

Southampton City Planning & Sustainability
Planning and Rights of Way Panel meeting 21st June 2011
Planning Application Report of the Planning and Development Manager

Application address: Boldewood Campus, Bassett Crescent East, University Of Southampton			
Proposed development: Erection of a decked car park to provide 165 car parking spaces together with the provision of a surface car park (168 spaces) for use in association with the approved uses of Block A of the Boldewood campus redevelopment as approved under planning permission reference 08/01097/FUL, and/or in association with the Class D1 university use of the buildings and associated access roads and landscaping.			
Application number	11/00499/FUL	Application type	FUL
Case officer	Stephen Harrison	Public speaking time	15 minutes
Last date for determination:	14/07/2011	Ward	Bassett
Reason for Panel Referral:	Major Development Proposal & Departure to Local Plan Policy L7	Ward Councillors	Cllr L Harris Cllr B Harris Cllr Hannides

Applicant: University Of Southampton & Lloyd's Register	Agent: Luken Beck Ltd
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Recommendation Summary	Conditionally approve
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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 principle of the proposed car park building, and the parking numbers associated with the Lloyds Register and University have already been established by earlier planning permissions. The scheme represents an improvement when compared with the parameters set at the outline stage, and the chosen contemporary design solution is fitting for the site and the recently approved Maritime Centre of Excellence, as detailed in the report to the Planning and Rights of Way Panel on 21st June 2011. Other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004 Planning Permission should therefore be granted.

Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, NE6, L7 of the City of Southampton Local Plan Review - Adopted March 2006 as supported by policies CS6, CS11, CS13, CS18, CS19, CS20, CS22 of the adopted Local Development Framework Core Strategy (2010) and the Council's current adopted Supplementary Planning Guidance.

Appendix attached			
1	Comparative Footprint Plan	2	Development Plan Policies
3	Relevant Planning History		

Recommendation in Full

Conditionally Approve

Background

Outline planning permission was granted for the redevelopment of the application site for 32,000sq.m of university non-residential institutional use (Class D1) served by 468 parking spaces in 2008 (LPA: 07/00985/OUT). A fully detailed permission for Phase 1 was issued in 2009 (LPA: 08/01097/FUL) and this included the Lloyds Register office building as part of the wider Maritime Centre of Excellence.

Planning permission is now sought to swap the approved university parking spaces within the multi-deck car park (07/00985/OUT) with those identified as surface parking to serve the Lloyds Register (08/01097/FUL). There is no change to the approved parking numbers or allocated split.

1.0 The site and its context

- 1.1 The site is currently characterised by a 12 metre change in level (from the north-west corner) and its landscape setting, which is defined, in part, by the Southampton (Boldrewood, Burgess Road/Bassett Avenue) Tree Preservation Order 2007. Demolition works of the principal building are underway in connection with the recently approved Demolition and Construction Method Statement (LPA: 11/00101/DIS)
- 1.2 Boldrewood is located some 50 metres from the Southampton Common Site of Special Scientific Interest (SSSI) and Site of Importance for Nature Conservation (SINC). The site is located within Flood Zone 1, where there is a low probability of a flood event.

2.0 Proposal

- 2.1 Full planning permission is sought for a 7 storey multi-decked car park (with 165 parking spaces) to serve the Lloyd's Register building (Block A). The Lloyd's Register Group are a non-profit charity specialising in shipping, transportation (particularly by rail), oil and gas, chemical and power, and management systems.
- 2.2 Additional surface parking (with 168 parking spaces) is also proposed to serve Lloyds and the University. A total of 333 spaces are, therefore, proposed in line with permission 08/01097/FUL. The number of surface parking spaces available to Lloyds will reduce over 5 years from 85 to 7 in line with the terms of their planning permission 08/01097/FUL.
- 2.3 The proposed car park building broadly follows the approved building envelope set at the outline stage under permission 07/00985/OUT. The outline permission established the principle for a multi-decked car park building for 174 parking spaces with a maximum height (11 metres), width (32 metres) and length (47 metres). The established building envelope has been followed, but is breached by 0.5 metres along its eastern boundary to accommodate the proposed cedar panelling. The main change is that the footprint of the building has been moved in a south-easterly direction so as to reduce its impact on Bassett Avenue and Oaklands Way.
- 2.4 The proposed car park building is set into the ground to minimise its impact and has a finished height of 11 metres (70 metres Above Ordnance Datum, as per the outline consent). This represents a finished height of 4.2 metres above the existing

ground level of Bassett Avenue. The proposed building has a width of 32 metres and a length of 43.6 metres.

