

Application 11/00963/TIME
07/00985/OUT Panel Report – September 2007

APPLICATION TYPE: Outline Application
APPLICATION NO: 07/00985/OUT
APPLICANT: University of Southampton
AGENT: Luken Beck Partnership
SITE ADDRESS: Bolderwood Campus, University of Southampton
PROPOSAL: Redevelopment of the site by the erection of new buildings to provide up to 32,000sqm gross floorspace for University purposes, 468 car parking spaces, landscaping, temporary and permanent access arrangements, including a new vehicular access from Burgess Road and ancillary works following demolition of most of the existing buildings. (Outline application seeking approval for access arrangements).

RECOMMENDATION:

Delegate the Development Control Manager to grant planning approval subject to:-

1. An amended plan to show a redesign of the proposed access from Burgess Road into the site – see comments of Highways DC below; and
2. A revised strategic landscaping plan following comments made by the BAA and residents at 26 Bassett Crescent East; and
3. The applicant entering into a Section 106 Legal Agreement to secure:
 - i) A financial contribution towards measures to encourage the use of alternative modes of transport to the private car in line with polices SDP3, SDP4 and IMP1 of the City of Southampton Local Plan Review (March 2006), the Local Transport Plan, and the adopted SPG relating to Planning Obligations (August 2005 as amended);
 - ii) A financial contribution towards off-site highway works related to the scale of development proposed in line with polices SDP3, SDP4 and IMP1 of the City of Southampton Local Plan Review (March 2006) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
 - iii) A Highway Condition Survey & Means of Reinstatement Report;
 - iv) Provision for works under S.278 of the Highways Act to create the new access and signalised junction;
 - v) The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy and;
 - vi) The submission, approval and implementation of a Green Travel Plan (GTP) to address the impact of the parking provision so that it can be assessed along with the transport needs of the development; and,
 - vii) A Waste Management Strategy;

Or

4. That the DC Manager be authorised to refuse permission if the agreement has not been completed within the statutory 13 week target period for the development (28th September 2007) on the grounds of failure to secure the provisions of the S106 Agreement.
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REPORT

SITE AND SURROUNDS

This outline application relates to the redevelopment of the University of Southampton's Boldrewood Campus, which is located at the junction of Burgess Road and Bassett Avenue. The application site has an area of approximately 4.4 hectares. The main building houses six floors of laboratories, classrooms and offices with plant rooms located on the lower level. An aerial photograph of the site is attached at **Appendix 1** of this report.

The existing building currently comprises 31,735 sq.m of floorspace for University uses including the School of Biological Sciences (33% of existing floorspace), the School of Medicine (10%), lecture theatres (6%), a library (6%), student services (3%), the Wessex Institute for Health (2%) and the Faculty of Medicine, Health and Life Sciences (1%). The remaining floorspace comprises ancillary uses and circulation spaces. The University's Estate Strategy plans to relocate these prime functions to a new site on the Highfield Campus to form a new Institute for Life Sciences (IfLS) (application 06/01262/OUT refers).

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 three existing group Tree Preservation Orders (TPO) along Burgess Road (approved 1960), Lower Bassett Avenue (1960) and Oaklands Way (1987). All trees on the Boldrewood Campus are to be protected by a new TPO, which will be approved shortly. The existing six storey building dominates the centre of the site and is set back from all boundaries. However, the existing building has little architectural merit and is physically exhausted with a number of structural defects. In short, the existing building is no longer appropriate for the purposes of modern higher education.

The application site is located within an area defined as having 'medium' accessibility by the adopted Local Plan. The Boldrewood Campus is currently served by 204 on-site car parking spaces accessed from Basset Crescent East, and can currently accommodate approximately 3,250 users (including students and staff). An existing vehicular access from Burgess Road is currently restricted to maintenance and emergency vehicles only.

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.

APPLICATION DETAILS

The application is for Outline Planning Permission and seeks agreement for the principle of redeveloping the site with a series of university buildings for non residential

institutional use (Use Class D1). The development will be served by 468 on-site parking spaces. Full details of the proposed access into the site from Burgess Road have been included for consideration at this stage. All other matters, such as the layout of the site and buildings, the scale of the development, the appearance of the building and the landscaping (both hard and soft) to the site are matters which have been left for future consideration as part of the submission of a Reserved Matters application(s).

A non-technical summary of the proposals forms part of the application submission and is attached to this report at **Appendix 2**, and a copy of the applicant's comparison of the existing and proposed development is attached at **Appendix 3**.

In order to assess the floorspace quantum sought, illustrative drawings and plans have been provided to give an indication of how the 32,000sq.m of accommodation could be achieved on the site in accordance with a detailed phasing plan. This illustrative information also indicates the maximum building height that would be achieved dependant on the final design and layout of accommodation on the site.

As Councillors are aware a modification of the outline planning application procedure was introduced in August 2006. These changes require applicants to demonstrate more clearly that their proposals have been properly considered in light of the relevant development plan policies and guidance. As a minimum Circular 01/2006 (Guidance on Changes to the Development Control System) explains that applications should now include information using the following headings:

i) Use

The University has conducted a full options appraisal of the building and concluded that the most effective way forward is to demolish it and re-establish its activities in modern accommodation. The application, therefore, proposes the redevelopment of the Boldrewood Campus whilst retaining university uses. The development site is expected to accommodate approximately 1,280 staff and 3,000 students (ie. a predicted increase of 1,030 users against current maximum levels).

Although reference is made throughout the submission to a proposed 'Maritime Centre of Excellence' in conjunction with the potential provision of accommodation for the Lloyds Register this wider aspiration of the redevelopment is not part of this current planning application. Further planning applications will be made in due course depending upon the success of this outline submission.

ii) Amount of Development

The existing Boldrewood annex building (approval ref: 02/01343/FUL) is to be retained following the demolition of the existing building. A total of 32,000sq.m of floorspace (including the annex) is proposed to serve teaching, research, technology transfer and ancillary University uses. A major expansion of the University's School of Management is also proposed as part of the redevelopment. The development will be phased in accordance with the details shown in the phasing plan attached at **Appendix 4**.

iii) Indicative Layout

An indicative layout of the proposed redevelopment has been submitted (plan ref: 06059 PCL 10007 refers). The details contained are illustrative only. However, the applicants have provided further information to support this layout and is seeking the Council's approval for their 'Development Framework Plan' (Plan ref: 06059 PCL 10005 as supported by plan ref: 06059 PCL 101) which provides details of the building's floorspace capacity and maximum building heights. A copy of these plans are attached to this report at **Appendix 5** and form part of the detailed submission for consideration at this stage.

iv) Scale Parameters

The proposed scale parameters of the proposed buildings are shown on plan ref: 06059 PCL 101 and have been submitted for approval also. They indicate that 8 buildings are proposed ranging in height from 1 to 5 storeys. A summary of this information is also provided at **Appendix 5**.

v) Indicative Access Points

The 'Development Framework Plan' includes the location points for the principal entrances to each of the proposed buildings. Following discussion with officers these entrances are proposed (and not indicative) and have been designed to relate to the internal highway and the site's immediate context. From an urban design perspective it is important that the building's main pedestrian entrance addresses the street and are not inward looking.

