

**Planning, Transport & Sustainability Division
 Planning and Rights of Way (EAST) Panel - 1 March 2016
 Planning Application Report of the Planning and Development Manager**

Application address: University of Southampton, Building 58A, Salisbury Road, Southampton			
Proposed developments: a) 15/02460/FUL – Replacement Building 58a Demolition of existing building and erection of a new part 4-storey and part 7-storey building to provide a new teaching and learning centre comprising lecture theatres, seminar rooms, teaching and learning spaces and a cafe with associated landscape, infrastructure and other works. b) 15/02461/FUL – Salisbury Road Landscaping and traffic calming measures to Salisbury Road, including alterations to vehicular access and utilities following proposed stopping up of Salisbury Road as public highway.			
Application number	a) 15/02460/FUL b) 15/02461/FUL	Applications type	FUL
Case officer	Stephen Harrison	Public speaking time	a) 15 minutes b) 5 minutes
Last date for determination:	Planning Performance Agreement	Ward	Portswood
Reason for Panel Referral:	Request by Ward Member	Ward Councillors	Cllr Claisse Cllr Norris Cllr O'Neill
Referred by:	Cllr Claisse	Reason:	a) Additional students increasing pressure for HMOs b) Impact upon Southampton Common c) Lack of environmental improvements d) Inadequate analysis of sustainable transport

Applicant: University Of Southampton	Agent: Turnberry Planning Ltd
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Recommendation Summary	15/02460/FUL and 15/02461/FUL Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	No
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The development of additional teaching and learning space, and the associated public realm enhancements, have been considered by the Council's Planning and Rights of Way Panel (1st March 2016) where the merits of the additional accommodation, its impact on student growth and existing housing stock, visual and residential amenity, the setting of the Common and the impact upon highway safety

(for all users) have all been assessed as acceptable. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies – CS11, CS13, CS18, CS19, CS20, CS21, CS22, CS23, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015) as supported by policies SDP1, SDP4, SDP5, SDP7, SDP8, SDP9, SDP10, SDP12, SDP13, SDP15, SDP16, SDP17, SDP19, SDP22, NE4, HE5, L7 and H13 of the City of Southampton Local Plan Review (Amended 2015).

Appendix attached			
1	Development Plan Policies	2	Highfield Residents' Association
3	University Supplemental Response		

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission for both 15/01260/FUL and 15/02461/FUL subject to the removal of the objection by Southampton Airport to the height of the proposed building and the completion of a S.106 Legal Agreement to secure:

a) 15/02460/FUL – Replacement Building 58a

- i. The delivery of a scheme of hard and soft landscaping and highway works for the enhancement of Salisbury Road for all users, including pedestrians and cyclists, possibly through a s.278 depending upon the outcome of the 'Stopping Up' procedure, in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013). To include a contribution (if required) to cover the cost of any necessary Traffic Regulation Orders. Delivery within 6 months from the date of first use of the building;
- ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
- iii. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- iv. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013); and,

b) 15/02461/FUL – Salisbury Road

i. In the event that the 'Stopping Up' of Salisbury Road is successful it shall be retained as a permissive route with full access for pedestrians and cyclists retained as such. Any administrative costs incurred by the City Council as a consequence of the 'Stopping Up' procedures – particularly in the event that an Inquiry is required - shall be borne by the applicant.

2. In the event that the legal agreements are not completed within two months from the date of this Planning Panel the Planning and Development Manager be authorised to refuse permission unless an extension is mutually agreed.

3. That the Planning and Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreements and/or conditions as necessary. In the event that the scheme's viability is tested prior to planning permission being issued and, following an independent assessment of the figures, it is no longer viable to provide the full package of measures set out above then a report will be brought back to the Planning and Rights of Way Panel for further consideration of the planning application.

Background

The Planning and Rights of Way Panel are being asked to consider two recommendations for linked development at the University of Southampton's main Highfield campus.

The first application (LPA ref: 15/02460/FUL) is for a new learning and teaching building of 6,628sq.m with associated public realm and landscape improvements around the building, including works to the public highway of Salisbury Road that would require the approval of the Council's Highways Department (under s.278 agreements). These works would need to be to adoptable highway standards if the Council is to retain the ongoing maintenance.