- 2.5 A comparative plan showing the footprint of the car park as approved at outline stage and now proposed is attached at **Appendix 1**.
- 2.6 In design terms the building will be constructed using a steel frame with an internal mesh cladding (although the northern elevation facing Oaklands Way is proposed as a solid blockwork construction) and external red cedar panels to reduce its visual impact whilst allowing the necessary ventilation. The car park building will have wall mounted lighting and the surface car park will be lit from 6m high columns.
- 2.7 Access to the parking is taken from Burgess Road via the approved internal access road and signalised junction.
- 2.8 A total of 6 non TPO conifer trees are to be removed as part of the proposals and will be replaced with 35 additional trees.
- 2.9 The application represents a departure from the current adopted Local Plan, which seeks to ensure that the Boldrewood Campus is principally redeveloped for University uses.
- 2.10 The proposed car parking is needed to serve the approved redevelopment proposals, comprising:

Block A – Lloyd’s Register

- 2.11 This is a six-storey building comprising 10,270sq.m of floorspace to provide a new headquarters for the Lloyd’s Register Group. This floorspace includes 9,202sq.m of office floorspace (Class B1) over five-storeys arranged around a central atrium space with vertical circulation, and 1,068sq.m for the proposed “Maritime Institute”, which seeks to provide an interface between the academic community and the wider maritime sector. Block A will provide employment for between 350 and 400 staff. The permission gives Lloyd’s Register access to 250 parking spaces with a reduction in provision over 5 years to 172 spaces

Block B – University of Southampton

- 2.12 This is a five-storey building comprising 5,749sq.m of university uses (Class D1). Direct access into the Maritime Institute in Block A is provided via an internal part glazed corridor under the Upper Square.

Block C – University of Southampton

- 2.13 This consists of two extensions to the existing Annexe (approval ref: 02/01343/FUL) that was previously connected to University Building 62. These extensions are complete and provide an additional 286sq.m of university floorspace.

Parking - Both

- 2.14 Phase One (Blocks A-C) is approved with 333 surface parking spaces and a central landscaped area. The redevelopment of the entire Boldrewood Campus is approved with 468 parking spaces.

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 2**.
- 3.2 Local Plan Policy L7 restricts non-University uses at Boldrewood and, as with the Lloyds Register building, this application for its associated parking should be treated as a departure from Policy L7.
- 3.3 Major developments are expected to meet high sustainable construction standards in accordance with the City Council’s adopted and emerging policies. In accordance with adopted Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.

4.0 Relevant Planning History

- 4.1 The relevant planning history for the Boldrewood Campus is appended at **Appendix 3** of this report

5.0 Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (05.05.11) and erecting a site notice (05.05.11). At the time of writing the report **8** representations have been received from surrounding residents (including 1 written on behalf of 5 other residences).
- 5.2 East Bassett Residents Association (EBRA) and the Vice Chair to the City of Southampton Society **object** to the application.
- 5.3 Planning related issues raised include:
 - The ‘wire frame’ does not have planning permission and recent appeal decisions along the Avenue require all applications to have regard to the special character of the Avenue. This doesn’t.

Response

The building envelope for all buildings forming the outline application 07/00985/OUT have planning permission. The Development Framework Plan (Ref: PCL10005) is referenced in the Decision Notice and is a material consideration in the determination of this application. The outline permission, and this recommendation, both consider the impact of the development on the character of the area.

- The proposed building impinges too closely on Oaklands Way and the Avenue

Response

The outline planning permission 07/00985/OUT sets agreed parameters for the buildings forming the redevelopment scheme. Under the terms of this permission Car Park 1 can be sited 19 metres from the southern elevation of 40 Bassett Avenue without causing harm.

The current proposals seek to increase this separation distance by a further 8.72 metres. The building has also been moved away from the boundary with the Avenue.

- The building's height is excessive and will impact on the green setting to Bassett Avenue.