In support of the application the applicants have also submitted the following documents:

Planning & Environmental Statement Including "Design & Access"	
Transportation Assessment	(Submission Appendix A1)
Transport Assessment Appendices	(Submission Appendix A2)
Travel Plan	(Submission Appendix B)
Ecological Appraisal & Surveys	(Submission Appendix C)
Ecological Management Plan	(Submission Appendix D)
Tree Surveys & Reports	(Submission Appendix E)
Demolition & Construction Issues	(Submission Appendix F)
Contaminated Land Study	(Submission Appendix G)
Proposed Scope & Specification for Ground Investigation	(Submission Appendix H)
Archaeological Desk Based Assessment	(Submission Appendix I)
Floodrisk Assessment	(Submission Appendix J)
Stage 1 Road Safety Audit	(Submission Appendix K)
Pre-Application Consultation	(Submission Appendix L)
Sustainability Statement	(Submission Appendix M)
Supplementary Engineering Information	(Submission Appendix N)

In short, despite the level of detail that has been submitted by the applicant the Council is only being asked to consider the following at this stage:

- The principle of redeveloping the Boldrewood Campus for alternative University uses with a combined total floor area of 32,000sq.m, to be served by 468 on-site car parking spaces;
- The creation of a new access and signalised junction to serve the development from Burgess Road including the closure of the existing Bassett Crescent East

access to vehicles (as shown on plan ref:13008-GE-I-02 Revision A and 13008-GE-S278-001 Revision A). A copy of these plans are attached to this report at **Appendix 6**;

- The applicant's 'Development Framework Plan' (plan ref: 06059 PCL 10005 as supported by plan ref: 06059 PCL 101), which details general building locations, floor areas, maximum building heights, principal pedestrian entrances, the internal road layout and those trees earmarked for removal;
- Phase 1 of the overall landscaping strategy, which relates specifically to additional strategic landscaping on the site's northern and eastern boundaries (as shown on plan ref:PLL_S20.05-01.03, which is attached to this report at **Appendix 7**); and,
- The construction of a temporary access from Burgess Road (and internal routing) as shown on plan ref: 13008-GE-I-03 Revision A to facilitate the construction of the development.

KEY ISSUES

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

- i. The principle of redevelopment for D1 uses;
- ii. Changes to the proposed site access, traffic generation and on-site car parking;
- iii. The proposed layout and building height specifications as shown on the 'Development Framework Plan';
- iv. The potential impact on existing residential amenity from the possible massing and bulk of the buildings to provide 32,000sq.m of floorspace;
- v. Proposed loss of trees and impact on landscape setting; and
- vi. The direct impacts that can be mitigated by completion of a S.106 Legal Agreement.

RELEVANT PLANNING HISTORY

06/01566/SCR No Objection Not an EIA Development 7th November 2006
Screening request under Part II Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 for the redevelopment of the site.

02/01343/FUL
Three storey annex extension

Permitted by Panel 28.10.2003

PLANNING POLICY

City of Southampton Local Plan Review

The proposal is considered against the policies of the adopted City of Southampton Local Plan Review (March 2006). Policy L7 covers development within the University Development Area. This criterion based policy seeks to support academic, teaching and research facilities for the University. In addition, Local Plan Policy NE6 seeks to protect the landscaped character of Bassett Avenue. The Council's normal considerations in respect of the quality of development, protection of the character of the area and the amenities of neighbouring occupiers also apply as required by those policies listed at **Appendix 8**.

In general the redevelopment of this site in association with University study and research activity is acceptable. There is no policy objection to the proposal in principle.

Sustainability Assessment

In accordance with adopted Local Plan Policy SDP13 (Resource Conservation) the applicants have submitted a 'Sustainability Statement' and have made a commitment to achieving a 'Very Good' BREEAM rating with this scheme. This rating can be secured with the attached planning condition. The applicants have appointed a BREEAM assessor and they have indicated that there is a possibility that an 'Excellent' rating may be possible. It is also proposed that a Combined Heat and Power (CHP) unit will be provided to support the development. CHP can be secured with a planning condition.

Finally, given the amount of hardstanding required to serve the development and the existing drainage issues, the development will incorporate Sustainable Urban Drainage Systems (SUDS) as part of this application. Again, a planning condition is recommended to secure the use of SUDS.

CONSULTATION AND NOTIFICATION

A publicity exercise in line with department procedures was undertaken, which included notifying adjoining landowners, residents and the Ward Councillors. In addition, four notices were posted adjacent to the site (19.07.07) and an advert was published in the local press (19.07.07). The application submission is available at the Council's Gateway and extracts, including the summary leaflet, have been made available on the Council's website.

In accordance with the aims of the Council's 'Statement of Community Involvement' the University of Southampton have undertaken their own public consultation exercise as part of a comprehensive pre-application engagement strategy. A summary of which is attached at **Appendix 9**.

Representations

At the time of writing the Council has received 62 letters of representation, including an objection from the East Bassett Residents' Association. Any additional representations will be reported verbally at the Panel meeting. The planning related objections received can be summarised as follows:

The application is too vague about the intended development, its use and appearance and there is concern about its overall impact.

Response

The applicants have chosen to submit an outline planning application with all matters reserved for a further submission with the exception of the proposed access from Burgess Road. This is an acceptable approach given that the second phase of the development is somewhat speculative in anticipation of the University's future growth as anticipated in their Estates Strategy (2006-2021). Despite the type of planning application the level of detail submitted is very comprehensive and enables the Council to assess the broad principles of the proposal, as is required at this stage.

Lloyd Register office use is not appropriate for the University site. Many of the proposed buildings have not been justified on the grounds of University need (particularly Phase 2) and may be used for commercial uses later.

Response

At the current time the Boldrewood Campus is designated for university uses under Policy L7 of the Local Plan. The second phase of the proposed redevelopment is part of the University's long term aspiration for expansion, with the expectation that these will be occupied by the University. All other uses would represent a departure from the adopted Local Plan and would need further justification. Any commercial use and/or the office relocation of Lloyds Register will be the subject of a separate planning application for a change of use. The Lloyds Register proposals do not form part of this planning application.

Additional vehicle movements cannot be accommodated as the local highway network is already at capacity. The Burgess Road junction with Bassett Avenue is already gridlocked at peak hours.

Response

The applicant's transport assessment confirms that some traffic signal controlled junctions in the vicinity of the site, notably the Burgess Road junction with Bassett Avenue, are currently "near or over capacity". This assessment also acknowledges that the main net traffic impact of the development during peak periods will be along the Burgess Road corridor. The capacity assessments of key traffic signal junctions show that the Boldrewood development will add to morning peak period queuing at the Burgess Road junction with Bassett Avenue. However, over time it is anticipated that the impact of the Boldrewood development will be reduced as the Green Travel Plan (including its associated targets and initiatives and the longer term strategy for reducing reliance on the private car) is implemented. This issue is discussed further in the 'Planning Considerations' of this report.

Basset Crescent East will become more of a rat run as the junction of Burgess Road with Bassett Avenue becomes gridlocked.

Response

This assumption is not borne out of the applicant's transport assessment and is not based on any firm evidence. Indeed, the applicants estimate that there will be 129 fewer trips made along Bassett Crescent East during the morning peak and 83 fewer trips during the evening peak as a result of the proposed alterations to the site's principal vehicular access point.

Increased traffic will add to existing congestion and further contribute to climate change and air quality problems.

Response

Although there will be an initial increase in car-based trips generated by the site a successful Green Travel Plan will reduce this impact in the medium to long term as the phased development is implemented. The applicant's 'Air Quality Statement' acknowledges that there is potential for air quality impacts as a result of the proposed development (during both construction and operational phases). However, recent work has concluded that the national air quality objectives are met at this location. The applicants will use good practice demolition and construction techniques to manage the impacts and reduce the effects of dust nuisance. This can be secured with a planning condition. Given the proposed replacement of uses it is not considered that the proposed

operational development will have a significant impact on air quality. The proposed building will use modern building techniques and ongoing energy efficient measures which the current building does not.

Increased traffic movements will occur in Bassett Crescent East to the detriment and nuisance of existing residents.

