

**Planning, Transport & Sustainability Division  
 Planning and Rights of Way Panel 11 December 2012  
 Planning Application Report of the Planning and Development Manager**

<b>Application address:</b> Chamberlain Halls, University of Southampton, Glen Eyre Road			
<b>Proposed development:</b> Re-development of part of the site to provide 41 cluster flats for student accommodation (356 bedspaces) in 3 x four-storey buildings with ancillary uses including pedestrian, cycle and vehicular access, servicing and parking arrangements with a new bus lay-by. (PHASE 1)			
<b>Application number</b>	12/01450/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Stephen Harrison	<b>Public speaking time</b>	15 minutes
<b>Last date for determination:</b>	01.01.2013 (13 week date)	<b>Ward</b>	Bassett
<b>Reason for Panel Referral:</b>	Major planning application subject to objection	<b>Ward Councillors</b>	Cllr B Harris Cllr L Harris Cllr Hannides

<b>Applicant:</b> University Of Southampton	<b>Agent:</b> Luken Beck
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<b>Recommendation Summary</b>	<b>Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report</b>
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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. This application proposes a development of high quality buildings and offers additional student accommodation to serve the University's established needs. The principles of such proposals are in accordance with the current development plan (Local Plan policies H13 and H14 as supported by the LDF Core Strategy Policy CS11) as they seek to intensify the university's facilities. As such, the development is acceptable taking into account the policies and proposals of the Development Plan as set out in the report to the Planning and Rights of Way Panel on 11<sup>th</sup> December 2012. Notwithstanding the third-party objections to the proposal outlined in this report the impact of the development, in terms of visual and neighbouring amenity, highway safety and parking is considered to be acceptable. In reaching this conclusion, as to the acceptability of the development, particular account has also been taken of the third party response to the scheme; the quality of the proposed redevelopment proposals; current market conditions; the economic regeneration benefits that will accrue as a result of the redevelopment proposals; the need for student housing and the potential reduction in demand for converting the City's existing family housing stock into shared housing; and the requirement to make an efficient use of land. Other material considerations do not have sufficient weight to justify a refusal of the application. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012). In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004 planning permission should therefore be granted in accordance with the following policies:

City of Southampton Local Plan Review (March 2006) policies SDP1, SDP4, SDP5, SDP7, SDP8, SDP9, SDP10, SDP12, SDP13, SDP15, SDP22, HE6, CLT1, CLT5, L7, H2, H7,

H13 and H14 and City of Southampton Core Strategy (January 2010) policies CS3, CS4, CS6, CS11, CS13, CS15, CS18, CS19, CS20, CS22, CS24 and CS25 as supported by the relevant national planning guidance and the Council's current supplementary planning guidance listed in the Panel report.

<b>Appendix attached</b>			
1	Development Plan Policies	2	Relevant Planning History
3	City Design Manager's Comments		

### **Recommendation in Full**

1. Delegate to the Planning and Development Manager to grant conditional approval subject to the completion of a S.106 legal agreement to secure the following:
  - i. Financial contributions towards the relevant elements of public open space required by the development in line with Policy CLT5 of the City of Southampton Local Plan Review (March 2006) as supported by LDF Core Strategy policies CS21 and CS25;
  - ii. A financial contribution and/or the implementation and maintenance of an agreed series of site specific transport and off-site landscaping and public realm works (including the funding of any necessary associated traffic Regulation Order and provision of the service laybys and a replacement Unilink bus stop with pedestrian crossing facilities as required provided ahead of first occupation) under S.278 of the Highways Act with implementation prior to first occupation in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006) as supported by LDF Core Strategy policies CS18 and CS25;
  - iii. An occupation restriction to ensure that all residents are in full time higher education and that the provider is a member of the Southampton Accreditation Scheme for Student Housing (SASSH) (or equivalent) in accordance with Local Plan Policy H13(v);
  - iv. The submission and implementation of a Student Drop Off/Collection Management Plan committing to an ongoing review of the site;
  - v. Agreement of off-site construction vehicle routing;
  - vi. A financial contribution and/or the implementation and maintenance of an agreed series of strategic transport projects for highway network improvements as set out in the Local Transport Plan and appropriate SPG/D;
  - vii. Submission and implementation of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
  - viii. The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy;
  - ix. A Site Waste Management Plan;
  - x. Submission and implementation within a specified timescale of a Travel Plan, including the provision of UNilink bus passes to all residents;

- xi. No student, with the exception of registered disabled drivers, shall be entitled to obtain parking permits to the Council's Controlled Parking Zones. A letter to each student of the scheme explaining that students are discouraged from bringing a car to university shall be sent prior to each occupation. A restriction on car parking will be contained within the Contract for accommodation. The car parking restriction policy will be displayed at a prominent location within the scheme.
- xii. Submission and implementation of a Training & Employment Management Plan committing to adopting local labour and employment initiatives (during and post construction) in line with LDF Core Strategy policies CS24 and CS25;

In the event that the S.106 Legal Agreement is not completed within 2 months from the date of this Panel meeting delegated authority be given to the Planning and Development Manager to refuse the application for failing to secure the S.106 legal agreement mitigation measures listed above.

- 2) That the Planning and Development Manager be given delegated powers to vary relevant parts of the Section 106 agreement and to remove, vary or add conditions as necessary.

### Background

The University of Southampton have applied to redevelop the existing Chamberlain Halls of Residence with a modern student housing scheme. This application forms Phase 1 of the wider scheme and is covered by this report (LPA ref: 12/01450/FUL).

The University has also applied to redevelop the neighbouring office space located at Bassett House with a modern student housing scheme. This forms Phase 2 of the wider scheme and is covered by a second report on this Panel agenda (LPA ref: 12/01451/FUL).

### **1.0 The site and its context**

- 1.1 The application site is accessed from Glen Eyre Road and forms part of the University of Southampton's existing halls of residence offer. The site sits to the north and west of the tri-form blocks of South Hill accommodation (which is to be retained) and on the opposite side of Glen Eyre Road from Glen Eyre Hall.
- 1.2 The site has an area of approximately 2.27 hectares and comprises a 3-4 storey block providing 168 bedrooms with ancillary catering and communal facilities (use class C2). The existing building was constructed in the late 1950's and is currently vacant. It is no longer fit for its intended purpose. Prior approval has been granted for the building's safe demolition (LPA ref: 12/00598/DPA).
- 1.3 The site is characterised by a change in levels and its landscape setting formed, partly, by the Southampton (Chamberlain Hall, Glen Eyre Road) Tree Preservation Order 2012. The land falls away to the west towards the residential cul-de-sac of Chetwynd Drive, which itself is characterised by two storey detached housing. The common boundary is marked by a mature tree screen.
- 1.4 In terms of established building heights the following heights are relevant to the consideration of this planning application:  
Bassett House – 8.2 metres tall (80.24m Above Ordnance Datum)  
Chamberlain Halls – Dining – 8.5 metres (76.1m AOD)

Chamberlain Halls – West Wing – 10.65 metres (76.65m AOD)

Chamberlain Halls – East Wing – 12.8 metres (76.62m AOD)

South Hill (North) – 10.6 metres (77.3m AOD)

