (subject to an approved noise management plan). Outside these hours, the vessel can remain berthed on the basis that all commercial activity will stop and for clarity this means no deck gear including winches, cranes, capstans etc. shall be run, the main engines will be turned off, and no bilge pumps are to be run. The ship will only be able to be used for domestic accommodation purposes during this period;*
 - Subject to a specific tenant's noise management plan, the use of mobile cranes for loading products onto a ship may extend three hours into night time periods (specifically either 23:00 to 02:00 hours or 04:00 to 07:00 hours) on no more than 14 dates in the calendar year;*
 - Local residents (ie, those within a 150 metre radius of the proposed building) and the Local Authority should be informed of any planned ship*

loading activity that may extend into night time (ie, 23:00 to 02:00 hours and 04:00 to 07:00 hours) at least three weeks in advance of the event. The notice should include but not be limited to the following information:

A description of the activity;

Anticipated start time and end time of the activity;

Reasons for the activity taking place during antisocial hours;

Contact phone number to call in the case of noise complaints.

- *With the exception of night time extensions discussed above, B1 or B2 activities shall not take place outside the building during the night time period (23:00 to 07:00 hours). Evening yard activity shall be expressly limited to small electric hand tools and only in the work zone;*

- *Standard acoustic mitigation measures would be expected to achieve the maximum noise levels specified for fixed items of plant, which may include but should not be limited to:*

Careful selection and sympathetic positioning of all plant (eg, large, slow fans located on the southern façade);

In-line attenuation of all air-handling plant;

Enclosure of pumps, air-handling and condensing plant, as necessary.

6.5.15 *The assessment specifically considers use of the development by a marine related composites manufacturer (including turbine blade manufacture) and the predicted noise levels are not as significant as could be expected from the site's historical 24-hour use for steel ship construction. The revised assessment indicates there will be low impact from all aspects of the proposed development on properties in Ocean Village. An assessment undertaken in with reference to BS 4142 has determined that noise impact from proposed general use of the building and yard has been mitigated to a minimum and is considered to generate a low impact.*

6.5.16 *There is potential for short-term noise impact upon the four nearest properties on Keswick Road and twelve unprotected properties in Block M of the Phase 4a development during ship loading. Accordingly, the proposals include heavily restricted hours for night time activity and will mitigate noise to a minimum. This potential level of impact is considered acceptable within the context of Southampton City Council's Local Plan and national planning policy.*

6.5.17 *The biggest impact is that of the requested three hour night time extensions to ship loading limited to up to 14 times a year; however this is a very infrequent activity and therefore of limited noise impact. Given the short-term nature of the impact it is considered acceptable that any affected residents could close windows for a short period and this would comprise an acceptable means of mitigation'.*

6.5.18 *Although the applicant is seeking unrestricted hours of (internal) operation it is not inevitable that all operators will be as busy at night as during the day. The Council's Environmental Health Officer (EHO) has assessed the applicant's amended Noise Impact Assessment and, as stated, is satisfied that a 24 hour employment use, particularly for wind turbine blade manufacturing, is appropriate for this site despite the proximity of existing residential neighbours. Of all the different types of manufacturing that the site could attract this has the potential to be the least harmful in terms of ongoing noise and disturbance and is, for the main part, a relatively neighbourly process. The proposed hours for external working are, however, deemed to be harmful (particularly in relation to the additional 3 hours sought where residents would need to keep their windows closed) and, instead of those hours listed from the applicant's Noise Impact Assessment, this officer recommendation to the Planning Panel proposes the following:*

	16/01108/FUL (Recommendation by Condition)
<i>Delivery Hours</i>	<i>7am-7pm (Mon-Sat) and 9am-4pm (Sun)</i>
<i>Internal Hours</i>	<i>24 hours (all days)</i>
<i>External Yard</i>	<i>7am-7pm (all days - within defined 'Yard Work Zone') and until 11pm for Blade Manufacturer</i>
<i>Wharf/Cranes</i>	<i>7am-7pm (all days) + 1 day per calendar week until 11pm for Blade operator</i>