Response

This assumption is not borne out of the applicant's transport assessment and is not based on any firm evidence. With the closure to traffic of the existing Bassett Crescent East vehicular entrance to Boldrewood it is likely that the proposal will result in fewer vehicle movements along Bassett Crescent East.

No redevelopment should take place until improvements have been made to existing public transport provision.

Response

The applicant's transport assessment identifies at least 6 different bus services that currently serve the Boldrewood Campus. The local bus services calling at stops along Bassett Avenue and Burgess Road have a weekday daytime frequency of 10 services per hour in both directions serving most areas of Southampton. Furthermore, the University of Southampton currently operate the successful 'Unilink' bus service and are committed to green travel as part of a wide ranging GTP. The proposed internal road layout has been designed to facilitate a bus service operating within the site. As part of any successful redevelopment proposals for Boldrewood, the applicants will be required to enter in a S.106 Legal Agreement to secure off-site contributions towards improved strategic transport initiatives and local highway improvements.

Closing the existing Bassett Crescent East vehicular access is welcomed, assurances of when this closure will occur and that it will not be used for construction traffic are required.

Response

The closure of the existing Bassett Crescent East access to vehicles is proposed as part of the phased implementation of the development. Eventually, the access from Bassett Crescent East will be controlled by a barrier as an emergency access although pedestrian and cyclists will still be able to access the site at this point.

The existing access will not be closed to traffic as part of the first phase of development as the existing car parking is required to serve users of the Boldrewood Campus as it will continue to operate throughout the construction phase. The Burgess Road access points (ie. both temporary and permanent) are proposed as part of the first phase of the development. The applicant's phasing plan (attached at **Appendix 4**) explains this further.

The application includes an appendix (F) relating to demolition and construction issues. This should be read in conjunction with the proposed phasing plan (attached to this report at **Appendix 4**). This document explains that, as a minimum, site access for building users should be separated from the construction access. The most suitable location for construction access is from Burgess Road, following the construction of the proposed access points. That said, the construction of Car Park 1 will not be possible without the use of the Bassett Crescent East access point. A planning condition is recommended to

secure further details and to limit the use of the existing access by construction traffic.

The proposed introduction of a signalised junction along Burgess Road will create further traffic jams, and the pavements around Boldrewood are inadequate and will not cope with additional demand.

Response

In an attempt to reduce vehicular impact upon surrounding residential streets access to the redevelopment from Bassett Avenue and Bassett Crescent East has been avoided. Modelling of the proposed and existing junctions has identified predicted queue lengths and the selected location ensures adequate operation of the junctions. Initial modelling of the proposed signalised junction serving the new access from Burgess Road has confirmed that it will operate within capacity. A new pedestrian phase will enable the safe conveyance of pedestrians at this point and will remove pressure from the footway along the northern side of Burgess Road. These works are proposed as part of the first phase of the development and can be secured in conjunction with a S.278 (Highways Act) Agreement.

The proposed travel plan should be implemented immediately and not after occupation when many people have already found a routine that relies on use of the private car.

Response

It is a common approach to implement an agreed GTP following the first phases of occupation. The University's work is ongoing and existing measures (including a cycling strategy for the Boldrewood redevelopment and the existing 'Unilink' bus service) are already in place to serve the first phase.

Although student numbers are rising they will be encouraged to use non-car based modes of travel. As such, there is no justifiable need for the proposed level of parking other than to serve Lloyds Register when they arrive.

Response

The provision of on-site car parking for the Lloyds Register office relocation will be determined in the event that a planning application is submitted. The current application should be assessed on its own merits in light of the proposed D1 uses and the Council's adopted maximum parking standards. The issue of car parking is discussed further below.

There is insufficient car parking to serve this development.

Response

The adopted Local Plan aims to reduce reliance on the motor car in line with advice contained in PPG13 (Transport). The proposed level of car parking should be assessed in light of the Council's adopted Local Plan maximum standards.

The proposed multi-storey car parks are out of keeping and should be located underground (if at all). The provision of above ground multi-storey car parks outside of the defined City Centre will set a difficult precedent for the future.

Response

As there is no Local Plan policy objection to the construction of multi-storey car parks within the City's boundary the principle of above ground car parking is accepted subject to the individual merits of each proposal. There is no sustainable precedent argument. Issues such as design, need, and impact on

existing residential amenity are clearly issues that need to be resolved as part of any assessment. The applicants propose two new car parks. They will be used for University purposes with no public access (except for visitors). It is not intended to restrict their hours of use, although in practice it is not anticipated that they will be in use between the hours of 22:30 and 07:00.

Car Park 1 is intended to serve the early phases of development (and possibly construction workers) and comprises 174 spaces within 7 split storeys of accommodation in a building with a height of 11 metres.

Car Park 2 will serve the later phases of development and comprises 124 spaces within 5 split storeys of accommodation in a building with a height of 6 metres.

Both buildings will exploit the topography of the site to lessen their impacts and will be finished with a timber cladding to allow suitable ventilation whilst reducing any clear overlooking issues. The details of both car parks will be addressed at the reserved matters stage, although it is considered that their use, proposed location and scale parameters are currently acceptable. The applicant's cross sectional diagrams and photomontage work confirm this.

Car park 1 (along Bassett Avenue) will spoil the green gateway to the City and will result in harm (in terms of overshadowing and noise) to existing residents of Oaklands Way.

Response

The location and scale of Car Park 1 should be assessed only on the basis of the plans submitted. Its construction in the location proposed will result in a building that will be visible from Bassett Avenue. A separation distance of 19 metres is proposed between Car Park 1 and its nearest neighbour at 40 Bassett Avenue. However, given the drop in levels from Bassett Avenue and the north-west corner of the Boldrewood site it is accepted that, with the proposed excavation, a car park of 11 metres in height can be accommodated in this location without serious harm to the existing appearance of this boundary. Indeed, the existing Boldrewood building is also visible from this location. The applicant's photomontage (at Key-view 12 of the submission) and cross sectional work (at Sections F-F and G-G attached at **Appendix 11**) confirms this. Moving the car park southwards would involve significant changes to the overall layout and would result in the further loss of existing trees. This is not considered necessary.

Car Park 2 is set on higher ground than residences along the Cloisters and will 'tower over' these properties. Users of this car park will directly overlook these properties and their gardens.

Response

Car Park 2 utilises the existing steep slope at the east end of the site to create a vehicle entrance that is at grade from the surface parking proposed. The car park steps down the slope presenting a 2 storey façade to Bassett Crescent East and the Cloisters. The existing tree and shrub planting along these boundaries will be supplemented to provide better visual screening. Any overlooking issues can be addressed at the detailed design stage, although the use of a timber cladding exterior will assist in reducing any direct impact as will the separation distance of 25 metres between buildings. The applicant's cross-

sectional work (at Section K-K attached at **Appendix 11**) and photomontage (at Key-view 5 of the submission) confirms this.

The type, size and number of buildings are out of character with the area. This part of the City is predominantly residential and commercial development in the manner proposed should be restricted.

Response

The Boldrewood Campus is designated for University uses under Policy L7 of the Council's adopted Local Plan. The types of use proposed are wholly consistent with the aims of this policy. In order to provide continuous teaching whilst the site is redeveloped it has been necessary for the applicant to extend the built form of their site into existing areas of landscaping as part of a phased approach. The amount of floorspace proposed is almost the same (a net increase of 265sq.m is proposed). Buildings A and B are of a similar scale to the existing building, which has previously been considered as acceptable for this location. The number of buildings is not considered to be out of character with the area and the design approach is consistent with the 'campus-style' design approach employed. Finally, it is evident that this part of Southampton has a mixed character and, notwithstanding Southampton Common, is defined by both residential and University buildings and uses.

Buildings A and B are prominent (at 5 storeys) and "visually intrusive", and do not respect the established building lines.