## **2.0 Proposal**

- 2.1 Full planning permission is sought for the redevelopment of the site with three buildings comprising a university halls of residence, arranged as 41 'cluster flats', with social hub (without a bar), laundry and common room on the ground floor.
- 2.2 The 'cluster' flats are arranged as en-suite study bedrooms with between 8 and 10 bedrooms sharing communal living/kitchen space. In total 356 en-suite study bedrooms are proposed. Of these rooms, 4 have been designed as wheelchair compliant, 4 will be designed for those with a hearing impairment and there will be a room designed for occupation by a student with a visual impairment.
- 2.3 Typically, ensuite bedrooms have a floor area of between 13.2 and 16.4sq.m, and the communal living space for each cluster flat measures between 31 and 38sq.m.
- 2.4 In addition, some 270sq.m of communal floorspace comprising two lounges, a social hub/entrance lobby and a laundry room are provided across the site to serve all residents. The application proposes 24hr management.
- 2.5 Limited parking for 14 cars (including 7 disabled) is provided to the front of the building and adjacent to the South Hill Campus. No parking is provided for students without a disability. Instead a minimum of 174 cycle parking spaces are proposed. A private refuse collector will service the development.
- 2.6 The development will incorporate the following biodiversity measures:
- Wildflower planting at woodland edges;
  - Inclusion of native species within the landscaping proposals;
  - Bird and bat boxes will be installed on standard and mature tree specimens;
  - Enhanced stag beetle habitat.
- 2.7 If successful it is anticipated that works will start on Phase 1 in early 2013 in time for the September 2014 intake.
- 2.8 The Buildings  
Phase 1 comprises 3 buildings of four storey design forming a large central amenity space wrapped by development.
- 2.9 **Block A/B** is the block nearest Glen Eyre Road and is curved to provide a prominent ground floor entrance/reception close to the new off-road bus layby, which also forms part of these proposals. This building contains the communal space and on-site energy centre which is served by a flue measuring 15.1 metres in height (86m Above Ordnance Datum, albeit only 2 metres above the finished roof level). The building itself ranges in height from 10.7m to 14.8m at the southern end.
- 2.10 **Block C** is a rectangular building adjacent to South Hill located centrally to the application site. The building measures 37.5 metres in length with a finished height ranging from 10 to 13.2 metres (80.5m AOD)

- 2.11 **Block D/E** runs parallel with the site's western boundary and is located some 21 metres from this boundary. The building provides a tri-form element to reflect the neighbouring South Hill development. The building ranges in height from 10-13 metres in height (80.5m AOD).
- 2.12 A modern palette of materials is proposed for all three buildings including buff brick, zinc cladding to stairwells, timber boarding with grey powder coated aluminium windows, and louvres at roof level. The applicants have confirmed that a materials sample panel board will be available at the Panel meeting.
- 2.13 External Space  
No private amenity space is provided for the residents per se. Instead all flats have access to the external courtyard and landscaped setting that provides a large, attractive and useable outdoor space.
- 2.14 The existing Unilink bus stop on Glen Eyre Road will be reprovided from the road to within the site's frontage so as to reduce disturbance and improve traffic flows.
- 2.15 Of the 78 trees identified to be lost none are covered by the Southampton (Chamberlain Hall, Glen Eyre Road) Tree Preservation Order 2012 and only 3 are identified as Category A. They are not, therefore, worthy of retention and will be replaced on a 2:1 basis in line with the Council's established requirements.
- 2.16 The site is located in Flood Zone 1 where the main floodrisk management issue identified will be surface water runoff and drainage.

### **3.0 Relevant Planning Policy**

- 3.1 The Development Plan for Southampton currently comprises the 'saved' policies of the City of Southampton Local Plan Review (LPR) (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**. The site forms part of the University's designated area for Halls of Residence (LPR Policy H14 refers) where permission will be granted, in principle, for redevelopment. Such uses are protected from redevelopment by this policy.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27<sup>th</sup> March 2012 and replaces the previous set of national planning policy guidance notes and statements. Having regard to paragraph 214 of the NPPF the local policies and saved policies listed in this report retain their full material weight for decision making purposes.
- 3.3 Major developments are expected to meet high sustainable construction standards in accordance with adopted Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13. The development is committed to achieving an 'Excellent' BREEAM rating through, partly, the use of an on-site Combined Heat and Power (CHP) energy centre.

### **4.0 Relevant Planning History**

- 4.1 The site's planning history is summarised at **Appendix 2**.

## **5.0 Consultation Responses and Notification Representations**

5.1 In line with Council recommendations for major development the applicants undertook their own public consultation event prior to lodging their formal planning application. This included two public drop-in sessions on 20/21 January 2012 where four options were presented. The second exhibition was held on 30/31 March where Block C had been reduced in height from 5 to 4 storeys (as currently shown).

5.2 Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (25.10.2012) and erecting a site notice (18.10.2012).

5.3 At the time of writing the report **17 representations** have been received from surrounding residents, including an objection from Ward Cllr Hannides and East Bassett Residents Association (EBRA).

5.4 EBRA comment that:

- Residents were expecting to be able to comment further ahead of formal submission;
- Over-intensive use of the site;
- Particular concerns regarding the overloading of water supply and drainage facilities. Existing infrastructure in Glen Eyre Road breaks without additional input. Furthermore, there is regular flooding of Chetwynd Drive and these residents should be properly compensated should this continue in the future;
- Increased noise and disturbance (omission of student bar welcomed) throughout the day and night;
- See assurances that Glen Eyre Halls will not become the location for events organised by Chamberlain Halls students;
- Light pollution (including security lighting);
- Increased litter – the City Council should agree to increase kerbside cleaning during term time;
- Blocks A & B fronting Glen Eyre Road are overbearing in height and appearance. Block B would intrude on the green character of the present aspect which now forms part of the surrounding leafy suburban area;
- The starkness of the nature of the design is out of keeping with the two-storey pitched roof residential properties. This block should be reduced to 3 storeys and Block C increased to compensate;
- Block D should be no taller than 4 storeys;
- The removal/replacement of the bus layby is welcomed but it is requested that the revised proposals are reviewed by SCC Highways once operational.

5.5 Third Party Comment

The following planning-related issues are raised by neighbours and addressed in the 'Planning Considerations' of this report:

- Inadequate dialogue with residents by the University;
- 4 storey development on Glen Eyre Road is too tall, imposing, too close to the road and out of character with the area (contrary to the NPPF) in terms of appearance, bulk and height (it should be reduced to 2-3 storeys). This will be particularly visible from Chetwynd Road and this change is particularly harmful;
- Bland design – 'shed like'

- Intensification of use proposed (from 160-420 students) cannot be sustained;
- The Cedar tree at Bassett House should be preserved at all costs;
- Increased noise, litter and disturbance throughout the day and night. Furthermore, windows adjacent to neighbours should be fixed shut so as to avoid noise transfer;
- Increased pressure on roadside parking and local drainage;
- Lack of sewerage capacity;
- The Unilink service should not be re-routed along Chetwynd Road;
- The area already suffers from low water pressure and drainage problems;
- The proposed absence of green screening on Glen Eyre Road destroys leafy Bassett. Mature tree planting should take place to the front of Blocks A and B;
- Blocks D & E should be restricted to 3 storeys;
- The proposed room sizes are cramped;
- The planting on the site boundary should be protected during the construction phase. Planting along the northern boundary should be substantially improved with additional mature planting. The overall planting proposals are grossly inadequate;
- Loss of amenity (increased overshadowing, interference of views and loss of winter sunlight, and light pollution). The noise and vibration from the plant louvers should be explained in more detail – they effectively add a further storey in height to the building;
- The footpaths are not wide enough to deal with increased student numbers, and there is a dangerous bottleneck where Glen Eyre meets Burgess Road;
- Demolition and piling will affect neighbours foundations;
- The extent of tree loss proposed is unacceptable;
- Loss of property value

5.6 *Note: comments relating to the demolition of Bassett House have been noted and are dealt with under the report for planning application 12/01451/FUL.*

5.7 The **City of Southampton Society** supports the application.

#### **Consultee Comment**

5.8 **SCC Highways** – No objection subject to planning conditions. This area is established as a hub for student activity and the proposals will include a new bus bay, allowing 2 buses to be stationary, clear of the public highway in an off carriageway stand. This will be beneficial as students will wait for buses within the campus site itself, and not spill onto the public highway, allowing free movement of other pedestrians passing through this area. Increased bus numbers will pass through this bus stand making bus travel a very convenient option for students, reducing the need for use of a car. The University has a robust travel plan which has been recently updated and deters students from bringing cars to site. Disabled students are catered for here with a number of disabled parking bays provided for their own personal use.