- 6.5.18 The above hours of operation exceed those previously granted but seek to strike a balance between enabling the site to come forward for manufacturing, which hasn't been the case to date, whilst protecting existing residential amenity where neighbours have become used to a quiet site over the years despite the ongoing construction works associated with the Crest Nicholson residential development. A marine related B2 use would be able to operate outside of the building between 7am and 7pm, with an extension permitted for a wind turbine blade operator until 11pm based on the bespoke information submitted to support this application. The Council's Environmental Health Officer is supportive and, if agreed by Panel, these hours would allow for any marine related business (operating under a B2 land use) to operate internally on a 24 hour basis whilst placing restrictions upon deliveries and external working. Further flexibility is afforded to a blade manufacturer in the hope that the applicant's preferred tenant would still find the permission viable for their business, albeit without the full flexibility that they initially sought. The submitted reports suggest that such an operator would be loading a ship once a week for a period of some 8 hours and this recommendation gives the manufacturer the ability to operate on this basis, whilst protecting residential amenity.
- 6.5.19 As such the development, as altered, is considered to address LPR policies SDP1(i) and SDP16 as detailed above, and the recommendation is considered to strike the correct balance required of the planning system.
- 6.5.20 iii) **External Lighting**
The use of the external yard will require additional lighting. The applicant's Lighting Impact Assessment (August 2016) confirms that it will be possible to introduce a lighting scheme that enables safe working whilst protecting residential amenity, especially given the orientation of buildings and (for the most part) the significant distances between the site and its neighbours) and a planning condition is recommended to secure the detail once an operator has been secured in accordance with the Assessment's findings. The Council's Environmental Health Officer is satisfied with this approach.
- 6.6 Design
- 6.6.1 This building will be a substantial modern industrial building which is comparable with other similar examples recently approved across the City. Where the building meets Victoria Road the design changes so as to soften this interface with the street, and office accommodation provides activity at this point. The main building is, however, simple in design and follows its functional requirements with few openings and the ability to move large turbine blades simply from the building to the water's edge. The layout has been designed to follow earlier approvals. The proposal will result in a modern industrial building at the water's edge that

responds to the site's previous built form and the vision from the earlier masterplan; as such, the design of the building is entirely appropriate for this location.

6.6.2 The choice of external materials is acceptable and further details can be sought through a condition.

6.6.3 The acoustic fence and retaining wall along Keswick Road would be a substantial structure, up to 3 metres in height, but this is considered to be necessary to mitigate noise impact and sits adjacent the building itself. Although the building and screening would be dominant in the landscape this purpose built layout makes improvements in appearance to the previous factory that had previously evolved across the site, and the application is acceptable overall in design terms. The scheme complies, therefore with LDF Policy CS13.

6.7 Environmental Impact & Mitigation

6.7.1 The Environmental Statement (ES) accompanying the application has been the subject of full public consultation with the relevant national organisations, and other third parties, and is taken into account in assessing the application and preparing this report. Overall, the development would not have an adverse environmental effect subject to the imposition of appropriate conditions. The ES includes sections on air quality, noise and vibration. The air quality assessment identified that the application site lies outside an Air Quality Management Area. The assessment concluded that although the effect of the proposed development during the construction could be minor/moderate adverse, this will be offset through agreed construction traffic routes with SCC. There will be no significant effect in compliance with Local Plan Policy SDP15. The noise assessment concludes that any potential noise effects from the development can be suitably controlled and, subject to the changes proposed above, this is considered to be accurate.

6.7.2 The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The application site is located to the north of the Lee on the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI), the Solent and Southampton Water Ramsar Site, the Solent and Southampton Water Special Protection Area (SPA) and the River Itchen Special Area of Conservation (SAC) and the application has raised no objection from the Council's Ecologist or Natural England, subject to the attached planning conditions.

6.7.3 The Panel's attention is drawn to the need for a Habitats Regulation Assessment (HRA), which is necessary as part of this determination process before the Council, as the 'competent authority' under the Habitats Regulations, can give approval to the project. At the time of writing the HRA is still being prepared and will be available prior to the Panel meeting. The previous permissions (for more development floorspace) were also supported by an HRA that concluded that the impacts were acceptable. The Council's Ecologist has confirmed informally that this will, again, be the case but an update can be given at the Panel meeting. Whilst a report of this nature would normally be accompanied by an HRA at the time of writing, in this case we have been advised by both the applicant and the landowner that there is a contractual need between these parties for this application to be determined at this Panel. Given the urgency required it is considered appropriate to provide the HRA separately. Providing the planning conditions are secured (as discussed above) this application will have complied

with the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

- 6.7.4 The application also needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted 'Developer Contributions' Supplementary Planning Document. Given the wide ranging impacts associated with a development of this scale, an extensive package of contributions and obligations is proposed as part of the application as summarised within the above recommendation. LDF Policy CS25 seeks to ensure that all new development mitigates against its direct impacts and this scheme is no different. The proposed uses do not attract the Community Infrastructure Levy (CIL), but the negotiations with the applicants, and relevant consultees, have resulted in the need for a s.106 legal agreement to be completed before planning permission could be granted. Providing the application addresses the areas of mitigation, set out above, then the scheme will have complied with the requirements of Policy CS25.