Response

The proposed height is 11 metres (70 metres AOD) in accordance with the approved Development Framework Plan approved at the outline stage. The impact has been assessed as acceptable and additional planting along the western boundary will further soften the impact when viewed above the existing boundary hedge.

- Security lighting and additional noise will be detrimental to the amenities of nearby residents (especially in the Winter months)

Response

The submitted lighting plan shows a combination of column and wall mounted lights to serve the development. The precise location, type, luminance, lightspill of any lighting can be secured with the attached planning condition so as to reduce nuisance. The design of the car park includes a solid wall forming the northern elevation so as to reduce any noise impact. The separation distance of 27.72 metres to its nearest neighbour will also assist. The Council's Environmental Health Officer has not raised an objection to the proposals.

- Air quality is already poor without additional car parking

Response

Noted, although the Avenue is not a designated Air Quality Management Area and the level of car parking proposed accords with the extant permissions for the site.

- The proposals do not accord with the University's own green transport policies

Response

The requirement for the proposed car park comes from the Lloyd's Register and the level of car parking proposed accords with the extant permissions for the site. The main change is that the Lloyds Register will take the multi-decked car park rather than the surface car parking.

- If approved the University should include a green wall along the western elevation.

Response

The University have confirmed that options for the use of both climbers and green walls were investigated and dismissed as part of preliminary design work prior to lodging the detailed planning application. Further justification is given below.

- The montage work submitted is inaccurate and misleading.

Response

The montages submitted help to explain the planning drawings for which planning permission is sought. The plans of the car park demonstrate sufficiently that the car park building is sufficiently removed from its neighbours so as to avoid any significant harm. The car park will be visible, however, as the montage work suggests but that, in itself, is not harmful.

- In the event that planning permission is issued EBRA have requested that a mechanism is put in place to enable any issues to be easily escalated and resolved with Lloyds Register.

Response

A hotline telephone number to the site manager can be sought as part of the Construction Method Statement. An informative is recommended to advise Lloyds of the need for ongoing dialogue with local residents following occupation.

Consultation Responses

- 5.4 **SCC Highways DM** – No objection to the proposals. The level of on-site parking to serve the Boldrewood redevelopment has been set by outline planning consent 07/00985/OUT and the Lloyds Register permission 08/01097/FUL. The number of spaces proposed is consistent, and the use of the signalised junction onto Burgess Road will ensure safe access.
- 5.5 **SCC City Design** – No objection. The Design and Access Statement illustrates that key views of the proposed car park will have less visual impact than the previous University Building 62 whose north west wing was clearly visible from Bassett Avenue. The photomontages show the proposed car park in winter months, of course, in the spring/summer/autumn very little will be seen due to leaf coverage on the existing trees surrounding the car park. Again the view from Oaklands Way is of a reduced visual impact to the existing university building due to the lower height of the car park. Close up photos from Oaklands Way illustrate that the timber screen proposed has vertically fixed sections that give the appearance of a palisade fence, however from a greater distance the verticality of the elevations recede with general verticality of trees surrounding the site. The provision of a blockwork wall built behind the timber screen treatment to the north elevation will prevent light overspill in the evenings. The perforated mesh behind the timber screen to other elevations is necessary to ensure natural ventilation of the car park but will also mitigate against the visibility of cars and people from Bassett Avenue. The height of the screening has been designed to prevent people from neighbouring houses seeing over the top into the upper level of the car park. The increased width of the car park (east west dimension) above the outline application proposed envelope will not have a significant increase in the visual impact of the car park from Oakland Way due to the existing heavy screen of trees and shrubs along this boundary which obscures most of the car park from view. This is to some extent compensated by a reduced length (north south) of 3.39m. This reduction in length and the revised design to bring staircases within the general perimeter of the plan means that shading and shadows created by the building will be reduced from that illustrated for the outline application scheme.
- 5.6 **SCC Landscape Officer** – No objection subject to the attached conditions being used. The Wellingtonias are a distinctive feature of the site and their value in augmenting the landmark character of the development will increase over time. Two specimens are already visible from at least one key viewpoint on the eastern side of the Itchen. In support of this the development should include a series of additional Wellingtonias to establish a succession and reinforce this character element. I would like to see a couple of Wellingtonias added to each of the tree groups between the car park and Bassett Avenue. They could replace one of the Birch and Holm oak in each group. Otherwise the design is fine for this stage.