5.9 The University has a well practiced plan for student arrival and departure days, and the operation of this site has been reviewed and has been shown to be able to handle the numbers of students who arrive and leave at the beginning and end of term. Pedestrian student movements have been carefully considered for both this site and the halls opposite, and routes have been created through the campus to encourage movement through these areas.

5.10 A crossing point is highlighted to cross Glenn Eyre Road, and there is a proposal

to provide a puffin traffic light controlled crossing here. However, the Stage One Design safety audit has highlighted a number of issues which could impact on the mature trees in the near vicinity of the crossing, and with the councils officers own opinions of the lack of demand for a controlled crossing here, there may be alternatives which can be provided which will give safe crossing facilities for the students whilst not impacting on the leafy nature of the area.

- 5.11 Cycle parking provision is above the level of cycle usage estimated by the University, but should the demand for cycle parking increase significantly above their predictions, there is scope to increase the provision of cycle parking by using a 2 tier storage system. Recognised cycle routes link this site with the main campus and links into the city centre and other places of interest in the area. Refuse collection will be via convenient access from the roadside, and will be managed by the University within the site.
- 5.12 **SCC Sustainability** - The development is designed to meet BREEAM Excellent and a condition is recommended. However there is disappointment that a comprehensive sustainable drainage system (SuDS) has not been included as the development would be particularly suited to incorporate landscape based features. It is stated that Southern Water have said that the site is not suitable for SuDS. However all sites should be capable of using some form of SuDS, for example source control measures such as rainwater harvesting and green roofs. It is recommended that this is reassessed and measures incorporated at the planning application stage as if not assessed at the outset, opportunities to manage runoff will be missed. it is also recommended that the applicant investigates the feasibility of incorporating interactive displays showing students what energy or water they are using, enabling them to compare their energy use against their neighbours in real-time, as suggested in pre-application comments.
- 5.13 **SCC Flood Risk Management Officer** - It is not up to Southern Water to determine if SUDS are, or are not, suitable. There is the potential to implement a substantial 'proper' SuDS system within the landscaped area. Although the University are proposing to implement an attenuation tank this option is not truly sustainable. Officers have had a look at the historic flooding records for this location and there appear to be a number of sewer issues (foul & surface water) but particularly surface water flooding that has occurred 'downstream' of this site. It's not just the Southern Water sewer system that needs to be considered as the runoff from these areas are eventually discharged into a small stream so it is imperative that additional runoff is not created which could increase flows further within the channel.
- 5.14 **SCC City Design Manager** – Support given. A full copy of the comments are appended to this report at **Appendix 3**.
- 5.15 **SCC Archaeology** – No objection. The site has already been subject to a programme of archaeological assessment, evaluation and recording work. The results of this work has shown that the archaeological potential of the site is relatively low and, consequently, no further archaeological fieldwork will be required in advance of the redevelopment of the site. However, to ensure that the archaeological work previously carried out on the site is completed and archived to the required professional standard, should planning consent be granted for the development I would recommend that a planning condition is attached.



- 5.16 **SCC Environmental Health (Pollution & Safety)** – No objections, but request planning conditions relating to bonfires, hours of work, lighting, piling and extract ventilation.
- 5.17 **SCC Ecologist** – No objection raised. An ecological appraisal, based upon the earlier Extended Phase 1 Habitat Survey, has been submitted in support of the planning application. In addition to the ecological interests of the site the ecological appraisal also assesses whether there is potential for impacts on designated sites within 2km of the application site. The ecological appraisal provides a thorough assessment of the likely impacts both within and beyond the site and the proposed development will not have any adverse impacts on local biodiversity. A Construction Environmental Management Plan and an Ecological Management Plan have been submitted alongside the ecological appraisal. These documents set out a range of measures to avoid breaches of wildlife legislation that could occur during the site clearance, demolition and construction phases and propose a number of enhancements to improve biodiversity value in the longer term. These measures will safeguard biodiversity during construction and achieve longer term improvements.
- 5.18 **SCC Tree Team** - No objection - There are two Tree Preservation Orders affecting this site: The Southampton (Glen Eyre Road / Violet Road) TPO 1993 & The Southampton (Chamberlain Hall, Glen Eyre Road) TPO 2012. Following previous negotiation and site visits, this scheme is considered acceptable and there are no objections on tree grounds. The Arboricultural report and Method Statement are both comprehensive and the AMS should form part of any conditions.
- 5.19 **SCC Contaminated Land** - Regulatory Services considers the proposed land use as being sensitive to the affects of land contamination. Records maintained by the Council indicate that the subject site is located on land known to be affected by contamination and there is the potential for these off-site hazards to present a risk to the proposed end use, workers involved in construction and the wider environment. Therefore, to ensure compliance with policies SDP1 and SDP22 of the Local Plan Review (2006) the site should be assessed for land contamination risks and remediated to ensure the long term safety of the site.
- 5.20 **SCC Training & Employment** – A Training and Skills Plan should be secured through the S.106 legal agreement.
- 5.21 **Hampshire Constabulary (HC)** – As referred to by the applicant in their Design and Access statement HC have been consulted regarding the layout of the development and associated security measures. The University have incorporated many of our recommendations into the design. HC will continue to assist the University in their aim to achieve Police 'Secured by Design' status. The Police support this application.
- 5.22 **Southern Water** – No objection raised subject to the use of the attached planning conditions and informatives. The proposal to limit the foul and surface water flows to no greater than predevelopment flows is acceptable to Southern Water. Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity.

5.23 **EA** – No objection or conditions requested.

## **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 redevelopment;
- ii. The design approach & its impact on the established character;
- iii. The impact on existing and proposed residential amenity;
- iv. The quality of the proposed living environment;
- v. The level of on-site parking and its impact on highway safety; and,
- vi. The requirement for a S.106 Agreement

### 6.2 Principle of Development

The University currently has 20,321 full time students (a rise from 17,055 in 2003) and currently seeks to offer accommodation for some 5,300 places across 20 halls of residence (including Winchester) and other schemes. Currently there is a shortfall of about 400 bedspaces to meet this aspiration. By 2014/2015 with the provision of City Gateway (LPA ref: 12/00033/FUL), Mayflower Halls (LPA ref: 12/00675/FUL) and Chamberlain Halls (if approved) it is anticipated that the University will be able to offer 6,327 study bedspaces. This will significantly assist in reducing the demand for HMO accommodation in the City.