Response

It is accepted that buildings A and B are prominent when assessed against the existing building and viewed from the Bassett Avenue junction with Burgess Road. The applicant's photomontage work clearly demonstrates this (Key-views 8, 9 and 10 of their submission refer). This design approach is deliberate. The proposed buildings have been designed to give the University a presence on this corner to act as a gateway along Burgess Road to their main Highfield Campus. The buildings have been designed to have some prominence in terms of scale and massing. A balance is sought between achieving prominent architecture and retaining the open character and landscape setting to this corner.

A prominent building need not be "visually intrusive" and much will depend on the detailed design of these buildings. The use of appropriate materials will lessen the impact of the proposed buildings. These details will be secured at the reserved matters stage. Further discussion of the proposed scale and its impact is provided in the 'Planning Considerations' section of this report. Councillors will note that there is not a strongly defined building line along this part of Burgess Road.

The replacement in the manner proposed represents an overdevelopment.

Response

Currently the buildings on the Boldrewood Campus account for 21.3% of the site (see **Appendix 3**). When the areas of hardstanding are factored in this leaves approximately 52% as soft landscape setting. In order to provide a reconfirmation of the existing space, whilst retaining the existing building to allow for continuous education provision, some of this existing soft landscape setting is required to accommodate new development. Following the proposed development 26% of the site will be required for buildings (ie. a 4.7% increase in land take). Approximately 40% of the site will be retained for soft landscaping

with the significant shift towards areas of hard landscaping. In light of this information the proposed development is not considered to be symptomatic of an overdevelopment.

The proposed development is car dominated and will result in the replacement of existing green spaces with buildings and hard standing.

Response

Refer to comments above and the details contained at **Appendix 3** of this report.

Building H is located too close to the boundary with Oaklands Way, and will impact on existing privacy. There is limited information of its intended use.

Response

The application proposes that building H will be used as a Hydrosience facility and will be completed towards the end of phase 2. This building requires a significant length to accommodate a water tank to facilitate submersible experimentation. Any privacy issues can be addressed at the detailed stage. Although building H is clearly closer to Oaklands Way than the existing building the applicants propose a maximum building height of 2 storeys and there is a noticeable change in levels between Oaklands Way and the site. The development will exploit this change in levels to further reduce the impact. In addition, the applicant's cross sectional work demonstrates that, with the exception of 17 Oaklands Way, there is a minimum front-to-back distance between buildings of 23 metres proposed, which is acceptable when assessed against the Council's current standards. This relationship is further improved by an existing and proposed landscaping buffer. No.17 Oaklands Way is owned by the University and is used for staff accommodation. The applicant's shadow diagrams are attached at **Appendix 10** and suggest no noticeable harm as a result of building H. It is not considered that the impact of this building, or indeed the development as a whole, on the residents of Oaklands Way will be significant or harmful.

No development should take place within 30 metres of the site's northern boundary.

Response

There are no planning grounds to support this assertion. Instead, an assessment should be made of the likely impacts of this proposal on existing residential amenity (see comments above).

The loss of mature trees, many of which are protected by TPO, is not acceptable and the loss of the Wellingtonia for the proposed Burgess Road access is a particular concern.

Response

This application proposes the removal of 64 individual trees (2 of which are already dead) and 5 groups of trees across the site. A replacement schedule of two-trees for every one lost can be secured with a planning condition. Only 2 of the trees earmarked for removal have been assessed as 'Category A' trees of the highest quality. A total of 3 trees covered by the existing TPOs will be lost as part of this development (including the Wellingtonia fronting Burgess Road that may need to be lost to accommodate the proposed access). Although the Council's Arboricultural Officer has raised concerns with the potential loss of this tree it is accepted that the benefits to the City that this development will bring, along with the proposed replacement planting, will outweigh the proposed

loss. The applicants will endeavour to retain the Wellingtonia by using a no-dig method of construction for the proposed access although this cannot be guaranteed at the application stage.

The addition of 3 trees along the boundary with 26 Bassett Crescent East will reduce daylight to this property. Instead residents seek the retention of the existing privet hedge.

Response

An amendment to the scheme has been sought to address this point and can be secured with a planning condition.

The proposed development and additional hardstanding will exacerbate drainage problems and lead to potential flooding of property in the Cloisters.

Response

The applicants have appointed consultants to look at the issue of surface water run off, flooding and drainage. An increase in surface water run off over existing flows is anticipated. Discussions between the applicant and Southern Water have confirmed that a like-for-like surface water discharge rate into the existing network will be acceptable. The applicants propose to use Sustainable Urban Drainage Systems (SUDS) and a balancing pond to accommodate the additional surface water run off. A planning condition is recommended to secure their implementation. SUDS tackle surface water run-off problems at source using features such as soakaways, permeable pavements, grassed swales and infiltration trenches to attenuate flood peak flows. It is the developer's responsibility to check that discharge of water to ground will not create problems for other downhill landowners/occupiers. The application site is located within the designated Flood-zone 1 where there is a low possibility of flooding. Southern Water and the Environment Agency are satisfied with the current proposals.

The development will cause a local nuisance (in terms of traffic and noise) during construction.

Response

It is accepted that the redevelopment of this site will cause a temporary nuisance to its locality, as is the case with any new development. Issues such as hours of construction, noise and dirt emanating from the site, the storage of materials and the parking of construction vehicles can be controlled with a planning condition to secure a 'Demolition and Construction Management Plan'.

Assurances are sought that the demolition of the building, and the removal of asbestos, will be handled sensitively and in accordance with current regulations.

Response

The application includes an appendix (F) relating to demolition and construction issues. This should be read in conjunction with the proposed phasing plan (attached to this report at **Appendix 4**). This document explains that the demolition of the building, and particularly the removal of asbestos, will be undertaken in close consultation with the Health and Safety Executive and in accordance with relevant guidance.

Cllr Samuels (Bassett Ward) – Supports the intention behind the application in principle. However, real concerns exist regarding traffic generation and highway safety although the closure of the Bassett Crescent East entrance is welcomed. The

proposed level of parking is wholly excessive. Building H is a concern due to its massing, bulk and overlooking. The proposed buildings along Bassett Avenue will damage the existing pleasing prospect. The proposed design is unclear. Compensatory planting is needed for the loss of trees proposed and, finally, consideration is needed concerning light and noise pollution, and the nuisance caused during a long construction phase.

Cllr Mizon (Bassett Ward) - No objection raised per se, but believes that the scheme fails to pay enough attention to the location. The 'green gateway' will be lost. The Bassett Road junction with Burgess Road requires upgrading to facilitate the proposed increase in traffic. The plans will lead to added congestion. If the GTP were successful the University would not need so many parking spaces. This location is not appropriate for Lloyds Register. The plan is flawed and a major rethink of the large buildings along Bassett Avenue is necessary at the very least.

Consultations

SCC Highways DC - The existing building at present is only catering for approximately 1500 students, staff and visitors, although it has the potential to accommodate 3250 students and staff. The proposed new building which is only slightly larger in floor space than the existing building (due to efficient design) will be able to accommodate 4280 students, staff and visitors which will mean a considerable increase in the trips to and from the proposed new site. Public Transport facilities have been identified indicating the bus services serving the site along Bassett Avenue and Burgess Road plus reference to additional services at the Highfield Campus (5-10 minute away). It is therefore important that consideration is given to necessary improvements that maybe required to the highway network. These include:

- i. Improvements to the junction of Burgess Road/Glenn Eyre Road by widening the footpath on the south side using Common land;
- ii. Changes to the junction of Bassett Crescent East and Burgess Road by reducing the width of the carriageway entrance;
- iii. Changes to the Burgess Road/Broadlands Road junction to provide a pedestrian phase;
- iv. Carryout some design and feasibility work to widen the footway on the south side of Burgess Road between Glenn Eyre Road and the proposed new entrance to introduce a shared two way cycle route footway; and,
- v. Providing additional bus frequencies (by contributions) on services serving Burgess Road and the Avenue (service Numbers U2B,U6H,U9 Bluestar 1).