7. Summary

- 7.1 Planning permission is sought for a substantial new building on a previously developed site, which will change the character and appearance of this part of Woolston, but not significantly given the former use of the site for manufacturing. Planning permission exists for a larger development with greater visual and highway impacts than that currently proposed. The land is identified in the Council's Local Plan for employment development of the type proposed in this application. The economic development and employment opportunities weigh in support of the proposal. It is inevitable that there will be an impact on local residents in terms of noise, outlook and additional traffic, but the applicants have mitigated as far as practicable against these unneighbourly effects and on balance, and subject to safeguards in the Section 106 agreement and conditions, it is considered that the issues of transport, neighbour impact and environmental issues have been satisfactorily addressed with these proposals so that any impacts are not significant enough to warrant a recommendation for refusal.
- 7.2 The key issue in this case concerns the impacts of additional noise from extended hours of B2 manufacturing and industrial uses. Whilst historically this would have been the case with Vospers operating on a 24 hour basis the most recent permission restricted the hours for the approved use. The site has remained vacant despite extensive marketing and the current applicant is keen to secure greater flexibility from the Council in the hope of delivering a viable business to Woolston. Whilst an open B2 use is sought it may be possible that a wind turbine blade manufacturer could be interested in this building with the possibility of further growth on this site. The applicant's noise consultant and the Council's Environmental Health Officer disagree on the impacts that external working associated with this use will have on residential amenity. As set out above officers are content that a 24 hour operation could be accommodated within a carefully designed and acoustically sound building, but further restrictions are needed on external working. This recommendation proposes the following hours - which differ from those applied for by the applicant - in anticipation of striking a balance between finding a viable marine related business and protecting existing and future residential amenity:

	16/01108/FUL (Recommendation by Condition)
<i>Delivery Hours</i>	<i>7am-7pm (Mon-Sat) and 9am-4pm (Sun)</i>
<i>Internal Hours</i>	<i>24 hours (all days)</i>
<i>External Yard</i>	<i>7am-7pm (all days - within defined 'Yard Work Zone') and until 11pm for Blade Manufacturer</i>
<i>Wharf/Cranes</i>	<i>7am-7pm (all days) + 1 day per calendar week until 11pm for Blade operator</i>

- 7.3 The Panel will note that the applicant would have the option of appealing this position should they choose.
- 7.4 This report sets out the issues that should form the basis to the consideration of this planning application. It is the opinion of officers that the current scheme is acceptable and will deliver far reaching regeneration benefits and tangible job creation.
- 7.5 This current planning application has been assessed in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. It is considered that the application accords with the concepts established in the approved Woolston Riverside Planning Brief and Illustrative Master-plan (2004). The statutory regulations covering environmental impact assessment and the protection of important natural habitats have been satisfied. Safeguards are built into the recommendations to ensure that planning conditions and obligations, in a S.106 legal agreement, address those aspects of the development that may otherwise cause harm. Taking all of these matters into account the development proposals are acceptable and planning permission should be granted subject to the matters set out in the recommendations.
- 8. Conclusion**
- 8.1 It is recommended that planning permission be granted subject to the approval of a Habitats Regulations Assessment – with an update to be given before or at the Panel meeting on this – and a Section 106 agreement with planning conditions.

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

1 a-d, 2 b, d, f, 3 f, g, k, u, vv, 6 a, b, 7 a

SH2 for 04.04.2017 PROW Panel

PLANNING CONDITIONS to include:

1.Full Permission Timing Condition (Performance)

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

The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in the schedule attached below, unless otherwise superseded by these conditions.

Reason:

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

3.Restricted Use (Performance)

The maximum floorspace of the development hereby approved shall be 3,147 square metres (gross external), and the building shall not be sub-divided into separate units without the first written approval of the Local Planning Authority. Furthermore, this permission does not allow for the installation of additional mezzanine floorspace (other than those shown) within the buildings to serve the development.