The second application (LPA ref: 15/02461/FUL) is for the associated public realm and landscape improvements around the building, including works to the public highway of Salisbury Road. These works are currently shown the same as those under 15/02460/FUL however, if successful at the Planning stage, the applicant would then apply to 'Stop Up' the public highway thereby taking on the responsibility for Salisbury Road whilst retaining it as an important public link between the Campus and the Common. The University are keen to implement a different specification to the one the Council would impose upon them should the Council retain the ongoing maintenance. This is likely to be a higher specification.

Salisbury Road is presently a carriageway, maintainable at the public expense, so unless the development on the highway is carried out by or with the permission of the Council as highway authority, then doing so would be unlawful. To overcome this, the highway would have to be stopped up under Part X of the Town and Country Planning Act 1990. The process enables the stopping up of a highway, if it is considered necessary to enable the development. However, the fact that Salisbury Road is a carriageway is significant as it means the applicant must apply to the Secretary of State (the National Planning Casework team) to consider and determine the application. The process for 'Stopping Up' the highway is separate from Planning, and the Panel is not being asked to consider the merits of transferring Salisbury Road to the University through this process. There will be the opportunity for public comment on this when the University formally apply for the Stopping Up. The Panel are, however, being asked to determine the proposed physical public realm works shown on the submitted drawings.

The reason that there are two linked applications is that the University did not want the progress of the new teaching block – that could, subject to planning permission, be

implemented and occupied without stopping up Salisbury Road – to be held up by the ‘Stopping Up’ process. This approach enables the University to erect and occupy their new teaching block and implement a public realm scheme either (i) to adoptable standards through the s.106/278 process outlined above or (ii) to a different specification following a successful ‘Stopping Up’ process. Either option will retain access for all users of Salisbury Road between the Campus and the Common.

1.0 The site and its context

- 1.1 These linked planning applications relate to land between University Road and the Common at the University of Southampton’s main Highfield campus. The application site has an area of 0.72 hectares and there is a change in level from Salisbury Road southwards of approximately 4 metres (one storey) in places.
- 1.2 The principal application seeks to redevelop an existing teaching block (building 58a – 422sq.m) to the South of Salisbury Road, and the surface car park to the east (36 spaces), with new teaching facilities serving the University. The replacement Mountbatten (4 storeys) and Zepler (4 storeys) buildings form the site’s northern boundary. The Nightingale Building (4 storeys) is located to the east of the development site. The main campus, Nuffield Theatre and Unilink bus interchange are located to the south, and the land between the application site and the Southampton Common (to the west) is formed by the Murray Building (3 storeys) and the Maths Tower (8 storeys – 73.31m Above Ordnance Datum (AOD)). There are no immediate residential neighbours. The nearest are located on the northern side of Burgess Road some 120 metres away.
- 1.3 Salisbury Road itself is adopted highway land within the University of Southampton campus. This road currently connects University Road with the Southampton Common and then extends southwards and links into Chamberlain Road. It is primarily used for access, servicing and deliveries and is limited to 20mph, marked with double yellow lines on both sides and has a dedicated two-way cycle lane marked within its width.
- 1.4 The site is partly covered by the Southampton (University Road No.2) Tree Preservation Order (2002). In total there are some 62 trees on site (15 of which are covered by the TPO).

2.0 Proposal

- 2.1 Linked applications have been submitted seeking full planning permission for a new learning and teaching block with a net gain of some 6,207sq.m of additional floorspace (LPA ref: 15/02460/FUL), and the provision of public realm and landscape enhancements (LPA ref: 15/02461/FUL), possibly following the stopping up of Salisbury Road as public highway, whilst retaining existing public access along it as a permissive route to and from the Southampton Common. These applications can be summarised as follows:
 - 2.2 **a) 15/02460/FUL – Replacement Building 58a**

The new part four/part seven storey teaching block comprises 6,628sq.m of floorspace formed by the following teaching and learning spaces:

 - 1 no. 250 seat lecture theatre
 - 1 no. 100 seat ‘Harvard-style’ lecture theatre
 - 9 no. seminar rooms
 - 1 no. 60 seater computer room
 - 2 no.120 seater flat floor rooms

- Study/common room for the MBA (post graduate business centre)
- Independent learning spaces
- cafe