There will however be an increase in car journeys as a result of the development and an increase in traffic volume at key locations. The TA indicates there will be increased traffic queues at the key junctions which will in effect lengthen the time of the peak flows. The Green Travel Plan is proposing to decrease the peak travel demands by 20% in the future.

The proposed parking is to provide 468 spaces on the site mostly accommodated within two multi-storey car parks, 24 of the overall spaces will be for disabled parking. The parking numbers are calculated from the parking standards in PPG13 for higher and further education establishments for 1280 staff and 3000 students these numbers are reduced in the SCC Local Plan Review for medium accessibility areas (public transport) 420 spaces plus 48 spaces for seminars /conferences. There will be a total of 878 cycle parking places which meets the SCC standard provision.

The new signalled access into the site from Burgess Road has a preliminary design subject to safety audit. This does require some redesign to help pedestrians and cyclists.

SCC Tree Officer - The trees on this site are to be protected by a new Tree Preservation Order the Southampton (Bolderwood, Burgess Road/Bassett Avenue) TPO 2007. This makes them a material consideration in the planning process. The tree survey supplied complies with BS5837:2005 and the grading of the trees. It is not possible to construct a no dig access in the root protection area of T7 without undue damage to the tree, or without excessive level changes on site. An engineering solution in order to construct an access off Burgess Road and retain T7 is needed. The Soil Pick report is inconclusive and further investigation is required leading to a method statement for the tree's retention.

The Arboricultural implications assessment is accepted and the trees shown to be removed are necessary to implement the development. Significant steps have been made to address the tree issues and the impact of the development will have on trees has been minimised. Mitigation for the loss of these trees can be conditioned and overcome with new planting.

This scheme is generally acceptable in arboricultural terms although there are concerns with the loss of the significant trees on site, these include the group of Pines G2 and for the long term future of the Wellingtonia T7. The majority of trees shown to be removed have little or no public visual amenity value or should be removed regardless of the development for sound arboricultural management. The development will benefit the City and replacement planting will outweigh any losses.

SCC Ecologist - No objection. The site consists of a number of buildings and hard surfaces with a limited range of intensively managed habitats. A number of ecological surveys have been undertaken and provide a good assessment of the biodiversity value of the immediate site. A low level of biodiversity was detected, in particular there is limited potential for protected species including bats, great crested newts and reptiles. The surrounding area is of greater biodiversity value with a Site of Special Scientific Interest and a Site of Importance for Nature Conservation within 50 metres of the Boldrewood campus. There are historic records of great crested newts on the Highfield Campus which is continuous with the SINC. A desktop study will need to be included with any subsequent planning application(s). Providing that the ecological management plan is implemented effectively the current application will not have an adverse impact on biodiversity using the site.

SCC Public Arts Officer - The public strategy prepared by Grimshaw on behalf of the applicant is broadly supported in the proposed concepts for integrating public art within the landscaping scheme of the development. The detail is subject to further discussion and S106 agreement.

SCC Environmental Health (Contamination) – The submitted study is satisfactory and indicates that an invasive investigation of the site is required to ensure confident characterisation of the land contamination risks. No objection raised subject to the attached planning conditions and informatives.

SCC Sustainability Officer - No objection raised. The applicant will be required to submit with the full application a written sustainability statement assessing the

feasibility of incorporating the following sustainable design measures into the development (i) Energy minimisation and renewable energy or low carbon technologies (ii) Water efficiency measures (ii) Urban Drainage Systems (iv) Waste management and recycling and (v) Sustainable construction materials. Evidence to support the attainment of a BREEAM rating of 'excellent' (or an equivalent standard) will be required. The initial energy options explored in the outline application will need to be developed in the full application, with a feasibility study identifying the preferred option and an action plan detailing how the preferred option will be taken forward as an integrated element of the development.

SCC Access Officer – The applicant's Access Statement addresses all issues and is of a superior quality.

SCC Archaeologist - The site lies within an area of archaeological importance as defined in Policy HE6 of the Southampton Local Plan. The planning application sets out most of the archaeological implications, though it minimises the likelihood of early-medieval and high-medieval remains surviving on the site. Because of previous disturbance across much of the site, preservation *in situ* is not desirable. In accordance with Policy HE6 of the Local Plan "*adequate provision [is] made for the identification, investigation, recording and publication of the archaeological resource*". This can be secured with a planning condition.

SCC City Design Manager - The proposed masterplan for the Boldrewood Campus demonstrates a robust and comprehensive approach to delivering the longer term redevelopment of the whole site. The masterplan succeeds in its aim to improve the legibility of the campus, giving it greater presence as a 'gateway' site to the university as a whole whilst providing a high quality parkland setting and a new sense of place created by the new Maritime Square that generates opportunity for significantly enhancing the educational environment. The proposed arrangement of buildings allows greater permeability and accessibility by improving views into the campus, as well as improved visibility of the campus from key approaches along Bassett Avenue and Burgess Road. However, as indicated by the photo montages, the visual impact of the proposed development on adjacent residential areas is in most cases significantly reduced.

Policy SDP9 states that buildings of 5 storeys or greater are tall buildings and that these need to show an appreciation and understanding of the context. CABI's guidance on tall buildings (2007) advises that the principle for tall buildings must be set as an important element within a robust and credible masterplan, and that proposals should demonstrate excellent architectural quality. It is important to consider the tallness of a building relative to the context; though Block A and B are proposed at 5 storeys, their building envelopes are not much taller than Building 62 and they are much smaller in overall mass and are set into the natural topography of the site to minimise their overall height. They are also both set in a landscape setting of very tall trees, some up to 30m in height which diminishes their visual impact. Consideration also needs to be given to the existing unwelcoming monolithic structure of Building 62 and its lecture theatres do not give the impression of the forward thinking 21st century world class educational establishment that the University of Southampton wishes to be. The proposals offer the opportunity to address this, creating buildings of the highest architectural quality, for which the architects, Grimshaw, have a proven track record.

The single vehicular access route onto the site creates the opportunity to focus activity along this spine and at its juncture with the Maritime Square, with its pool framed by a boulevard of trees. The square improves the legibility of the campus with key buildings fronting on to this space and will create a strong sense of arrival for visitors as well as a dramatic visual impression. The importance of the canopy, paving materials, the public art features and tree boulevard in reorientating the main axis from north/south to east/west at the square should not be underplayed in the detailed design. Consideration should be given to maximising the natural surveillance of pedestrian routes through the campus, in particular those that pass close to shrubbed areas, at the detailed design stage.

SEERA – The principle of development has been established and is consistent with Local Plan Policy L7. In order to ensure that the proposed development does not prejudice or materially conflict with the Regional Spatial Strategy and the draft South East Plan the LPA should secure (i) the phasing and delivery of community and other infrastructure improvements (ii) the incorporation of water and energy efficiency measures and the promotion of renewable energy and sustainable construction (iii) biodiversity protection and mitigation (iv) a high quality design and (v) a Green Travel Plan.

SEEDA – Supports the application as it will compliment the Regional Economic Strategy, which identifies Urban South Hampshire as an area for investment and growth. The region's universities make a significant contribution to the south east economy. The application accords with Local Plan Policy L7 and will also complement SEEDA's Regional Marine Sector Consortia, which seeks to address the needs of the maritime sector in the South East.