The approved development shall be used for boat building, fitting out and fabrication, the manufacturing of wind turbine blades and/or another marine related B2 employment activity; all of which shall require ongoing access to the deep river berth in this location, and the River Itchen itself, and for no other purpose (including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) without the prior written approval of the Local Planning Authority.

Any office space provided to serve the development shall be ancillary to the uses specified and shall not be let, leased or sold separately.

Reason:

In the interest of the amenities of neighbouring occupiers, to ensure that the site is retained for employment generating uses, to ensure that the office space provided is integral to the principal uses due to the edge of centre location and in the interests of highway impacts that have been determined as established by the approved Environmental Impact Assessment.

4.Operational Hours (Performance)

The restricted B2 use hereby approved (and defined above) shall not operate outside of the following hours:

- **Internal Working within the Building:**

Permitted 24 hours per day (7 days)

- **External Working – ‘Yard Work Zone’ (as defined in the submission):**

Monday – Sunday (7 days) – 7am to 7pm

- **External Working – Wharf and Cranes outside of the ‘Yard Work Zone’**

Monday – Sunday (7 days) – 7am to 7pm

In the event that the development is occupied by a business involved principally in the manufacture of wind turbine blades, for which a case has been made within the submitted documents, the following extension to operational hours shall apply:

- **External Working – ‘Yard Work Zone’ (as defined in the submission):**

Monday – Sunday (7 days) – 7pm to 11pm

- **External Working – Wharf and Cranes outside of the ‘Yard Work Zone’**

Monday – Sunday (7 days) – 7pm to 11pm for 1 day per calendar week

The Yard Work Zone as shown in the 24Acoustics Noise Impact Assessment (7th March 2017) shall be clearly marked out on site prior to the first use of the building and shall thereafter be retained for the lifetime of the development.

Reason:

In the interest of the amenities of neighbouring occupiers as established by the approved Environmental Impact Assessment and the amended 24Acoustics Noise Impact Assessment (7th March 2017), with bespoke details provided for a wind turbine blades manufacturer, following input from the Council’s Environmental Health Officer.

5.Operational Deliveries & Servicing (Performance)

Prior to the first use of the building hereby approved, and then by any subsequent operator, the applicant shall submit a “Deliveries & Servicing Management Plan” to the Local Planning Authority for approval in writing. The operation of the site shall proceed in accordance with the agreed details.

Deliveries and servicing of the site shall not take place outside of the following hours:

Monday to Saturday – 7am to 7pm

Sundays and recognised Public Holidays – 9am to 4pm

Reason:

In the interest of the amenities of neighbouring occupiers as established by the approved Environmental Impact Assessment following input from the Council’s Environmental Health Officer.

6.Operational Environmental Protection Plan

The development shall be implemented in accordance with the recommendations contained within the amended 24Acoustics Noise Impact Assessment (7th March 2017) except where

superseded by conditions attached to this permission particularly in respect of hours of operation, deliveries and servicing as set out above.

Prior to the occupation of the building by the first, and then by any subsequent operator, a detailed 'Operational Environmental Protection Plan' - to include a bespoke scheme of management measures to protect residential amenity; including details of reversing alarms of fork lift trucks and lorries, yard surface material and maintenance, equipment maintenance, acoustic barrier maintenance, site facilities including attenuation of external plant, vehicle management arrangements, staff management arrangements and a 'Night Time Management Plan' (detailing measures between 2300 and 0700 hours to mitigate noise; including car parking management in connection with shift change), details of how the operational development will prevent or minimise the impacts from noise (from plant, machinery and staff), vibration and dust for all operations, as well as provide details of how these measures will be monitored at the site boundary to ensure that emissions are minimised beyond the site - shall have been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before the first and any subsequent occupation by a new user of the building and shall be maintained as agreed thereafter.

Prior to the use of the site for manufacturing involving solvents an odour mitigation plan shall be submitted to and agreed in writing with the Local Planning Authority. The development shall proceed only in accordance with these agreed details.

Reason:

To limit noise and disturbance and to protect the amenities of neighbours, particularly given the 24 hour nature of the proposed operation as established by the approved Environmental Impact Assessment.

7.External Ventilation & Extraction Details

Details of suitable ventilation, extraction and filtration equipment for both buildings, if required, shall be submitted to and approved in writing by the Local Planning Authority prior to the first, and then by any subsequent, occupation of the building to which the details relate. The equipment shall be installed and maintained in accordance with the agreed information and made ready for use prior to the first, and any subsequent use, of the building to which the details relate.