6.2.1 The principle of students accommodation on the site is acceptable and accords with the aims of LPR policies H13 (New Student Accommodation) and H14 (Retention of Student Accommodation). The site is, therefore, identified for the proposed use. Furthermore, the provision of purpose built student accommodation reduces the pressure, in part, on the City's existing family housing stock to be converted to housing in multiple occupation. Policy H13 requires such housing to be restricted by a planning condition or an appropriate legal agreement. Where this is accepted the Council's normal affordable housing requirements do not apply. Whilst the site is clearly suited for the use, and an intensification of use will assist the viability of the project, further consideration of the proposals is required before it can be concluded that this scheme, and the increase in student occupation from 160 to 420 (over two phases, including Bassett House), are acceptable. There is an expectation by the planning system that an efficient use of land will be made.

6.2.2 That said, it is accepted that 356 students on one site (420 if Bassett House is included) is significant and will require robust on-site management to ensure that the ongoing management concerns raised by neighbours are properly addressed.

### Design Approach & Impact on Established Character

6.3 The principle of replacing the existing building with purpose built cluster flats is supported. The proposals show a four storey development, and the planning application submission appraises the impact on the surrounding context that this increase in scale and footprint will have.

6.3.1 The application site's immediate context is defined by a mixture of buildings with differing architectural styles and scale. Two storey residential housing is found adjacent and opposite existing University halls of residences. This pattern changes at the junction of Glen Eyre Road with Chetwynd Road, where the

character is thereon defined by detached dwellings in large landscaped plots. Bassett House forms the transition between these character areas.

- 6.3.2 The precedent for buildings of a larger scale has been established by the existing halls and the Local Plan designation. The introduction of a fourth floor is not in itself harmful. Neighbours are concerned that they will be able to see the additional height and that this is harmful. The encroachment of this scale and massing closer to Glen Eyre Road is also deemed, by neighbours, to be harmful to the character.
- 6.3.3 In urban design terms the identified impact is noted, but not harmful per se. South Hill Halls marks a change in context and sets up the site for further scale without harming context. Glimpses of Glen Eyre Halls on the opposite side of the road are possible through the mature planting. Providing the replacement buildings are of a high quality, and the Glen Eyre landscaped setting is retained and enhanced (as is the case on both points), the building's visibility need not upset the pattern and rhythm within the street. A careful choice of materials will assist the building to sit within this landscaped setting. It is difficult to conclude that, therefore, given this context to say that four storeys are out of keeping when three currently exists.
- 6.3.4 Bassett House forms part of a separate planning application and for the purposes of this assessment is shown as being both retained and demolished. Either way the impact on Chetwynd Road from this phase is, to a certain degree, mitigated by this neighbouring site.
- 6.3.5 Blocks C, D and E have limited impact on Glen Eyre Road, but it will be possible to view the upper floors from the lower level of Chetwynd Drive. To a certain extent this is an existing situation and the proposed building has been designed to sit further away from the western boundary with this cul-de-sac. A betterment in visual terms is, therefore, achieved.
- 6.3.6 Further discussion of the building's form and external appearance is set out in the comments of the City Design Manager (appended at **Appendix 3**) and the conclusion is made that this is a well worked-through high-quality replacement scheme.
- 6.3.7 The neighbours' concerns regarding external light spillage can be controlled with the attached planning condition.
- 6.3.8 In summary, the proposed buildings employ a modern design solution for this site that responds to their context with the use of a singular architectural language whilst respecting the landscape setting. It is considered that the proposed materials will create a good quality development, suitable for its location. For the reasons given above, and by the Council's City Design Manager in the full response appended, the application is considered to have addressed the requirements of local and national design guidance, namely policies SDP6, SDP7, SDP8 and SDP9 as supported by the adopted Residential Design Guide SPD and the National Planning Policy Framework (2012).
- 6.4 The Impact on Existing Residential Amenity  
The introduction of a cluster of four storey buildings to the south and east of existing residential property will impact on established residential amenity. An assessment is required, however, to the significance of this impact.

- 6.4.1 The separation distances between the new buildings and the retained student accommodation at South Hill are 15 metres obliquely (and no closer than the existing arrangement) increasing to 25 metres in the centre. As such, the development will not cause any significant impact to these existing student residents.
- 6.4.2 There is currently little daylight or shadow impact from the existing buildings, whilst acknowledging that the larger trees will impact upon residential amenity. Shadow diagrams showing the likely impact accompany the planning application. The nearest residential neighbours are located immediately to the south-west of the site in Chetwynd Drive, and there are glimpses of the development through the mature landscaped boundary which forms part of the site's TPO. The proposed buildings have been stepped away from this boundary (when compared with existing) resulting in betterment to these neighbours despite the increase in height created by an additional storey. The application has been assessed in terms of its impacts on daylight, sunlight and overshadowing as acceptable.
- 6.4.3 In terms of privacy there is a 40 metre front-to-front separation distance across Glen Eyre Road. Block D is set 21 metres from the boundary with Chetwynd Drive. Both boundaries are significantly landscaped. Bassett House sits between Block A and the Chetwynd Road neighbours and is a sufficient depth to mitigate against any impact from this block.
- 6.4.4 The main third party objection in relation to impacts upon existing residential amenity relates to the noise, disturbance and litter that is attributable to students returning to the site late at night. This, and the proposed intensification of use, is a material planning consideration. It is, however, considered that this type of accommodation is appropriate for this location (as per the site's LPR designation). Any noise and disturbance issues can be addressed, more appropriately, through other legislation and do not warrant a planning refusal in this instance. Whilst Hampshire Constabulary have not objected to the level of accommodation proposed it is considered necessary to ensure that there is on-site CCTV provision and a robust management plan to deal with any problems that arise on a day to day basis. This can be secured with a planning condition.
- 6.4.5 Surface water drainage problems currently exist but Southern Water have raised no objections to the proposals. The majority of the site will be retained as permeable landscaped ground with the proposed development only representing a minor increase on the existing hard-standing area. Through the provision of attenuation tanks the site surface water sewer system has a reduced surface water flow of approximately 50%, which (despite the increased occupation proposed) represents an improvement on the existing situation. Efficiencies with the foul water are also proposed with the design of modern water efficient systems. As such, the application marks an improvement to the existing situation.
- 6.4.6 External lighting details will be secured through the attached conditions. The planning application provides details (at s.13.5.3 of the Planning Statement) of the likely light scatter proposed and this has been assessed by the Environmental Health Department as acceptable. The lighting of the service cores will be secured with a planning condition, as requested by the City Design Manager.
- 6.4.7 No bar is proposed and this would require a license should it be deemed necessary in the future. At this time there would be an opportunity to comment

further without the need to impose a planning condition.

6.4.8 The other issues raised by third parties, in relation to reduce mobile phone signal and water pressure are noted (and should be directed to the providers) but do not in themselves warrant a planning refusal. The cited negative effects upon neighbouring property value is not a material planning consideration.

6.4.9 For the reasons given above the application is considered to address the requirements of adopted Local Plan 'saved' policies SDP1(i), SDP7(v) and SDP9(v), as supported by the relevant sections of the Council's approved Residential Design Guide SPD (2006), which seek to protect existing residential amenity.