BAA – No objections raised subject to suggested planning conditions relating to bird management, alternative species as part of the strategic landscaping, details of the balancing pond and further details of the ornamental pond.

Environment Agency – No objection raised in principle subject to suggested planning conditions.

Natural England – The proposed plans will not have a significant adverse impact on the nearby SSSI. No objection to the proposed development taking place.

Hampshire Constabulary – No objection raised. Acknowledges that there has been low levels of reported crime at the Boldrewood Campus. Further details of the security features of the development can be secured with a planning condition.

Southampton Commons & Parks Protection Society – Objection raised. Significant number of trees to be lost, which will affect the green setting. The ecological survey work is out of date (December 2006) and the traffic survey should include times when the University (and local schools) are active. Additional traffic lights will result in further congestion.

Southern Water – No objection subject to suggested planning conditions. Will only accept the same level of flow that the previous development discharged and only a limited type of SUDS will be acceptable on this site. Details of proposed foul flows will need to be submitted when an application is made to connect to the sewers.

PLANNING CONSIDERATIONS

The proposed scheme has to be assessed in terms of the key issues, together with whether the proposed use is acceptable in terms of the provisions of Local Plan policies and supplementary planning guidance and whether it has adverse impacts on either the character of the area or residential amenity.

Outline principle of redevelopment

The existing Boldrewood building provides 31,735sq.m of non-residential institutional (Use Class D1) floorspace. This is physically exhausted, costly to maintain, of little architectural merit and in need of redevelopment. There is no planning policy objection to the demolition of this building. Its replacement with 32,000sq.m of floorspace to serve the University's expanding needs is supported by adopted Local Plan Policy L7 (University of Southampton).

Site access, traffic generation and on-site car parking

i) Site Access

As part of this application the means of access to the site is included for consideration at this outline stage. These details are attached at **Appendix 6** to this report and include the creation of a new permanent access from Burgess Road, a temporary access for construction purposes (also from Burgess Road) and the eventual closure of the existing access to vehicles along Bassett Crescent East. Policy TI2 of the Local Plan states that vehicular access to new developments from classified roads will only be acceptable where road safety would not be adversely affected. The applicant's assessment concludes that the net increase in traffic generated will not have a material effect on the current incidence of accidents in the local area. In terms of the proposed access points these have been assessed by the Council's Highways Officers as the most appropriate and acceptable solution for redeveloping this site.

ii) Traffic Generation

The application predicts an increase in car based trips resulting from the proposed development. With the existing 204 spaces the morning peak attracts 142 vehicle movements. There are currently 97 trips generated from the site during the evening peak.

In the event that planning permission is issued and the development of 468 parking spaces is implemented a total of 326 vehicle trips (to and from the site) are anticipated during the morning peak (ie. an increase of 184 trips during morning peak. This equates to an increase of 130%). A total of 223 vehicle trips (to and from the site) are anticipated during the evening peak (ie. an increase of 126 trips during evening peak. This also equates to an increase of 130%). This additional trip generation is clearly significant when the existing highway is "near or over capacity". However, these figures assume maximum use of the site and do not factor in the potential reduction of car based trips following a successful implementation of the GTP. As the development proposes a parking level in line with current standards (as set out below) the application has been assessed as acceptable in highway terms. Although the junction of Burgess Road and Bassett Avenue is "near or over capacity" a planning refusal for this reason alone would be tantamount to a moratorium on any new development in and around this junction, even if that development complies with Local Plan standards. This is not a sustainable solution for Southampton City and would not enable the University to undertake its improvement plans.

iii) Parking Standards

The application site is located within an area defined as having 'medium' accessibility by the adopted Local Plan. The maximum parking standards for university uses (as set out in PPG13) seek 1 space per 30 students and 1 space per 4 members of staff. Assuming that the redevelopment will accommodate up to 1,280 staff and 3,000 students the maximum on-site parking requirement for Boldrewood is 420 parking spaces. In addition a further 480 attendees are expected to attend seminars and conferences. A standard of 1 space per 10 seats is, therefore, also applicable. The maximum on-site parking requirement for the proposed development is 468 spaces. The proposed level of on-site parking is consistent with the maximum standards.

That said, the University Development Area as a whole has been restricted to an overall limit of 1,881 spaces, which was set in 1999. Currently the UDA provides 1644 spaces. Whilst the provision of a further 468 spaces will breach the total 1881 cap it is accepted that, as this figure has not been adjusted to take account of the University's expansion since 1999, it fails to reflect the true picture or the guidance contained in PPG13. The additional provision will also reduce the likelihood of any overspill parking taking place on residential streets. This revised approach to the UDA as a whole has been accepted by Highways DC. In light of the above it is accepted that the application accords with Local Plan policies TI2 (Vehicular Access) and SDP5 (Parking).

Reserved Matter Issues

The layout, the scale, the appearance and the landscaping of the proposed buildings are reserved at this stage for a subsequent planning application should the Outline proposal be agreed.

In order to assess the potential impact of these detailed elements of the overall proposal, illustrative material (as detailed above) has been provided to indicate a possible massing option to provide the 32,000sq.m of floorspace proposed. These are detailed on the applicant's Development Framework Plan, which the applicants seek approval of at this stage.

The Development Framework Plan (DFP)

The DFP acknowledges the potential of this gateway site, whilst respecting the defining characteristics of this landscaped corner. The existing site accommodates a building with significant scale and massing and to achieve the proposed floorspace a series of buildings with similar scale is also proposed. This approach needs to be assessed in light of its current context. The suggested maximum massing envelope of the buildings is considered to be in keeping with the general size and bulk characteristics of the existing site (and, indeed, other University buildings). The building's appearance would take a lead from the functionality required and the sustainability benefits that accrue from a purpose design. Although these details are reserved it is considered that the proposed DFP is consistent with the Gateway site and accords with the broad principles set out in Local Plan policies L7 and NE6. Refer to the comments of the Council's City Design Manager (set out above).

Impact on existing residential amenity

The application site is bounded to the east and north by residential development (notably, the Cloisters and Oaklands Way). The indicative layout demonstrates that development can take place without causing significant harm to the amenity of existing residents (for the reasons set out above). The applicant's shadow diagram exercise is attached at **Appendix 10** and demonstrates limited impact. The application is considered to meet the requirements of Local Plan policies SDP1(i) and SDP7(v).

Loss of trees and impact on landscape setting

This application proposes the removal of 64 individual trees (2 of which are already dead) and 5 groups of trees across the site. Three TPO trees are earmarked for removal to facilitate this development. A replacement schedule of two trees for every one lost can be secured with a planning condition. The applicant's photomontage work demonstrates that the landscaped setting of the site will, for the most part, be retained and the loss of the trees relates mainly to the lesser specimens. The Council's Arboricultural Officer has not raised an objection to this application.

S.106 Legal Agreement

Given the scale of development proposed it is considered appropriate in this instance that a S.106 Legal Agreement is provided to secure the details listed above. This approach is consistent with Local Plan Policy IMP1 and will ensure that the proposed development deals with its direct impacts.

Summary

It is accepted that the existing Boldrewood site requires further attention. The site cannot be redeveloped using the same footprint as this will result in a significant period without any education provision from this site. Instead, a phased approach is required to ensure a continuous learning offer. The proposal is acceptable in principle and the access arrangements are considered as a workable solution to serve the proposed campus. The issue of parking and traffic generation is set out above and concludes that the proposed development will result in additional peak hour traffic movements onto the Burgess Road junction with Bassett Avenue.