Reason:

To ensure that adequate provision is made for the ventilation of the commercial use which does not impinge on the residential amenity of neighbouring residents or the external design of the building hereby approved.

8.Access

The approved access from Keel Road, as shown on the detailed plans are hereby approved, shall be the principal access point for staff, visitors and deliveries/servicing vehicles and shall be implemented and made ready for its intended use prior to the first use of the development unless otherwise agreed in writing with the Local Planning Authority. Access onto Keswick Road shall be for exceptional and unusual long/wide loads, on an infrequent basis, and emergencies only as set out in the planning submission and this entrance shall not be used for regular access associated with the approved use.

Any existing 'redundant' access points serving the site that are no longer required to serve the approved development shall be closed off, re-kerbed at the highway and made good prior to the first occupation of the development.

Reason:

To ensure that the development, and users of it, is served by an appropriate access in the interests of highway safety.

9.Parking, Servicing & External Storage (Pre-Occupation)

The parking spaces shown on the approved drawings, and associated access, shall be marked out on site and provided in accordance with the plans hereby approved before the building first comes into use, and shall thereafter be retained as approved for the parking by staff and visitors only. Vehicles shall only be parked within designated bays.

These parking areas shall not be used for external storage of any kind, and any external storage within the service yard hereby approved shall only be provided once locations and heights have been agreed in writing with the Local Planning Authority.

Reason:

To define the permission and to prevent obstruction to traffic in neighbouring roads and in the interests of highway safety as established by the approved Environmental Impact Assessment.

10.Electric Car Charging Points (Pre-Occupation Condition)

No building shall be occupied until a minimum of 1 electric car charging point has been provided to serve it. The approved measures shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of sustainability and air quality.

11.Cycle parking (Performance Condition)

Before the occupation of each building the cycle storage, changing, washing and shower facilities for members of staff shall be provided and made available for use in accordance with the plans hereby approved. The storage shall thereafter be retained as approved.

Reason:

To encourage cycling as an alternative form of transport.

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

Notwithstanding the information shown on the approved drawings and application form (with the exception of site clearance, demolition, enabling 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 approved building. 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.

Note to Applicant:

As part of its duty in signing off this condition the Local Planning Authority will request that a sample panel of the cladding system is constructed on site so that the reflectivity and glare of the materials can be properly assessed ahead of its use across the development.

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

Notwithstanding the submitted details, before the commencement of any site works (with the exception of site clearance, demolition, enabling and preparation 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 including retaining wall details; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained along Keswick Road as they affect the site. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise and agreed in advance);
- iv. details of any proposed boundary treatment, including retaining walls and;
- v. a landscape management scheme.

The position and height of acoustic barriers (comprising bunds and fencing) and other means of enclosure along the site's Keswick Road and Victoria Road boundaries, and the railings shown on the pedestrian entrance link bridge, shall be erected prior to the first use of the development in accordance with further details that shall have been agreed in writing with the Local Planning Authority before their erection. The boundary treatment shall thereafter be retained as approved.

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

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

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.

14.External Lighting Scheme (Pre-Occupation)

Prior to the development hereby approved first coming into occupation or the erection of any external lighting to serve the use (whichever is sooner), external lighting shall be implemented in accordance with a scheme – notwithstanding the information already provided in the DfL Lighting Impact Assessment (August 2016) - to be submitted to and approved in writing by the Local Planning Authority. The details shall include light scatter diagrams with relevant contours. The scheme shall include details of lighting design and hours of operation and 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 lighting scheme shall be thereafter retained as approved.

Reason:

In the interest of residential amenity, to minimise the impact on protected species and to avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare, and as required by the applicant’s DfL Lighting Impact Assessment (August 2016) and as established by the approved Environmental Impact Assessment.

15.Tree Retention and Safeguarding

All trees along the site’s boundary with Keswick Road shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. Details of the specification and position of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

Reason:

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

16.No storage under tree canopy (Performance – Construction & Operational))

No storage of goods including building materials, machinery and soil, shall take place within the root protection areas of the trees to be retained along the site’s boundary with Keswick Road. 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 unless agreed in writing with the Local Planning Authority in advance of such works

Reason:

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

17.Ecological Enhancement Statement (Pre-Commencement)

Prior to development commencing (with the exception of site clearance, demolition, enabling and preparation works) the developer shall submit a programme of habitat and species enhancement measures, which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme before the first use of the building hereby approved takes place. The agreed scheme shall be retained as approved.