- 2.3 The proposed building takes advantage of the change in levels (of approximately one storey) resulting in a split level building, of between 4 and 7 storeys, albeit with parapet level to the roof and an overall height of 31 metres (77.5m AOD). By way of comparison, at its tallest, the proposed building will be 8.5m taller than the recently completed timber clad Life Sciences Building (B85) and 4.2m taller than the nearby Maths Tower. The telecoms mast on the roof of the Farraday Tower, on the opposite side of the campus, is 7.2m taller than the proposed building.
- 2.4 In total the building can accommodate up to 1,500 students and staff.
- 2.5 The proposed building has a contemporary aesthetic using a modulated pale glazed ceramic textured material for the upper floors of the building. At lower levels a combination of cast metal and glazing will create a contrast. Metal has been selected for its durability. Roof plant will be screened by a parapet level above the seventh floor of teaching accommodation.
- 2.6 To accommodate the new building 36 parking spaces will be lost from the Upper Nuffield (West) car park. The University propose to replace these spaces across the Campus so as to ensure no net loss of on-site parking. In total 5 spaces will be re-provided with a revised parking layout to the car park serving the Gower building. The disabled bays will be re-provided at the Upper Nuffield (East) car park with a loss of 8 regular spaces from this car park. The Broadlands car park will be redesigned and the existing containers removed to enable 37 new spaces to be provided. In total the scheme results in 1 additional regular parking space and 1 additional disabled parking space. A planning condition is recommended to secure the delivery of this replacement parking.
- 2.7 The proposed building has been designed to link into the University's campus-wide district energy system and will achieve the required Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of 'Excellent', incorporating water efficiency measures, recycling facilities, above standard insulation with low air permeability, mechanical ventilation heat recovery, maximised natural daylight and an overall reduction in CO2 emissions. If successful it is anticipated that the construction works will commence in the Autumn 2016 with completion programmed for the Summer of 2018.
- 2.8 **b) 15/02461/FUL – Salisbury Road**
 The proposed works to Salisbury include a narrowing of the carriageway, improving the priority given to pedestrians (particularly those crossing to the east of the existing Zepler building, additional soft landscaping (including tree planting) and a resurfacing to link the Road to the external spaces to the south of the Mountbatten building and those proposed to compliment to the proposed building. These public realm improvements require planning permission. If successful, the University will then apply to the Secretary of State to 'stop up' Salisbury Road as public highway. This process is separate from the planning application process and there will be an opportunity for public comment on this issue at that stage. The effect of stopping up Salisbury Road is that the road will no longer be maintained by the Council, the University will be able to implement a public realm scheme outside of that which the Council would normally be looking to adopt. The procedure retains access to and from Southampton Common from University

Road by all users (including pedestrians and cyclists) as the road would be retained as a permissive route. The University have confirmed that it is not their intention to seek a closer of Salisbury Road to the public, and the above recommendation includes a S.106 requirement to retain access as proposed.

- 2.9 This application follows a similar proposal for the stopping up and enhancement of Salisbury Road in 2007 (LPA ref: 07/00513/FUL). Whilst a permission was granted, following a Panel determination, the University did not implement their permission and it has now lapsed.
- 2.10 The alterations to Salisbury Road and the proposed footprint of the building involve the removal of 33 trees, including 4 covered by a TPO. Only 2 of these trees are 'B' Category; *'trees of moderate quality or value capable of making a significant contribution to the area for 20 or more years'*. No category 'A' trees are to be lost. The two existing Lime Trees, a significant feature of the landscape, have been retained and are used as a focus for the building footprint. A 2:1 tree replacement programme is proposed across the wider campus and can be secured with the attached planning condition.

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 (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13.
- 3.3 The application site is located within the defined University Campus. Local Plan Policy L7 states that:
Within the University Development Area planning permission will be granted for:
- i. academic and teaching facilities;*
 - ii. research facilities;*
 - iii. incubator units which facilitate technology transfer where it can be demonstrated that they will be accommodated as shared and linked academic or research or commercial development space and would not prejudice future academic needs;*
 - iv. student accommodation to meet the needs of students with special needs;*
 - v. a new road link from University Road (starting from the south side of University Crescent's junction with University Road) to Broadlands Road (north of its junction with Mayfield Road).*
- 3.4 It adds the supporting text adds that *'the University of Southampton is recognised nationally and internationally for excellence in teaching and research across the whole institution. World-class centres include optoelectronics, electronic engineering and computing, nutrition, asthma research, oceanography and synthetic chemistry. The city council is committed to working with the University to accommodate its requirements for expansion within the urban areas of Southampton which consolidates the University accommodation within the existing sites and maximises their efficient use'*.
- 3.5 It adds that *'Policy H13 and H14 in the Homes and Housing Chapter deal with the*

retention and provision of student accommodation’.