- 5.7 **SCC Environmental Health** – No objection subject to the use of planning conditions to control management and hours of construction, lighting and the method of any piling.
- 5.8 **SCC Sustainability** – No objection raised although more certainty is sought regarding the use of PV cells and that the scheme will achieve BREEAM Very Good.

Response

A planning condition is recommended and the applicant has been asked to provide further justification. A verbal update can be given at the Panel.

- 5.9 **SCC Tree Team** - There are trees on this site protected by several different Tree Preservation Orders, however, this proposal does not require the removal of any of them. The loss of 6 trees is more than compensated with the planting of 35 new trees. The largest and most significant Monterey Cypress is in poor condition and not worthy of long term retention.

- 5.10 **Southern Water** – No objection

6.0 Planning Consideration Key Issues

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

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

The Principle of Development

- 6.2 The principle of Car Park 1 and surface parking, albeit for university use, was accepted when the Council approved application 07/00985/OUT
- 6.3 The principle of an office building at Boldrewood was accepted when the Council approved application 08/01097/FUL.
- 6.4 The principle of 250 parking spaces to serve the Lloyds Register office building was also accepted when the Council approved application 08/01097/FUL.
- 6.5 It is considered that the reallocation of the allocated Lloyds Register parking from the surface car park to Car Park 1 is acceptable and compliant with the above. Whilst this represents a material change in circumstances it is not significant in planning terms. As such, the proposed departure from the adopted Local Plan has been justified in this instance. As the application does not propose more than 5,000sq.m of retail, office or leisure uses, and only relates to the site's associated parking, this departure will not need to be referred to the National Planning Case Work Unit (as set out in Circular 02/2009).

Design, Impact on Context & Green Walls

- 6.6 The car park building's scale parameters for the redevelopment of this site have already been established and approved. The application proposes to reduce the length of the approved building envelope by 3.39 metres by taking the building in from the northern boundary. This change represents an improvement.
- 6.7 The application proposes to increase the width of the approved building envelope by 0.52 metres by extending the building to the east (into the site). This change is not material and will have a negligible impact on the visual appearance of the site (and its surroundings) and the amenities of nearby neighbours (to the north).
- 6.8 The key change is that the building's footprint has been moved in a south-easterly direction so as to soften its impact when compared to the agreed footprint (approved at the outline stage). Appendix 1 shows the change in footprint, which will result in the building being sited a further 8.72 metres away from Oaklands Way (ie. 27.72 metres from the nearest Oaklands Way resident in total). The building has been taken in from Bassett Avenue by an additional 1.57 metres (ie. 52.50 metres from the nearest neighbour along Bassett Avenue. This change to the agreed footprint represents an improvement and is considered to be within the spirit of the outline consent.
- 6.9 In terms of the use of a green wall and/or climbers the University have confirmed that the following reasons lead to the rejection of climbers:
- The vine would potentially take around 4 years to reach the upper parts of the elevation where it would provide screening
 - The vine is notoriously untidy and poses a potential fire risk (dry twigs).
 - Being semi-deciduous, the vine would only provide partial winter screening.
 - The vine would be likely to interfere with natural ventilation, potentially requiring a switch to mechanical venting (less sustainable and possible noise issues).
 - Maintenance obligations for the vine would be likely to be onerous and could present access issues.
- 6.10 The use of a green wall was rejected by the University for the following reasons:
- Weight: when saturated green walls weigh approximately 60kg/ m² which would almost certainly require structural changes to the elevations.
 - Ventilation: it is likely that the green walls would interfere with the natural ventilation of the car park. Again, potentially requiring a switch to mechanical venting (which is less sustainable and may cause acoustic issues).
 - Water: because the system involves minimal growing medium it is entirely reliant on automatic irrigation throughout the year. This would be of the order of 2 litres per m² per day over the summer and approximately a quarter of that in winter months. Assuming that green wall panels were to be installed on the top 5m of the north and west elevations (approx. total area = 370m²), the annual water demand would be in the order of 175,000 litres.
 - Cost: manufacture and installation of the green walls units is £500/ m² and would therefore cost approx. £185,000 in order to clad the top 5m of the north and west elevations. The green walls would subsequently cost £2,500+ / per annum to be maintained over and above the utilities costs.
- 6.11 Officers accept that whilst attractive in principle, the use of a green wall is unnecessary in this instance as the building itself will sit comfortably within the