Reason:

To enhance habitat for protected species under the Wildlife and Countryside Act 1981 (as amended) and in the interests of preserving and enhancing biodiversity as established by the approved Environmental Impact Assessment.

18.BREEAM Standards [Pre-Commencement Condition]

Before the development commences (with the exception of site clearance, demolition, enabling and preparation works) written documentary evidence demonstrating that the development will achieve at minimum 'Very Good' overall, including Excellent level against the mandatory credits, 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.

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).

19.BREEAM Standards [performance condition]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum Very Good overall, including Excellent level against the mandatory credits, 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).

20.Zero or Low Carbon Energy Sources (Pre-Commencement Condition)

Confirmation of the energy strategy, including zero or low carbon energy technologies that will achieve a reduction in CO2 emissions of at least 15% shall be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development hereby granted consent (with the exception of site clearance, demolition, enabling and preparation works). 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).

21.Finished Floor Levels

The development hereby permitted shall ensure that the building's finished floor levels are set no lower than 5.50m Above Ordnance Datum (AOD).

Reason:

To reduce the risk of flooding to the proposed development and future occupants. This condition is in line with Section 9 of the Planning Practice Guidance to the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change and has been requested by the Environment Agency.

Note to Applicant – Environment Agency:

The proposed development is located within an area of flood zone 1 and is considered to have a low probability (< 1 in 1000, 0.1%) of tidal flooding in any year. The proposed finished floor level of 5.50mAOD will ensure that the development remains safe and free of inundation over its full lifetime. The main access to the building from Victoria Road is set at a higher level and will provide safe access and exit if flooding of the lower lying areas of the site does occur.

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

No development approved by this permission shall commence (with the exception of site clearance, demolition, enabling and preparation works) until a scheme for the disposal of foul water and surface water drainage have 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.

Note to Applicant – Southern Water:

You are advised to take note of Southern Water's full response (dated 27th October 2016) to the planning application which details the restrictions on development and requirements for further approvals. The applicant is also advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

23.Sustainable Drainage (Pre-Commencement Condition)

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the LPA prior to the commencement of development (with the exception of site clearance, demolition, enabling and preparation works).

Before these details are submitted an assessment shall be carried out 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.

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) and as established by the approved Environmental Impact Assessment.

24. Use of uncontaminated soils and fill (Performance)

Only 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. Unsuspected Contamination (Performance)

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. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by 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. Construction Environmental Management Plan (CEMP)

Notwithstanding the information already submitted the applicant shall submit a Construction Environmental Management Plan to the Local Planning Authority for approval in writing prior to the commencement of development. The CEMP shall ensure and demonstrate that there are no adverse effects on the integrity of the Lee on the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI), the Solent and Southampton Water Ramsar Site, the Solent and Southampton Water Special Protection Area (SPA) and the River Itchen Special Area of Conservation (SAC). The plan should include:

- a. details of mitigation including measures to avoid disturbance to waterfowl and migratory salmon, including timetabling works to avoid sensitive periods for such species. Potential measures to mitigate the impacts should include:
 - Turning off all plant when not in use
 - Use of mufflers and other noise reducing equipment
 - Timing of works to avoid sensitive periods for salmon and waterfowl
 - Screening of construction works.
 - Piling methodologies and a mitigation plan to prevent disturbance to salmon if percussive piling is to be employed with 75m m of the river edge.
 - Pollution control measures, including proposals for monitoring during and post construction, and details of emergency remediation measures if acceptable biological limits are breached.
 - Design the building to minimise collision risk
 - Careful positioning of lighting
 - Design of lighting to minimise light spill
- b. parking of vehicles of site personnel, operatives and visitors;
- c. loading and unloading of plant and materials;

- d. storage of plant and materials, including cement mixing and washings, used in constructing the development;
- e. treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- f. measures to be used for the suppression of dust and dirt throughout the course of construction;
- g. details of construction vehicles wheel cleaning;
- h. details of any cranes required to facilitate construction;
- i. external lighting;
- j. height of external storage areas;
- k. Control and disposal of putrescible waste to prevent attraction of birds; and,
- l. details of how noise emanating from the site during construction will be mitigated with contact details of the site manager for residents wishing to raise issues during the construction phase

Works shall be implemented in accordance with the agreed details.

Reason:

To ensure that the natural conservation interests of the site and surrounds are adequately safeguarded, and in the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area, Southampton Airport and highway safety and as established by the approved Environmental Impact Assessment.