## 6.5 Living Environment

The layout of the three blocks is judged acceptable to create an attractive living environment. All room sizes are acceptable; typically, these ensuite bedrooms have a floorarea of between 13.2 and 16.4sq.m and the communal living space for each cluster flat measures between 31 and 38sq.m. Noise transfer between units can be mitigated at the Building Regulations stage. The rooms are stacked on a floor by floor basis. A minimum separation distance across the central courtyard between the rear of Blocks C and D of 20 metres has been secured, which is considered to be an acceptable relationship. Oblique angles mitigate against any direct inter-looking. The buildings have safe and convenient access to integral bin and cycle storage, which can be secured with a planning condition. Lift access is provided to serve all floors. As such, these cluster flats are considered to meet the Council's requirements for a good quality living environment.

6.5.1 In accordance with the Council's current external space standards a 41 flat scheme should be supported by some 820sq.m of amenity space that is "fit for its intended purpose" (as required by the Council's approved Residential Design Guide SPD (2006); namely paragraph 2.3.14 and section 4.4). This level of provision is easily achieved by the central landscaped courtyard. Furthermore, students of the University often have good access to social and sporting groups (and the University's formal sports pitches). An off-site financial contribution towards local open space, such as the Common, is required.

## 6.6 Highways and Parking

The Local Plan aims to reduce reliance on the private car and encourage alternative modes of transportation such as public transport, walking and cycling.

6.6.1 A 'car free' scheme with only limited disabled and staff parking is proposed for the development. Students will be discouraged from bringing a car to the university and nearby parking is all restricted. Providing that no resident obtains a permit to park in one of the nearby Controlled Parking Zones, as secured through the proposed S.106 legal agreement, the proposal is considered to be acceptable given this city centre location.

6.6.2 In terms of encouraging alternative modes of transport the scheme will be supported by 174 cycle spaces (with scope for additional space) and the applicants are keen to improve the bus connectivity between the site and the Highfield Campus. With this in mind, as part of the proposed Travel Plan and S.106 requirements, it is proposed to replace the existing Unilink stop that serves the site with an on-site hub. All residents will be given a Unilink bus pass as part

of their tenancy agreement. Both proposals are welcomed.

6.6.3 In terms of highway related issues during the beginning and end of term the S.106 legal agreement makes provision for a management plan to be secured and reviewed to ensure that any traffic problems are mitigated. With this in mind it is likely that the proposed parking will be used by parents under the supervision of the University. The internal road system has been designed as a shared surface for this purpose and to enable appropriate servicing of the development.

6.6.4 Finally, some residents are concerned that the Unilink service may be re-routed along Chetwynd Road (instead of Glen Eyre Road), which is not part of the planning application for consideration. Instead, the proposals allow for bus turning to ensure that Glen Eyre Road is maintained as the principal route to and from site.

## 6.7 Section106 Legal Agreement

The application needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPG. Given the wide ranging impacts associated with a development of this scale, an extensive package of contributions and obligations is proposed as part of the application.

6.7.1 A development of this scale would normally trigger the need for 35% affordable housing in accordance with Core Strategy Policy CS15. However, as the proposal is for student accommodation no affordable housing requirement is required. The S.106 legal agreement would include a restriction that occupiers of the flats would be in full time higher education in accordance with Local Plan Review Policy H13(v).

## 7.0 Summary

This application proposes an attractive replacement development. The existing halls of residence is no longer fit for purpose. In terms of planning policy the scheme accords with the site's designation for student accommodation. The impact of the development, in terms of visual and neighbouring amenity, highway safety and parking is considered to be acceptable for the reasons given in this report. In reaching this conclusion, as to the acceptability of the development, particular account has also been taken of the third party response to the scheme; the quality of the proposed redevelopment proposals, including its ability to achieve BREEAM 'Excellent' via the use of an on-site energy centre; current market conditions and the economic regeneration benefits that will accrue as a result of the redevelopment proposals; the need for student housing and the potential reduction in demand for converting the City's existing family housing stock into shared housing; and the need to make efficient use of land whilst protecting the mature landscape setting which defines the character of the area. As such, the development is acceptable taking into account the policies and proposals of the Development Plan as set out in this report despite the intensification of use.

## 8.0 Conclusion

The application is recommended for delegated approval to the Planning and Development Manager, subject to the completion of a Section106 legal agreement as detailed above.

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

1a-d, 2b-d, 3a, 4b, f, uu & vv, 6a, c, h, i, 7a, 8a, 9a-b

**SH2 for 11/12/2012 PROW Panel**

**PLANNING CONDITIONS to include:**

**01. APPROVAL CONDITION - Implementation Commencement**

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission was granted.

**REASON:**

In accordance with Section 91 of the Town & Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

**02. APPROVAL CONDITION - Approved Plans**

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

**Reason:**

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

**03. APPROVAL CONDITION - Details of External Materials - Samples**

Notwithstanding the submission to date no work for the construction of the buildings hereby permitted (excluding the demolition and site preparation phase including any below ground works required) shall commence unless and until details and samples of the materials and finishes to be used for the external walls, windows and their reveals, doors and roof of the building have been submitted to and approved in writing by the Local Planning Authority. These details should include the construction on-site of a sample panel of the relevant materials for approval. Development shall be implemented only in accordance with the agreed details as supported by the detailed sections shown at s.10.5.4 of the Stride Treglown Planning Design & Access Statement (September 2012) unless otherwise agreed in writing by the Local Planning Authority.

**REASON:**

To enable the Local Planning Authority to control the development in detail in the interest of the visual amenities of the locality and to endeavour to achieve a building of high visual quality.

**04. APPROVAL CONDITION - Building Heights & Roof Plant**

There shall be no alterations to or deviations from the finished floor levels and finished building heights as detailed on the approved plans without the prior written agreement of the local planning authority. Notwithstanding the information submitted with the amended plans details of all roof plant and the measures to be taken to soundproof all plant and machinery hereby approved shall be submitted to and approved by the Local Planning Authority prior to either its installation or the occupation of each of the buildings to which the plant relates (whichever is the sooner). The development shall be implemented in accordance with the agreed details. The machinery and plant shall not be used until the

approved soundproofing measures have been implemented in accordance with the agreed details.

**REASON:**

To ensure that the impact of the development in relation to the natural features of the site and nearby buildings is as demonstrated and in the interests of visual and neighbour amenity.

**05. APPROVAL CONDITION - Security Measures**

Prior to either the first occupation of the development or the installation of the details listed below (whichever is sooner) a Security Management Plan (as set out at s.10.7.3 of the of the Stride Treglow Planning Design & Access Statement (September 2012) shall have been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of CCTV coverage with manned 24 hour security. Development be completed and maintained in accordance with the agreed details.

**REASON:**

In the interests of crime prevention and residential safety.

**06. APPROVAL CONDITION – Noise Attenuation & Air Quality Mitigation**

The approved development shall be implemented and completed only in accordance with the recommendations set out in the applicants 24 Acoustics Noise Assessment (dated 2<sup>nd</sup> August 2012) and Temple Air Quality Assessment (dated 30<sup>th</sup> August 2012), unless otherwise agreed in writing by the Local Planning Authority.

**REASON:**

To ensure that a quality living environment is delivered.

**07. APPROVAL CONDITION - Disabled Access**

Lifts shall be provided in accordance with the approved plans and shall be made available for use prior to the first occupation of the student accommodation hereby approved. The approved lifts shall be effectively operated and maintained in accordance with manufacturer's instructions for as long as the approved use continues.

**REASON:**

In the interests of the amenities of future occupants and their visitors and in accordance with the Council's policies and practice in respect of access for disabled persons.