Avenue's setting. The contemporary design solution chosen is appropriate to the redevelopment proposals, the Avenue and Oaklands Way context, and is suitable for a car park building. The application is, therefore, considered to accord with Local Plan design policies SDP1, SDP7, SDP9, NE6 and L7 as supported by Core Strategy Policy CS13.

Impact on Residential Amenity

- 6.12 The application site is bounded to the north by the residential development of Oaklands Way. The approved layout previously demonstrated that development can take place without causing significant harm to the amenity of existing residents. Separation distances have been increased and are again acceptable as they accord with the Council's previous consideration. The mature landscaping screen will be retained and enhanced to further mitigate against the car park's impact. The applicant's shadow diagram exercise demonstrates limited impact. A solid block wall forms the car park's northern elevation to prevent any overlooking and limit the noise transfer. External lighting and CCTV provision can be resolved with the attached planning conditions following further input from the Council's Environmental Health Officer. The application is, therefore, considered to meet the requirements of Local Plan policies SDP1(i) and SDP7(v) as supported by CS13.

Highway Issues

- 6.13 The application site is located within an area defined by the Local Plan as having 'medium' accessibility to local transport and infrastructure. Prior to its closure and demolition the Boldrewood Campus was served by 204 on-site car parking spaces accessed from Basset Crescent East.
- 6.14 As stated, outline planning permission exists for 32,000sq.m of university floorspace served by 468 parking spaces. As part of this extant permission a new signalised junction onto Burgess Road has been implemented. This new access is the principal vehicular access point into the site. The existing Bassett Crescent East entrance is to be downgraded to pedestrian, cyclist and emergency vehicle access only. The current proposals seek to follow these agreed principles.
- 6.15 As part of the submission for the Lloyd's Register office development (08/01097/FUL) the Council accepted that Lloyds could have 250 parking spaces to assist their employees with the relocation to the Southampton area. This represents an over-provision of 147 spaces when compared with the Council's maximum office parking standards. Applying the alternative PPG13 standards, with a 50% reduction to account for the site's 'medium' accessibility location, a maximum of 172 parking spaces could be supported by policy to serve Lloyd's Register. As such, it was agreed during consideration of application 08/01097/FUL that a reducing level of car parking provision could be supported. The permission confirms that within 5 years of the first occupation of Lloyd's Register the on-site level of parking provision will be reduced from 250 to 172 spaces (in line with the PPG13 standard). The spaces removed from Lloyd's Register will be reallocated to university uses. This car park management and review is controlled with a S.106 clause and can be repeated with a planning condition as part of any permission issued for this application.
- 6.16 Car Park 1 as proposed can provide Lloyds Register with 165 of their 172 spaces with the remainder located amongst the surface parking. The proposed level of

parking is again consistent with PPG13 and the levels agreed at both the outline and detailed planning stage.

Other Matters

6.17 In terms of sustainable construction the application identifies the following environmental features:

- Naturally ventilated building;
- Responsibly sourced timber;
- Electric charging stations with the potential for expansion;
- Automated lighting controls to reduce energy consumption;
- Implementation of sustainable drainage techniques;
- Potential for solar panels to be installed at roof level

6.18 The Council's Tree Officer has again visited the site and confirmed that the proposed works to the existing trees are acceptable, and in line with previous discussions. The replacement of 6 non TPO conifer trees with a mix of 35 new semi-mature Silver Birch and Holm Oaks is acceptable. The Landscape Officer has sought an amendment to the proposed tree planting to include additional Wellingtonias.

6.19 The management of the Lloyd's Register car parking is controlled via a S.106 legal agreement associated with their office building permission (08/01097/FUL). All financial contributions relating to the additional trips generated are connected to this earlier permission and no further mitigation is, therefore, required.