27.Hours of work for Demolition / Clearance / Construction (Performance)

All works relating to the demolition, clearance and construction of the development (including deliveries) hereby granted shall only take place between the hours of:

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

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.

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 the amenities of the occupiers of existing nearby residential properties.

28.Piling

A piling/foundation design and method statement shall be submitted to and approved in writing by the Local Planning Authority prior to any piling taking place in the construction of this development. The development shall be carried out in accordance with the agreed details.

No percussive piling or works with heavy machinery (ie. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) shall be undertaken during the bird overwintering period (ie. October to March inclusive).

Reason:

To satisfy the requirements of the Council's Environmental Health Department, Natural England and the Environment Agency, and to ensure that an appropriate form of piling is undertaken for each phase in the interests of protecting residential amenity and the habitat of the Lee on the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI), the Solent and Southampton Water Ramsar Site, the Solent and Southampton Water Special Protection Area (SPA) and the River Itchen Special Area of Conservation (SAC), whilst ensuring that any piling methods used do not cause pollution, harm or nuisance and as established by the approved Environmental Impact Assessment.

29.Refuse & Recycling (Pre-Commencement)

Prior to the first use of the building, and then by any subsequent operator, further details of storage for refuse and recycling, together with the access to it and the ongoing management, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the first, and any subsequent, occupation of the building and shall thereafter be retained as approved.

Reason:

In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.

30.No other windows or doors other than approved in specific location

Unless the Local Planning Authority agree otherwise in writing and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order) in relation to the development hereby permitted, no alternative or additional windows (including rooflights), doors or openings other than those expressly authorised by this permission shall be constructed in the northern elevation of the building.

Reason:

To protect the amenities of the adjoining properties.

31.Telecommunications PD Restriction

Notwithstanding the provisions of Schedule 2 Part 16 the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking or re-enacting that Order, no telecommunication equipment shall be erected or carried out to any building hereby permitted without the prior written approval of the Local Planning Authority.

Reason:

In the interests of visual amenity.

32.Submission of a Bird Hazard Management Plan - Airport

Development shall not commence (with the exception of site clearance, demolition, enabling and preparation works) until a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Local Planning Authority (LPA). The BHMP shall be in accordance with AOA Advice Note 8 and shall include details of:

- monitoring of any standing water within the site temporary or permanent
- management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached * See next page for information *

- reinstatement of grass areas
- maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow
- which waste materials can be brought on to the site/what if any exceptions e.g. green waste
- monitoring of waste imports (although this may be covered by the site licence)
- physical arrangements for the collection (including litter bins) and storage of putrescible waste, arrangements for and frequency of the removal of putrescible waste
- signs deterring people from feeding the birds.

The BHMP shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the LPA.

Reason:

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

Note to Applicant:

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by SIAL Airside Operations staff. In some instances it may be necessary to contact SIAL Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

33.Security

A 'Security Management Plan', including the location and design of any external CCTV, for the development shall be submitted to and agreed in writing with the Local Planning Authority prior to its first occupation. The agreed scheme shall be implemented as agreed.

Reason:

In the interests of security for the site.

34.Pontoon Jetties

Details of all and any pontoons jetties or pier structures associated with this proposal shall be submitted to and approved in writing by the Local Planning Authority prior to any works relating to them being enacted. Such pontoons, jetties, and or pier structures shall project no further into the River Itchen than is needed in order to comply with the requirement that no berthing (either permanent or temporary) shall be permitted to the west of the outer berthing limit without the berth operator or berth user requesting and receiving the prior written permission of the Local Planning Authority (after consultation with the Harbour Master).

The outer berthing limit is taken as the line formed by the following co-ordinated points:

Point 1 shall be taken as East (OSGB) 443341 North (OSGB) 110840

Point 2 shall be taken as East (OSGB) 443380 North (OSGB) 110912

Point 3 shall be taken as East (OSGB) 443395 North (OSGB) 110965

Point 4 shall be taken as East (OSGB) 443409 North (OSGB) 111011

Point 5 shall be taken as East (OSGB) 443417 North (OSGB) 111040

Point 6 shall be taken as East (OSGB) 443441 North (OSGB) 111122

Reason:

In the interests of safe navigation of the River Itchen and to ensure compliance with previous advice taken in respect of LPA ref: 08/00629/FUL.