**08. APPROVAL CONDITION - Hours of Construction & Associated Deliveries**

Notwithstanding the details provided 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 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, and to ensure that construction traffic does not conflict unduly with the City's peak hour traffic.

**09. APPROVAL CONDITION – Strategy of Highway Works**

Before the development commences the developer shall submit a strategy of highway works to the local planning authority for its agreement in writing in consultation with the highways network management team. This strategy shall include phasing, hoarding, diversion/closing of routes and a timeframe within which these works shall occur and a timetable of regular update meetings to ensure contact is maintained to keep both parties up to date with progress. Once agreed, the works shall proceed within those timescales, unless a variation is agreed in correspondence by all parties.

**REASON:**

To ensure that there is minimum inconvenience to highway users and that the works do not impact upon other local highway work.

**10. APPROVAL CONDITION - Construction Method Statement**

Notwithstanding the details submitted at s.17 of the Stride Treglown Planning Design & Access Statement (September 2012) before any building works or site preparation works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement (CMS) for the development. The CMS shall include details of: (a) parking of vehicles of site personnel, operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials, including cement mixing and washings, used in constructing the development; (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of construction; (f) details of construction vehicles wheel cleaning; (g) details of how noise emanating from the site during construction will be mitigated and monitored; (h) measures to prevent and monitor impacts from vibration and odour; and, (j) details of the Site Manager's telephone number that residents can use in the event that they wish to raise concerns. 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.

**11. APPROVAL CONDITION - Piling Method**

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a 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. Any pile driving operations as approved shall be carried out in accordance with that approved method statement. No percussion or impact driven piling activities should take place for pre-works, foundations, or as any part of the development unless otherwise agreed in writing by the Local Planning Authority.

**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.

**Condition Informative 1**

*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*

**Condition Informative 2**

*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.*

**12. APPROVAL CONDITION - Landscaping**

Notwithstanding the information submitted with the application no development shall take place (excluding the demolition and site preparation phase including any below ground works required) until full details of both hard and soft landscaping, landscape buffers, all car parking and the internal courtyard area have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a detailed response to the Council's landscape design comments dated 20<sup>th</sup> November 2012;
- proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas, hard surfacing materials, and structures;
- 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;
- details of any tree pits with drainage;
- details of any proposed boundary treatment; and
- A landscaping management plan, including long term objectives, management responsibilities and maintenance schedules for the landscaped areas.

The hard and soft landscaping works shall be carried out in accordance with the details approved. 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.

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

### **13. APPROVAL CONDITION - Ecological Mitigation**

The approved development shall be implemented and completed only in accordance with the recommendations set out in the Stride Treglown Planning Design & Access Statement (September 2012) as supported by the Environmental Gain Ecological Appraisal (dated 20<sup>th</sup> August 2012), the Ecological Management Plan (dated 10<sup>th</sup> July 2012) and the Construction Ecological Management Plan (dated 20<sup>th</sup> August 2012), unless otherwise agreed in writing by the Local Planning Authority.

#### **REASON:**

To safeguard protected species under the Wildlife and Countryside Act 1981 (as amended) in the interests of preserving and enhancing biodiversity.

### **14. APPROVAL CONDITION - Sustainable Surface Water System**

Prior to development commencing (excluding the demolition and site preparation phase) details of the construction of the surface water drainage system shall be submitted to and approved in writing by the Planning Authority. The surface water drainage shall thereafter be undertaken only in accordance with the approved details. The submission shall include a feasibility study by independent consultants demonstrating the investigation and assessment of the potential for creation of a sustainable surface water drainage system on site. If the study demonstrates the site has the capacity for the implementation of a sustainable surface water drainage system, a specification shall be agreed in writing with the Local Planning Authority and fully operational prior to the first occupation of the development. It shall thereafter be retained and maintained for the benefit of the site and its users.

#### **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) and the LDF Core Strategy Policy CS20.

### **15. APPROVAL CONDITION – Foul & Surface Water Drainage**

No development (excluding the demolition and site preparation phase and tree removal phase) shall commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water. The approved measures shall be in place before first occupation of the development unless otherwise agreed in writing by the Local Planning Authority.

#### **Reason**

To ensure satisfactory drainage provision for the area.

### **16. APPROVAL CONDITION – Sustainable Measures**

Written documentary evidence demonstrating that the development has achieved at minimum a rating of 'Excellent' against the BREEAM (2011) standard shall be submitted to the Local Planning Authority and verified in writing within 6 months from 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).

### **17. APPROVAL CONDITION - Energy (Pre-Commencement Condition)**

Notwithstanding the submitted details an assessment of the development's total energy demand and a feasibility study for the inclusion of renewable energy technologies on the site, or other means of improving energy efficiency that will achieve a reduction in CO2 emissions of 15% for the residential over part L of the Building Regulations must be conducted. Plans for the incorporation of renewable energy technologies or other means of improving energy efficiency to the scale that is demonstrated to be feasible by the study, and that will reduce the CO2 emissions of the development of 15% for the residential over part L of the Building Regulations must be submitted and approved in writing by the Local Planning Authority within 6 months from the commencement of the development hereby granted consent. Technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

#### **REASON:**

To reduce the impact of the development on climate change and finite energy resources and to comply with adopted policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

### **18. APPROVAL CONDITION – Sightlines & Car Parking**

The development hereby approved shall not be first occupied until car parking, access and servicing facilities related to the development shown on the approved drawings and sight lines have been provided to the vehicular access points in accordance with details that shall have been submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. With the exception of servicing requirements all vehicles shall park only in the designated bays and not on the shared surface roads. No structure or erection exceeding 0.6m in height shall be placed within the sight lines unless otherwise agreed in writing with the Local Planning Authority.

#### **REASON:**

In the interests of ensuring adequate provision is made for car parking on the site and the safety and convenience of all highway users in order to meet the Council's adopted maximum parking requirements.

### **19. APPROVAL CONDITION - Existing Accesses**

Any existing access to the site not required to serve this development shall be stopped up and abandoned and footway and verge crossings shall be reinstated immediately after completion of the new access hereby approved.

#### **REASON**

In the interests of highway safety.

### **20. APPROVAL CONDITION - Refuse & Recycling Bin Storage**

The approved development shall be implemented and completed only in accordance with the refuse management details provided in the Stride Treglown Planning Design & Access Statement (September 2012) at s.16.1.5 as supported by the ARUP Waste Management Plan (Rev C) (dated 7<sup>th</sup> and 28<sup>th</sup> August 2012), unless otherwise agreed in writing by the Local Planning Authority. Bin storage shall be laid out with a level approach prior to the first occupation of the development hereby approved in accordance with the approved amended plans listed below. The approved refuse and recycling storage and management provisions shall be retained whilst the building is used for residential purposes.

REASON:

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

**21. APPROVAL CONDITION - Cycle Storage**

Cycle storage for a minimum of 174 cycles shall be provided prior to first occupation of the development in accordance with the submitted details and retained thereafter.

REASON:

In the interest of the amenity of residents and to reduce reliance on the private motor car.

**22. APPROVAL CONDITION- Land Contamination investigation and remediation**

Notwithstanding the submitted details prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following phases, unless identified as unnecessary by the preceding phase and approved in writing by the Local Planning Authority:

1. A desk top study including;
  - historical and current sources of land contamination
  - results of a walk-over survey identifying any evidence of land contamination
  - identification of the potential contaminants associated with the above
  - an initial conceptual site model of the site indicating sources, pathways and receptors
  - a qualitative assessment of the likely risks
  - any requirements for exploratory investigations.
2. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
3. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scheme of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

REASON:

To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required remediation of the site is to an appropriate standard.