7.0 Summary

7.1 The principle of the proposed car park building, and the parking numbers associated with the Lloyds Register and University have already been accepted when the Council issued planning permission 07/00985/OUT and 08/01097/FUL. The current scheme complies with (and improves) the parameters set at the outline stage and the chosen contemporary design solution is fitting for the site and the recently approved Maritime Centre of Excellence.

8.0 Conclusion

8.1 It is recommended that the application is granted a conditional planning permission.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1a, b, c, d, 2b, c, d, 4b, f, 6a, c, d, h, 7a, b, f, g, i, n, p, t, u, v, w, 9a, 10a & b

SH2 for 21.06.11 PROW Panel

PLANNING CONDITIONS

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

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

Reason:

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

02. APPROVAL CONDITION – Parking

Unless otherwise agreed in writing by the Local Planning Authority the car parking hereby approved, and access to it, shall be made available for its intended use prior to the first occupation of the Lloyd's Register building approved under planning permission 08/01097/FUL. The parking spaces shall be accessed from Burgess Road only and shall be allocated in accordance with permission 08/01097/FUL and the applicant's draft car parking strategy (22.02.2011) as appended to the Design and Access Statement hereby approved.

REASON:

In the interests of ensuring an appropriate level of car parking is provided to serve the development in the interests of wider highway safety.

03. APPROVAL CONDITION - Details of building materials to be used

Notwithstanding the information already submitted the construction of the Car Park 1 building hereby approved (excluding site preparation) shall not be carried out unless and until a schedule of materials and finishes (including full details of the manufacturers, types and colours of the external materials) to be used for external walls has been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with these agreed details and the external cladding system and solid block wall (northern elevation) shall be erected prior to the first use of the car park building and retained thereafter unless otherwise agreed in writing with the Local Planning Authority.

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

04. APPROVAL CONDITION – External Equipment/Plant

No external plant, condenser/air conditioning units or other ancillary equipment, other than that shown on the approved plans, shall be erected on Car Park 1 hereby approved without the prior written approval of the Local Planning Authority. Any additional equipment shall be implemented and retained only in accordance with the agreed details.

REASON:

In the interests of visual amenity.

05. APPROVAL CONDITION – Landscaping

Notwithstanding the submitted details before the commencement of the car park building (excluding any site preparation) a detailed landscaping scheme and implementation timetable shall be submitted, which includes:

- a) A response to the Council's Landscape comments dated 20th May 2011;
- b) proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- c) 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;
- d) an accurate plot of all trees to be retained and to be lost.
- e) details of any proposed boundary treatment, including retaining walls; and
- f) a landscape management scheme.

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

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

REASON:

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

06. APPROVAL CONDITION – Arboricultural Survey

The proposed development shall be implemented strictly in accordance with the applicant's submitted Arboricultural Development Statement dated April 2008 as may otherwise be superseded in agreement with the Local Planning Authority.

REASON:

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

07. APPROVAL CONDITION – No storage under tree canopy

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

REASON:

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

08. APPROVAL CONDITION – Replacement trees [Performance Condition]

Any trees to be felled pursuant to this decision notice will be replaced with species of trees to be agreed in writing with the Local Planning Authority at a ratio of at least two replacement trees for every single tree removed as agreed in writing by the applicant. The trees shall be of a heavy standard size (12 - 14cm girth) as a minimum and will be planted within the site or at a place agreed in writing with the Local Planning Authority. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The replacement planting shall be carried out within the next planting season (between November and March) following the completion of construction. If the trees, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, they will be replaced by the site owner / site developer or person responsible for the upkeep of the land in the next planting season with others of a

similar size and species unless the Local Planning Authority gives written consent to any variation.

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

09. APPROVAL CONDITION - CCTV

Car Park 1, its associated external spaces and the surface car parking shall be served by CCTV in accordance with details that shall have been agreed in writing by the Local Planning Authority prior to the first use of the building.

REASON:

In the interests of on-site security and crime prevention as required by Hampshire Constabulary.

10. APPROVAL CONDITION – Lighting [Pre-Commencement Condition]

Notwithstanding the submitted plan ref: 215323-00 BC080 Issue P1 a written lighting scheme including light scatter diagram with relevant contours shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of the external lighting scheme. The scheme must demonstrate compliance with table 1 “Obtrusive Light Limitations for Exterior Lighting Installations”, by the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light 2005. The installation must be maintained in accordance with the agreed written scheme.