3.6 The main campus is also safeguarded under LDF Core Strategy Policy CS11. It states that:

‘The development of new inspirational, high quality education and related facilities which encourage community use of their facilities will be promoted. The main sites of the University of Southampton and Southampton Solent University will be safeguarded to allow expansion of these facilities through intensification on their existing sites... Developer contributions, including travel plans, may be sought from new development to support any additional education infrastructure required in accordance with Policy CS25’.

3.7 Alongside these policies LPR Policy H13 also seeks to ensure University growth is properly balanced with a growth in purpose built student housing to support any increase in student numbers. It states that:

‘Development by private sector providers and higher education institutions, which would result in an increase in student numbers, will only be permitted where suitably located and where residential accommodation is provided at a level to be agreed with the council. Permission will be subject to:

- i. an assessment of the number of additional full time undergraduate and postgraduate students requiring full time accommodation, in order to ensure that a demonstrable need for such provision is satisfied;*
- ii. the phasing of any residential development to accord with that of any academic expansion;*
- iii. the accommodation being easily accessible by foot, cycle or by public transport from the relevant educational establishment;*
- iv. an agreement to control and manage the level of student car parking being made with the appropriate developer; and*
- v. the occupancy of the development being controlled through the imposition of planning conditions or an appropriate legal agreement’.*

3.8 The supporting text adds that, *‘the city council supports the expansion of the city’s educational establishments, but recognises that increases in student numbers have traditionally put pressure on the city’s existing areas of conventional housing. The council is aware that in recent years the full time student population of both Solent University and the University of Southampton has grown to approximately 31,000. This represents a doubling in size of the overall student population during the ten years from 1991... the city council will nevertheless require a development proposal to be accompanied by a thorough assessment of the estimated number of additional students who are likely to result from any new academic expansion. The level of any such provision should be directly related to the number of additional students who might require residential accommodation within the city. Any assessment should take into account existing accommodation under the control of the higher education institution concerned, and existing and proposed accommodation by private developers available for students’.*

3.9 Whilst this commentary is out of date in terms of up-to-date numbers of students the principle behind the policy remains sound.

3.10 At the national level the National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material

weight for decision making purposes, unless otherwise indicated.

4.0 Relevant Planning History

- 4.1 06/01262/FUL – Approved by Planning Panel 10.10.2008
Redevelopment of the site to provide a new four-storey laboratory and office building with ancillary accommodation and link to adjoining Zepler Building to replace former research facility at Building 53 (Mountbatten Complex).
- 4.2 07/00513/FUL – Approved by Planning Panel 06.11.2007
Installation of hard and soft landscaping to create informal open space following the stopping up of Salisbury Road - Description amended following submission of amended plans.

5.0 Consultation Responses and Notification Representations

- 5.1 Given the scale of development proposed the University undertook their own pre-application public engagement prior to the formal submission of their planning application. This involved 2 exhibitions, as the scheme evolved, that took place on 20/21 October and 8/9 December 2015.
- 5.2 Following the receipt of the planning applications a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement for both applications (15/01/2016) and erecting a site notice for both applications (12/01/2016).
- 5.3 **a) 15/02460/FUL – Replacement Building 58a**
At the time of writing the report **5 representations** have been received as summarised below:

5.4 Ward Cllr Claisse – Objection

I object to the above application for the following reasons;

- The proposal would add to the University's capacity to further increase student numbers and there should therefore be a corresponding guaranteed increase in student accommodation in accordance with SCC Policy H13;
- There is no recognition of the historic and landscape importance of the nearby Common when such a development might be expected to provide some 'planning gain' environmental improvements, in particular to the western end of Salisbury Road and that entrance to The Common
- There is inadequate analysis of and measures to encourage sustainable transport potential within the campus and links to pedestrian and cycle routes outside the campus

Should you be minded to consider approving this application under delegated powers could you please refer it to the Planning and Rights of Way Panel.

5.5 Highfield Residents Association (HRA) - Objection

The HRA recognises the benefits that the University brings to the City and locality and wishes to support its aim to become one of the world's leading academic institutions. However the HRA objects to the current application in its present form for the following reasons:

- A. The proposal would inevitably substantially add to the University's capacity to further increase student numbers and there should therefore be a corresponding guaranteed increase in student accommodation in accordance with SCC LP Policy H13;

- B. There is no recognition of the historic and landscape importance of the nearby Common when such a development might be expected to provide some 'planning gain' environmental improvements, in particular to the western end of Salisbury Road and that entrance to The Common (in accordance with LP Policies SDP8 and HE5);
- C. There is inadequate analysis of and measures to encourage sustainable transport potential within the campus and links to pedestrian and cycle routes outside the campus (contrary to the requirements of LP policy SDP 4).