**23. APPROVAL CONDITION - Reuse of uncontaminated soils**

No soils, sub-soil or other spoil material generated from the construction must be re-used on the near-surface soils unless it can be validated as being fit for use (i.e. evidently undisturbed, natural soils or, if otherwise, tested to ensure it is free of contamination).

Reason:

The property is in an area where there land has been unfilled or reclaimed. It would be prudent to ensure any potential fill material excavated during construction is not reused in sensitive areas unless it is evident that it is unlikely to present a land contamination risk.

#### **24. APPROVAL CONDITION - 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.

#### **25. APPROVAL CONDITION- Unsuspected Contamination**

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

REASON:

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

#### **26. APPROVAL CONDITION - Bird Hazard Management Plan (BHMP)**

Development shall not commence (excluding the demolition and site preparation phase including any below ground works required) until a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of the management of any flat or shallow pitched roof that may be attractive to nesting, roosting and loafing birds and include details for preventing birds from perching in the window reveals. The BHMP shall comply with BAA's Advice Note 8. The BHMP shall be implemented as approved upon completion of the roof and shall remain in force for the life of the development. No subsequent alterations to the BHMP 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 otherwise endanger the safe movement of aircraft and the operation of Southampton Airport.

*For information:*

*The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season, gull activity must be monitored and the*

*roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airfield Operations Staff. In some instances, it may be necessary to contact BAA Airfield Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences from Natural England before the removal of nests and eggs.*

**27. APPROVAL CONDITION – Archaeological work programme**

The developer will secure the completion of all archaeological and building recording works previously carried out on the site, including the issuing of reports for all phases of work for approval and the submission and acceptance of the archive for the site by Southampton City Museums Service. Archiving will be carried out in accordance with the Southampton City Council document Standards for the Creation, Compilation and Transfer of Archaeological Archives.

REASON:

To ensure that the archaeological investigation is completed.

**28. APPROVAL CONDITION – Telecommunications PD Restriction**

Notwithstanding the provisions of Schedule 2 Part 25 the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order amending, revoking or re-enacting that Order, no external telecommunication equipment shall be erected or carried out to any building hereby permitted without the prior written approval of the Local Planning Authority.

REASON:

In the interests of visual amenity.

**29. APPROVAL CONDITION – External Lighting**

Details of the internal lighting serving the approved service/stair cores shall have been submitted and approved in writing by the Local Planning Authority prior to the first occupation of the development or its installation (whichever is sooner). The external lighting serving the development shall be implemented and completed only in accordance with the details provided in the Stride Treglown Planning Design & Access Statement (September 2012) at s.13.5.3, unless otherwise agreed in writing by the Local Planning Authority.

REASON:

In the interests of visual appearance and the amenity of residents and neighbours.

**30. APPROVAL CONDITION – Tree Works**

The development shall be implemented and completed only in accordance with the tree protection details provided in the Stride Treglown Planning Design & Access Statement (September 2012) at s.17.2 as supported by the approved plans listed at the end of this report and the Arboricultural Method Statement which forms Appendix 2 of the submission, unless otherwise agreed in writing by the Local Planning Authority.

REASON:

In the interests of visual appearance and the protection of trees.

## **Note(s) To Applicant**

### **Note to Applicant - Pre-Commencement Conditions**

Your attention is drawn to the pre-commencement conditions above which require the full terms of the condition to be satisfied before development commences. In order to discharge these conditions you are advised that a formal application for condition discharge is required. You should allow approximately 8 weeks, following validation, for a decision to be made on such an application. If the Decision Notice includes a contaminated land condition you should contact the Council's Environmental Health Department, and allow sufficient time in the process to resolve any issues prior to the commencement of development. It is important that you note that if development commences without the conditions having been formally discharged by the Council in writing, any development taking place will be unauthorised in planning terms and this may invalidate the Planning Permission issued. Furthermore this may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council's Development Management Service.

### **Note to Applicant - Performance Conditions**

Your attention is drawn to the performance conditions above which relate to the development approved in perpetuity. Such conditions are designed to run for the whole life of the development and are therefore not suitable to be sought for discharge. If you are in any doubt please contact the Council's Development Control Service.

### **Note to Applicant - Southern Water – Water Supply - Informative**

A formal application for connection to the public water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, SO23 9EH (tel. 01962 858688).

### **Note to Applicant - Southern Water – Sewers - Informative**

The applicant should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, SO23 9EH (tel. 01962 858688).

### **Note to Applicant - Cranes**

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' (available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome)). The contact for crane issues at Southampton Airport is Iain Mc Dermott-Paine, Airside Compliance Manager telephone 02380 627173.



**POLICY CONTEXT**

Core Strategy - (January 2010)

CS3	Promoting Successful Places
CS4	Housing Delivery
CS6	Economic Growth
CS11	An Educated City
CS13	Fundamentals of Design
CS15	Affordable Housing
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

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

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP8	Urban Form & Public Space
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP15	Air Quality
SDP22	Contaminated Land
HE6	Archaeological Remains
CLT1	Location of Development
CLT5	Open Space
L7	The University of Southampton
H2	Previously Developed Land
H7	The Residential Environment
H13	New Student Accommodation
H14	Retention fo Student Accommodation

Supplementary Planning Guidance

Car Parking SPD (Adopted September 2011)  
Residential Design Guide (Approved - September 2006)  
Planning Obligations (Adopted - August 2005 and amended November 2006)

Other Relevant Guidance

The National Planning Policy Framework (March 2012)

**Relevant Planning History**

1098/V - Halls of Residence (Approved 20.11.1956)

1116/38 - Halls of Residence (Approved 17.09.1957)

1164/63 - Caretaker's Cottage (Approved 05.11.1959)

930483/W - Tank Room (Approved 11.06.1993)

12/00152/SCR - Request for a screening opinion under Regulation 5 of the Town and Country Planning Environmental Impact Assessment (England and Wales) Regulations 2011 prior to a planning application for the redevelopment of the site (No objection 14.02.2012)

12/00598/DPA - Prior notification for the demolition of the University of Southampton's Chamberlain Hall and Bassett House, 50 Glen Eyre Road (No objection 22.05.2012)

**City Design Manager's Comments**

**Layout**

The accommodation has been arranged imaginatively to 'place-make', something that the existing accommodation fails to do, by creating a focal amenity space at the heart of the scheme. The fine Wellingtonia tree becomes the focus for the amenity space, a vast improvement on the previous development where it was tucked to the rear of the halls. Although the proposed development is an intensification of use of the site and more visible from Glen Eyre Road, the site has the capacity to take an increase in development area without significant detriment to the woodland setting character of the site, and this is further alleviated by new landscaping to the Glenn Eyre Road boundary to help reduce the visual impact of the development.

The accommodation is divided into three blocks which follow the topography of the site creating a south west facing sun catch amenity space at the higher level, whilst retaining the relationship with the Glen Eyre Halls complex. Blocks D and E are pulled back from the original building line and roughly follow parallel with the boundary with Chetwynd Drive creating a less visually intrusive elevation to these properties. Although slightly taller in height than the original block these will appear slightly smaller due to the increased distance of their extremities.