REASON:

To protect the amenities of the occupiers of existing nearby residential properties and in order to satisfy Hampshire Constabulary

11. APPROVAL CONDITION – Ecology

Notwithstanding the demolition works already approved the development of Car Park 1 shall proceed strictly in accordance with the applicant’s updated Ecological Appraisal (October 2010).

REASON:

To ensure that the development is implemented in accordance with the agreed details whilst ensuring the securing the longevity of existing habitat and ecology.

12. APPROVAL CONDITION – Bird roosting prevention measures

Development of each block shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan for each block shall include details of the management of any flat/shallow pitched roofs on that building 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’ and shall be implemented as approved and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON:

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

13. APPROVAL CONDITION - Hours of Construction

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

REASON:

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

14. APPROVAL CONDITION - Construction Method Statement (CMS)

Prior to the commencement of development further details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement (CMS) for the development. The CMS shall include details of: (a) parking of vehicles of site personnel, operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials, including cement mixing and washings, used in constructing the development; (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of construction; (f) details of construction vehicles wheel cleaning; and, (g) details of how noise emanating from the site during construction will be mitigated in accordance with S.60 of the Control of Pollution Act 1974, and (h) a residents helpline telephone number and email address. The approved CMS shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

REASON:

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

15. APPROVAL CONDITION - Bassett Crescent East

The development shall be carried out in accordance with the Traffic Management Plan as agreed in relation to permission 08/01097/FUL.

REASON:

To minimise the impact of the proposed development on the residents of Bassett Crescent East.

16. APPROVAL CONDITION - Energy & Water Conservation

Notwithstanding the information submitted with the application, and prior to the commencement of construction works for Car Park 1 (excluding site preparation) hereby approved, the applicant shall submit for approval in writing by the Local Planning Authority, a scheme of measures outlining how the car park will:

- a) minimise its energy and water consumption;
- b) use energy and resources efficiently; and,
- c) safeguard and facilitate the future implementation and utilisation of a campus-wide centralised heating plant (CHP).

Development shall be carried out in accordance with the agreed details and verified in writing by the applicant prior to the first occupation of the development hereby approved.

REASON:

In the interests of maximising the site's contribution towards energy and water conservation and securing a minimum 'Very Good' BREEAM rating (or its equivalent).

17. APPROVAL CONDITION - Sustainable Urban Drainage System

The development shall be carried out in accordance with the Sustainable Drainage Systems as agreed in relation to permission 08/01097/FUL.

REASON:

To conserve valuable water resources and prevent against flood risk and to comply with policy SDP13 (vii) of the City of Southampton Local (2006).

18. APPROVAL CONDITION - Piling

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority prior to operational development), a piling/foundation design risk assessment and method statement for the preferred piling/foundation design/designs shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the agreed details.

REASON:

To ensure the selected piling method can be justified on the grounds of structural, geotechnical, contamination, noise, vibration and practicability and ensure any adverse environmental impacts are identified and appropriate mitigation measures are proposed

19. APPROVAL CONDITION - BREEAM Standards (commercial development)

Written documentary evidence demonstrating that the development has achieved at minimum a rating of Very Good against the BREEAM standard shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted, unless an otherwise agreed timeframe is agreed in writing by the LPA. The evidence shall take the form of a post construction certificate as issued by a qualified BREEAM certification body.

REASON:

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

20. APPROVAL CONDITION - Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, as supported by the Design and Access Statement (March 2011) unless otherwise agreed in writing with the Local Planning Authority.