CONCLUSION

By securing the matters set out in the recommendations section of this report by the completion of a Section 106 Legal Agreement the proposal would, in the opinion of officers, be acceptable. The application is therefore recommended for delegated approval to the Development Control Manager.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), 1(b), 2(c), 4(s), 6(a), 6(f), 6(h), 8(a), 8(b), 9(a), 9(b) and Local Plan Adopted Version

SH2 for 11-09-07 Panel

POLICY CONTEXT

In addition to Policy L7 of the adopted City of Southampton Local Plan Review (2006) the plan contains general policies applicable to this development. This application needs to be assessed in the light of the following local planning policies.

City of Southampton Local Plan Review – Adopted Version (March 2006)

SDP1	Quality of Development
SDP2	Integrating Transport & Development
SDP3	Travel Demands
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
SDP21	Water Quality & Drainage
SDP22	Contaminated Land
NE2	National Sites
NE4	Protected Species
NE6	Protection/Improvement of Character
HE6	Archaeological Remains
TI2	Vehicular Access
IMP1	Provision of Infrastructure

Supplementary Planning Guidance

The following SPG also forms a material consideration in the determination of this planning application:

Planning Obligations (Adopted - August 2005 as amended)

Other Relevant Guidance

PPS1	Delivering Sustainable Development (2004)
PPS9	Biodiversity (2005)
PPG13	Transport (2001)
PPG16	Archaeology & Planning (1990)
PPS22	Renewable Energy (2004)

RECOMMENDATION: DEL

CONDITIONS for 07/00985/OUT

01. Outline Permission Timing Condition

Outline Planning Permission for the principle of the development proposed and the following matters sought for consideration, namely ACCESS (vehicular and pedestrian) as shown on plan ref:13008-GE-I-02 Rev A and 13008-GE-S278-001 Rev A, the Framework Development Plan as shown on plan ref:06059 PCL 10005 as supported by plan ref: 06059 PCL 101; the Internal Road Layout as shown on plan ref:13008-GE-1-02 Rev A, the proposed Temporary Construction Access as shown on plan ref:13008-GE-I-03 Rev A and an element of Strategic Landscaping as shown on Plan Ref:PLL_S20.05-01.03 is approved subject to the following:

Written approval of the details of the following awaited reserved matters shall be obtained from the Local Planning Authority prior to any works taking place on the site;

- (i) The LAYOUT of the buildings on site and detailed siting of associated areas;
- (ii) The APPEARANCE and architectural design specifying the external materials to be used;
- (iii) The SCALE of the buildings indicating massing and building bulk;
- (iv) Both hard and soft LANDSCAPING treatments of the site including all means of enclosures and boundary treatments.

An application for the approval of the outstanding reserved matters shall be made in writing to the Local Planning Authority before the expiration of three years from the date of this Outline Permission.

The development hereby permitted shall be begun either before the expiration of five years from the date of this Outline permission, or before the expiration of two years from the date of approval of the last application of the reserved matters to be approved (whichever is the latter)

Reason:

To enable the Local Planning Authority to control the development in detail and to comply with Section 91 and Section 92 of the Town and Country Planning Act 1990 (as amended).

02. Additional Details Required Condition

Details of the following particulars of the proposed development in addition to the submission of Matters Reserved from the Outline Planning Permission hereby approved shall be submitted to and approved in writing by the Local Planning Authority (or on behalf of the Secretary of State for the Environment on appeal) :

- i. In addition to Reserved Matters for the layout of the building(s) and for the means of access thereto, a plan showing the detailed siting of structures on the site showing the position of trees to buildings, and the vehicular parking areas to access points;
- ii. In addition to Reserved Matters for the appearance and design of the building(s) a detailed plan showing the size of the building(s) and specifying the external materials to be used;
- iii. In addition to Reserved Matters for the size of the building(s) details of the height, width, length of the structures and the massing and bulk of the buildings to the open areas shall be provided;
- iv. In addition to Reserved Matters for the landscaping to the site and the landscaping conditions below, a detailed plan indicating a programme of implementation, a landscape management plan together with details specifying the numbers, types, size, and species of trees, hedgerows, and shrubs to be planted, and the method of ground preparation and

mulching treatment proposed. Any trees earmarked for removal shall be replaced with 2 additional trees to be agreed in writing with the Local Planning Authority prior to their planting;

- v. A detailed phasing plan to include maximum parking provision for each phase;
- vi. Details of the treatment to the boundaries of the site, and all screen walls or fences within the proposed development;
- vii. A detailed external lighting plan;
- viii. An on-site security management plan following the relevant principles of 'By Design'.
- ix. Detailed cross-sections of the site showing existing levels and proposed finished levels, position of access roads, car parking areas and buildings and position of trees on the site;
- x. Details of the layout of on-site car parking to meet the Local Planning Authority's car parking standards;
- xi. Details of the construction of all highways and vehicular access ways, including a specification of the type of construction proposed for the roads and footpaths, together with all relevant horizontal cross-sections and longitudinal sections showing the existing and proposed levels and details of street lighting;
- xii. Details of the proposed drainage of the site, including details of the provision for the protection of existing sewers which cross the site during the period of all works of excavation and construction;
- xiii. A plan showing the location and depth of trenches in connection with the laying of services;
- xiv. Full details of the proposed external lift and a management strategy for its use to provide full 24 hour access across the site;
- xv. Full details of the proposed balancing pond and ornamental pond;

The phased development shall be carried out in accordance with the agreed details.

Reason:

To ensure the proposed development is satisfactory as regards layout, access, appearance, landscape provision and in all other detailed respects.

03. Personal Permission

This grant of planning permission shall endure only for the benefit of the University of Southampton.

REASON

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

04. Details of External Materials - Samples

Notwithstanding the information provided with the application no development shall take place until details (and samples where required) of the materials to be used in each phase of the construction of the external surfaces of the development including all external fixtures, fittings, facing brickwork, render, window frames and mortar and details of window and doorway reveals have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON:

In the interests of ensuring that the new development is constructed in accordance with the submitted details and to secure a harmonious form of development.

05. Access Provision

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) no access other than that shown on the approved plan shall be formed to the site.

REASON

In the interests of highway safety.

06. Cycle Space Provision

The development of buildings to which this consent relates shall not be brought into use in full or in part until secure, covered and enclosed storage space has been laid out within the site for bicycle spaces to be provided for the benefit of the staff, visitors and students in accordance with the plans to be submitted to and approved in writing by the Local Planning Authority. The cycle storage hereby approved shall thereafter be retained on site for that purpose.

REASON

To encourage cycling as a sustainable form of transport.

07. Access - Stopped Up

Any existing access to the site shall be stopped up and abandoned and footway and verge crossings shall be reinstated in accordance with a scheme to be submitted for approval in writing by the Local Planning Authority prior to the commencement of development

REASON

In the interests of highway safety and to ensure that the development is served by a single vehicular access point.

08. Motor Cycle Spaces

Adequate parking facilities for motorcycles to conform to the Local Planning Authority's standards shall be shown on plans and approved in writing before the development hereby permitted commences and such parking shall be permanently retained for that purpose

REASON

To prevent obstruction to traffic in neighbouring roads

09. Parking provision

Any parking spaces shown on the approved plans shall be used only in connection with the development hereby approved and for no other purpose unless otherwise agreed in writing with the Local Planning Authority.

REASON:

To ensure adequate on-site parking provision for the approved development remains available for that purpose and to prevent parking on the adjoining highway'

10. Refuse & Recycling Bin Storage – Details to be submitted

Notwithstanding the information already submitted details of satisfactory facilities to be provided for the storage and removal of refuse and recycling from the premises shall be submitted to and approved in writing by the Local Planning Authority before each building is first occupied. The facilities shall include accommodation for the separation of waste to enable recycling. The approved refuse and recycling storage shall be retained whilst the building is used for university purposes.

REASON:

In the interests of the visual appearance of the building and the area in general.