**Scale**

The previous halls designed by Sir Basil Spence consist of 3/4 storey blocks laid out on the site as two very long and unrelieved arms of development joined at one end by 2 storey shared facilities with fairly bland elevational treatment. The proposal, although it has a greater footprint, breaks up the mass of development into clusters of accommodation forming distinct blocks that are articulated at the vertical circulation/entrance ways to keep the overall scale much smaller than the previous development. The length of each block is not overly long and the falling ground level helps to add interest as these blocks descend down the slope to the south. The use of timber boarding also breaks up the extent of brickwork, reducing the overall visual impact.

**Appearance**

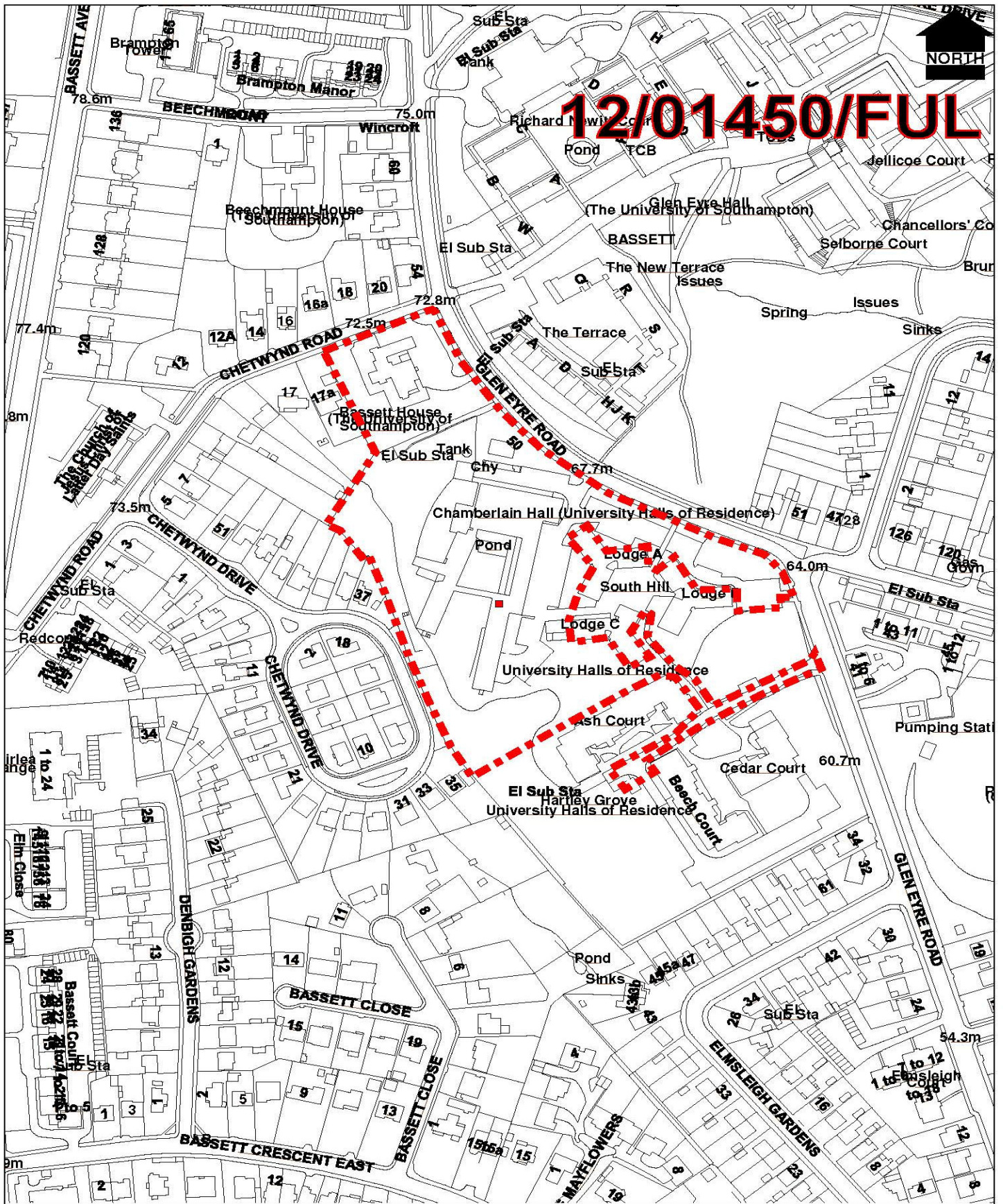
Consideration should be given to the lighting of communal areas particularly facing out towards neighbouring residential development to ensure it is designed sensitively to avoid a continuous bright lighting scheme that could be an irritation to local residents at night.

A limited pallet of materials is proposed of brick, timber cladding, zinc cladding and features to the stairwells and zinc roofs. This neutral palette of materials and colours is appropriate given the leafy suburban character of the area. The use a similar yellow stock brick to the existing is supported as it is in character with the area. The deep eaves and depth to the window reveals creates an appropriate feeling of quality, and helps to break up the scale. The detailing and specification of the timber cladding will be very important to ensure that the timber weathers well without leaving unsightly staining. It will also be important to ensure that timber cladding at ground level finishes high enough above the ground to avoid splash back staining from the ground.

## Landscaping

The submission is fine, however there are a few detailed points:

1. Whilst I can see that use of Holm Oak is related to the existing site vegetation I don't feel that the number of these trees used along the Glen Eyre frontage is justified. These trees ultimately get very large and as they're evergreen will cast too great a degree of shade in the winter months. Can all but one or two of the 7 Holm Oaks along this road frontage be replaced with Lime or *Quercus robur* please.
2. Again on the Glen Eyre road frontage there is a conflict between a gas chamber and the position of one of the new trees. This needs to be resolved please.
3. Similarly there appears to be an overlap between the planting bed for the *Pinus mugo* and the bus shelters. In any case I'm not convinced that the location for these pines at the edge of a bed is appropriate.
4. As you've already correctly highlighted you'll need to replace all the Ash with another species. In relation to the Ash proposed to the NW of South Hill Campus are there any windows on this elevation of the building? If there are then I would suggest that you don't replace the Ash with another tree.
5. On a similar point I don't support the use of *Arbutus unedo* so close the buildings, given that it has a very dense evergreen canopy. I have heard that there is a smaller form called *Compacta* which you could consider, although I'm not sure exactly how much smaller it is.
6. In relation to the shrub planting I'm not convinced that the *Rosa* sp. used is always in the sunny location it requires. It should definitely be replaced in the north facing beds north (and in the shadow of) South Hill Campus, but if the designer has seen it flower freely in semi-shaded locations then I'm happy for it to remain in the other locations. An example of this would be in the ph2 area beneath the *Prunus Mume*, with which I'm not familiar. If this tree casts a dense shade then the rose beneath should be substituted for something more suited to shade.
7. Similarly the locations of Lavender should be reviewed, and it should be replaced where it is north of SH Campus building.
8. Can the designer please specify which *Cotoneaster* species is to be used in phase 1.
9. There would seem to be an error in the bulb mix. Surely it should read *Narcissus* instead of *Hemerocallis*? If so, the cultivar should also be specified.
10. I'm not convinced that the *Luzula/Carex* mix relates well to the other planting. If the designer wishes to retain this mix can she please provide photographic examples of where these shrubs have been used in amenity planting en masse (either together or separately).
11. Please confirm that all the trees along the Glen Eyre frontage bed are proposed to be 20-25cm girth or greater.



Scale : 1:2500

Date 28 November 2012

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