REASON:

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

**Note(s) to Applicant
EBRA Informative**

As part of the Council's consultation on this planning application the East Bassett Residents Association (EBRA) have requested that an ongoing dialogue between EBRA,

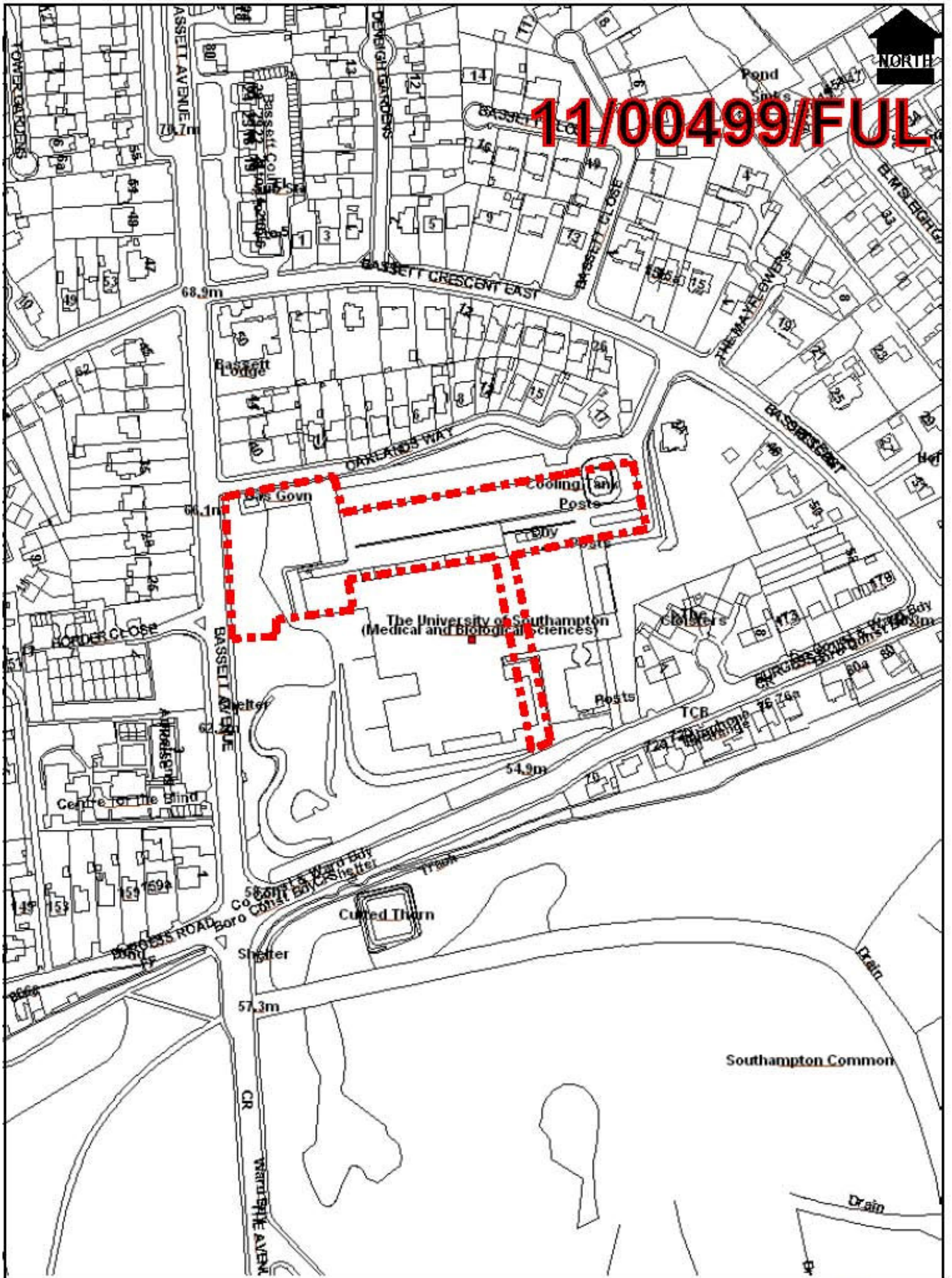
the University, the Lloyds Register and nearby residents is established following first occupation.

Cranes Informative

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

Piling Informative

Guidance is provided in the Environment Agency's publication NC/00/73, Piling and Penetrative Ground Improvements Methods on Land affected by Contamination: Guidance on Pollution Prevention, section 6.5. Guidance suggests maximum vibration of 1mm/sec Peak Particle Velocity (measured in any one direction) at the foundations of the nearest occupied residential building and a maximum vibration of 3mm/sec Peak Particle Velocity (measured in any one direction) at the foundations of an occupied commercial building.



11/00499/FUL

Scale : 1:2500

Date : 07 June 2011

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