11. Landscaping Details

Notwithstanding Condition 1 above no development shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the local planning authority. The submitted details shall include:

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation 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. details of any proposed boundary treatment; and
- iv. a landscape management scheme.

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.

12. Landscaping Implementation

The hard and soft landscaping works shall be carried out in accordance with the details approved in the above planning condition. The works shall be carried out before any of the development is occupied or in accordance with a timescale which has been agreed in writing with the local planning authority prior to the commencement of development.

REASON:

To ensure that the works are carried out as approved in the interests of the visual amenities of the area.

13. Landscaping Replacement

If within a period of three years from the date of the planting of any tree or shrub, or any tree or shrub planted in replacement of it, it is removed, uprooted, destroyed, dies or becomes in any other way defective in the opinion of the local planning authority, another tree or shrub of the same species and size of that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

REASON:

To ensure that any trees or shrubs planted as part of the landscaping scheme are replaced in accordance with that scheme.

14. Arboricultural Method Statement

Notwithstanding the submitted information no operation in connection with the development hereby permitted shall commence on site until a site specific Arboricultural Method Statement in respect of the protection of the trees during all aspects of work on site is submitted and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works on site. The Method Statement will include the following:

- a. A specification for the location and erection of protective fencing around all vegetation to be retained
- b. Specification for the installation of any additional root protection measures
- c. Specification for the removal of any built structures, including hard surfacing, within protective fencing areas.
- d. Specification for the construction of hard surfaces where they impinge on tree roots
- e. The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)
- f. An arboricultural management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures;
- g. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

REASON

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

15. Tree Safeguarding

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. 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 construction works commence.

REASON

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

16. Tree Protection

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. 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.

17. No under tree canopy storage

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.

18. No Felling of Trees

No trees on or overhanging the site shall be pruned/cut, felled or uprooted otherwise than shall be agreed in writing by the Local Planning Authority. Any tree removed or significantly damaged, other than shall be agreed, shall be replaced by the owners of the site with two trees of a size, species, and type, and at a location and before a date to be determined by the Local Planning Authority.

REASON

To secure a satisfactory setting for the proposed development and to ensure the retention, or if necessary replacement, of trees which make an important contribution to the character of the area.

19. Ecology

Each phase of the development shall proceed strictly in accordance with the applicant's Ecological Management Plan and Biodiversity Enhancement Plan, which shall have been updated and agreed in writing with the Local Planning Authority prior to the commencement of development.

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.

20. Hours of Construction

In connection with the implementation of this permission any demolition, conversion 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 Bank 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.

21. Demolition and Construction Method Statement

Notwithstanding the applicant's Appendix F and the information contained with the Design & Access Statement before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Demolition and Construction Method Statement (DCMS) for the development. The DCMS 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. The approved DCMS 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.

22. Bassett Crescent East

Prior to the commencement of development on phase 1, an agreed Traffic Management Plan shall be approved which seeks to minimise Construction Impact on the road network & facilitate the closure of the existing vehicular access to Bassett Crescent East to construction traffic once the internal roadway is established. Demolition works will be phased to allow the early establishment of the new internal roadway.

REASON:

To minimise the impact of the proposed development on the residents of Bassett Crescent East in accordance with the applicant's email dated 10th August 2007.

23. Energy & Water Conservation

Notwithstanding the information submitted with the application no demolition or construction works hereby approved shall commence until a scheme of measures that outline how the development hereby approved shall reduce its energy and water consumption and efficiency, including the possibility of utilising Combined Heat & Power (CHP) has been submitted to and approved in writing by the Local Planning Authority. 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) as agreed by the applicants in their Design & Access Statement and Page 7 of their Appendix M.

24. Sustainable Urban Drainage System

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

REASON

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

25. Drainage

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. If SUDS are unsuitable due to land contamination or other issues it is recommended that the developer constructs gully pots or other similar drainage to allow for some containment in the event of a spill.

REASON:

To ensure protection of controlled waters.

26. Piling

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

REASON:

To ensure protection of controlled waters.

27. Storage of Chemicals

No development approved by this planning permission shall be commenced until a scheme for the storage of all chemicals and oil stored on site during the construction phase has been submitted and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the agreed details.

REASON:

To ensure protection of controlled waters.

28. Foul Drainage

No development approved by this planning permission shall be commenced until a scheme for the foul drainage (to include the disposal of chemicals) has been submitted to and approved in writing by the Local Planning Authority. This must include all drainage to drain into a sealed tank or into the foul sewer with the permission of the sewerage undertaker.

REASON:

To ensure protection of controlled waters.

29. Bird roosting prevention measures

Before the development hereby permitted commences a method statement shall be submitted to and approved in writing to the Local Planning Authority detailing how the applicant would prevent the breeding or roosting of hazardous birds, in particular gulls, on the roof

REASON

To avoid endangering the safe operation of aircraft through the attraction of birds.

30. Contamination – Desk Top Study

No development shall take place until the developer has carried out adequate assessments to determine the likely presence of contamination on the site (desk study) and assessed the potential risks to human health and the wider environment. If any significant hazards are identified a scheme of further investigation will be required in order to assess the risk(s). If significant risk(s) are identified a detailed remediation scheme must be devised and implemented to ensure the long-term safety of the site.

Documented evidence of the above procedures shall be submitted to the Local Planning Authority for their written approval at each stage. Any remediation scheme required and approved shall be fully implemented and adhered to. Any amendments to the remediation scheme relevant to the risk associated with the contamination shall be submitted to the Local Planning Authority for prior approval in writing. On completion of the remediation works and, prior to occupation of the properties on the development, the developer and/or his approved agent shall submit written confirmation that works have been completed in full and in accordance with the approved scheme.

The presence of any significant unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority and an investigation and management scheme implemented prior to occupation in accordance with details to be agreed.

REASON:

To identify unacceptable risks to human health and the environment and ensure investigation, assessment and remediation of the site is to an appropriate standard in accordance with the guidance given in Model Procedures for the Management of Land Contamination - Contaminated Land Report 11 - Environment Agency - 2001.

31. Contamination - Export of Soil

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 shall be submitted to the Local Planning Authority for approval prior to the first occupation of the development hereby approved.

REASON:

To ensure that no ground contamination risks to human health and the environment are introduced onto the application site.

32. Archaeological Works

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

REASON

To ensure that the archaeology of the site is properly investigated.

00. Reason for Granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations do not have sufficient

weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), Planning permission should therefore be granted.

Policies – SDP1, SDP2, SDP3, SDP5, SDP7, SDP9, SDP10, SDP12, SDP13, SDP15, SDP16, SDP17, SDP21, SDP22, NE2, NE4, NE6, HE6, TI2 and IMP1 of the City of Southampton Local Plan Revised Deposit Version (March 2006)

Note to Applicant

1. S.106 Legal Agreement Informative

A Section 106 agreement relates to this site which includes a requirement for financial contributions towards: transport improvements, Green Travel, Highway condition, Public Art and a Waste Management Plan. A full copy of the S106 legal agreement is available on the Public Register held at Southampton City Council.

2. Contaminated Land Informative

The applicant is advised to refer to the comments and informatives made by the Council's Environmental Health (Pollution & Safety) Officer dated 13th August 2007.

3. Contaminated Land & Water Environment Informatives

The applicant is advised to refer to the comments and informatives made by the Environment Agency dated 2nd August 2007.

4. Southern Water – Water Supply - Informative

A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water's Network Development Team (Water) based in Chatham, Kent or www.southernwater.co.uk.

5. Southern Water – Public Sewerage - Informative

A formal application for connection to the public sewerage is required in order to service this development. Please contact Southern Water's Network Development Team (Wastewater) based in Otterbourne or www.southernwater.co.uk.