Response:

- 5.6 *The HRA have provided a detailed response to the planning application and their full response is appended to this report at **Appendix 2**. Officers respond to each of these concerns in the Planning Considerations section of this report. The University have also responded to these points and their commentary is attached at **Appendix 3**.*

East Bassett Residents' Association – No objection

- 5.7 EBRA have no objections to the plans which were shown to be of high quality and fulfilling a needful reorganisation on the site. The only comment, made at the public exhibition, is the crowding of higher buildings on the site shutting off the open aspect towards the adjoining common which at present produces a calming effect in what can be a tense environment for its users.

City of Southampton Society – No objection

- 5.8 No objection in principle. As is usual in the campus there is no coordination between buildings; they come along from time to time haphazardly without an overall plan or strategy. The design is acceptable. The lost parking will need to be replaced. Presumably there will be an acceptable shadow over the Common in the morning. Unclear who will be able to use the café. Presumably the drainage details are technically acceptable.

Southampton Common And Parks Protection Society (SCAPPS) – Objection

- 5.9 SCAPPS made representations at the public pre-application consultation. In consequence, the applicant includes an 'illustrative view' of the proposed development from the west end of Salisbury Road where pedestrians & cyclists can enter The Common to link through to Lovers Walk. With benefit of that information, SCAPPS does not raise concern about visual impact of the proposed building as viewed from The Common.

- 5.10 SCAPPS is however concerned, & objects, to the inadequacy of that part of the application relating to altering layout & appearance of Salisbury Road in that no provision is included to improve the entrance to The Common. SCAPPS recognises this might involve work outside the application site boundary; the applicant should, in preparing the application, have discussed & negotiated with the City Council on & off-site works to secure improvement in the appearance of this important link, used by the public as well as students & staff from the University, from the Highfield Campus to Lovers Walk & hence on in one direction to Avenue Campus & in the other direction to student accommodation in Glen Eyre Road.

- 5.11 The application perpetuates an unfortunately long-established attitude of the University that its boundary with The Common is an unimportant rear to buildings, unseen & unimportant. The University has made considerable effort successfully to transform its appearance for those arriving by car on University Road. No similar care is taken for those approaching the Highfield Campus on foot or cycling. Both

University & City Council want to encourage an increasing proportion of journeys by means other than car. Lovers Walk is an important principle pedestrian & cycle access route to Highfield Campus.

5.12 SCAPPS would encourage the University to have greater concern for the appearance of its boundary with The Common, & the appearance & 'fitness for purpose' of its access points from Highfield Campus to the Lovers Walk path on The Common. One of these is within the application site boundary, at the end of Salisbury Road, & the application should include proposals for significant improvement in layout & appearance of the path through to Lovers Walk & for adjoining stretches of the boundary. The application site defined in the application plans is arbitrary; there is no reason why improvements along this boundary should not have been included in this application. Both sides of the Salisbury Road entrance to The Common look unsightly, in poor condition & poorly maintained. The application should be accompanied by landscaping proposals agreed with Parks Team to improve the appearance along this boundary, including if necessary works on City Council owned land.

5.13 SCAPPS notes the intention to seek de-adoption of Salisbury Road. SCAPPS will require a binding undertaking that there will be continuing public highway rights & that, as stated in the Planning Design & Access Statement, 'public access from The Common would be unaffected'.

b) 15/02461/FUL – Salisbury Road

5.14 At the time of writing the report **8 representations** have been received from surrounding residents. The following is a summary of the points raised:

- Stopping up Salisbury Road will reduce access to cyclists and pedestrians who use this important link to and from the Common. A permissive route is not sufficient as this will lead to the route being closed. The proposed narrowing will and tree planting affect the freeflow of cyclists along Salisbury Road.
- 5.15

Response:

The proposed stopping up of Salisbury Road requires further permissions following the grant of planning permission. A favourable decision to the proposed physical development would not prejudice any party wishing to object at the formal stopping up stage. There are, however, no highway objections to the stopping up of Salisbury Road and its retention as a permissive route through the s.106 (as recommended) will retain public access in perpetuity. The proposed physical changes follow detailed design discussions with SCC Highways officers.