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS6	Economic Growth
CS7	Safeguarding Employment Sites
CS12	Accessible and Attractive Waterfront
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS23	Flood Risk
CS24	Access to Jobs
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 and Technical Site Safeguarding and Airport Public Safety Zone
SDP20	Water Quality & Drainage
SDP22	Contaminated Land
NE4	Protected Species
HE6	Archaeological Remains
CLT10	Public Waterfront & Hards
TI2	Vehicular Access
MSA18	Woolston Riverside

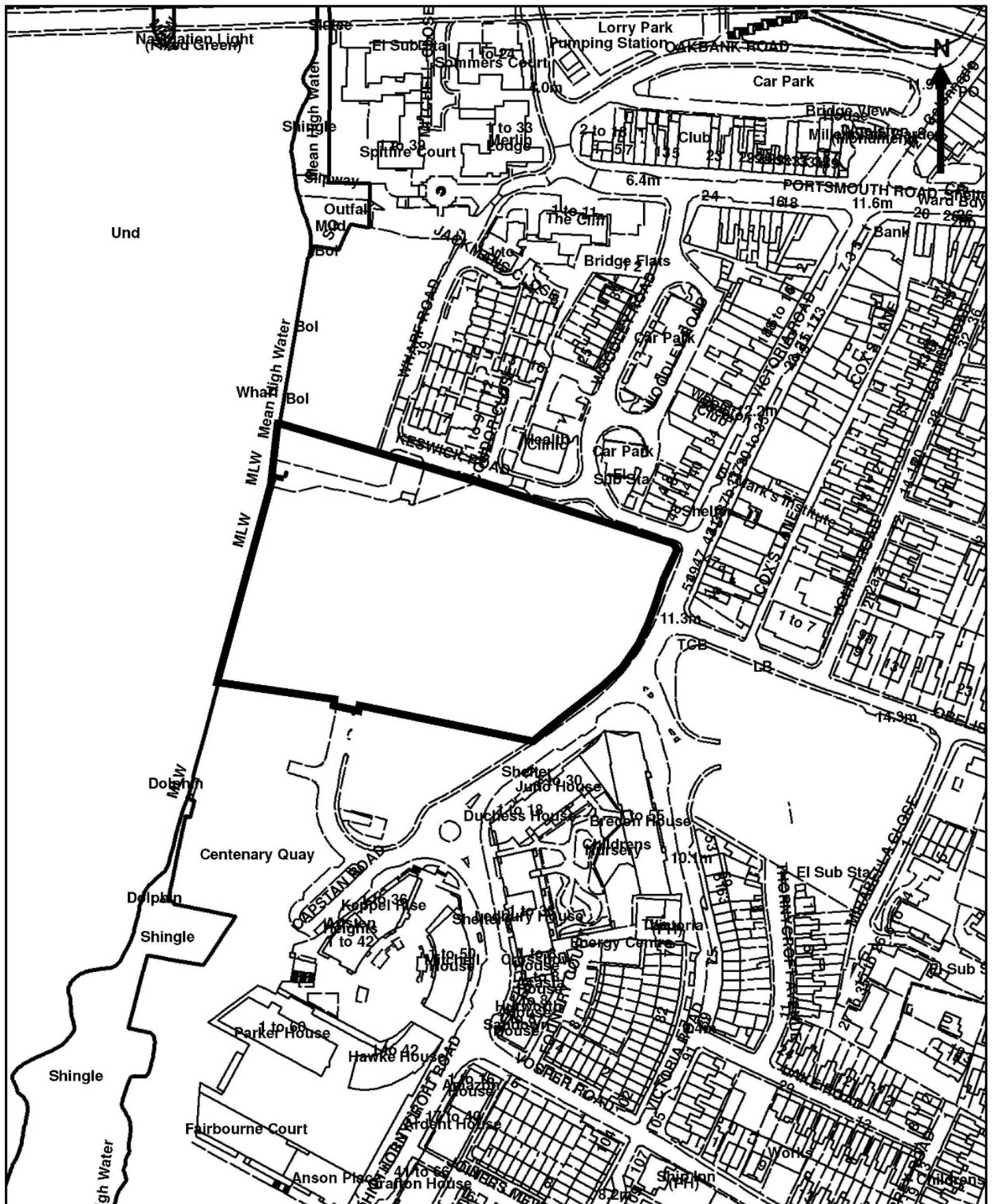
Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - September 2013)
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

16/01108/FUL



Scale: 1:2,500

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