5.16 **Consultation Responses**

5.17 **SCC Highways – No objection**

Southampton University have submitted two planning applications, one for the construction of a new teaching and learning centre on the site known as Gower South, and the second application is complimentary to the first involving works to Salisbury Road should the application for its stopping up as public highway be successful.

5.18 My highway comments as follows refer to both applications, but do not tie the outcome of one application to the successful outcome of the other.

5.19 The site of the proposed new teaching and learning facility is currently a car park,

identified as the Upper Nuffield West car park, and also is occupied by building 58a, a post graduate learning facility containing 2 seminar areas. The car park to be lost accommodates the existing visitor allocation for this campus, and has 36 spaces. Visitor car parking will be replaced in an adjacent car park, and spaces lost to these changes will be almost completely replaced around the neighbouring campus by reconfiguring the layout of existing car parks, increasing their capacity.

- 5.20 There is no intention to increase parking numbers as the development proposed is to improve the learning facilities provided by the University, rather than to accommodate for an increase in student numbers or staff numbers. There is a possibility that by providing an enhanced facility, this could become more attractive to students in the future, swaying their choice to come to this University, but that is something the University will have to address through their own robust Travel Plan, and is not something to give serious consideration to at this stage. The Travel Plan restricts the University to a set number of parking spaces, and therefore this is an internal management issue.
- 5.21 The new building will accommodate up to a maximum of 1,500 students, and will provide lecture theatres, seminar rooms, computer rooms, break out learning space and a café. The setting of this building is important, and it is positioned on a principle pedestrian desire line linking from Burgess Road through the campus to main hubs such as the Nuffield Theatre, the bus hub, sports and fitness complex, and all main learning facilities.
- 5.22 The new building sits on the crossroads of the principle pedestrian desire line, the exit for the campus bus hub, and Salisbury Road, a wide straight section of public highway which provides access to car parking and servicing areas for the campus, and carries an important strategic cycleway route from the Common to the west, to the main campus and Swaythling to the east, and provides the exit route for buses from the adjacent hub. It is the aspiration of the University, through the second planning application, to enhance the public realm area around this new building and the neighbouring buildings to the west, whilst creating a more attractive, but primarily safer environment for all the different modes to interact in a safe and naturally controlled environment, created by the high quality design of this space. To achieve this end, it would be necessary to stop up the public highway rights over the section of Salisbury Road from immediately west of the junction of the bus exit route, to the point that the road finishes adjacent to the Common. This is because the combination of materials to be used are not likely to conform to adoptable standards, and therefore will create a maintenance issue if the area remained as publicly maintained highway. Via the Section 106 process, there will be a legal obligation for the provision of unfettered access for all, to ensure that the cycle and pedestrian linkages are not lost, as this would be detrimental to the ambitions of sustainable travel and loss of convenient routes. Motorised traffic using this section of road is University generated.
- 5.23 I raise no objection to either application, subject to the following:
- The design detail of the public realm area shall be agreed prior to commencement of that particular planning consent. City Design, the Architects Panel, and myself are still unconvinced about the introduction of clear delineation of an effective kerbline as shown on the submitted plans, and are of the opinion that the vehicle route should be created more subtly with street trees and furniture to ensure a more inclusive design which naturally creates better traffic calming.

- In the absence of the failure of the stopping up of the highway application, prior to occupation of the new Gower South Teaching and Learning facility a scheme of works on Salisbury Road, to be undertaken through a Section 278 Agreement, shall be agreed and the works completed within 6 months of the occupation of the building.
- That via the legal agreement for the stopping up proposal there shall be unhindered public access through the site throughout the year, allowing free flow of cyclists and pedestrians particularly, but also to allow motorists of all vehicles who have inadvertently taken the wrong route to get to a suitable on site turning point where they can then exit the site in a forward gear.
- Long stay cycle parking facilities shall be agreed prior to commencement of the Gower South building.
- Short stay cycle parking facilities shall be agreed and installed prior to occupation of the building. This is likely to be decided as part of the public realm scheme, and detail may be subject to the outcome of the stopping up process.
- Refuse storage detail to be agreed and a Refuse Management Plan provided to understand how waste from the café and main facility will be managed.
- A servicing management plan will be required to understand how the cafe and main building will be serviced.
- The public realm works, whether done as a Section 278 Agreement, or via the public realm scheme following the stopping up of this section of Salisbury Road shall form the site specific element of this scheme. Confirmation is required if a TRO is required for any reason on the remaining section of Salisbury Road.

5.24 Response:

The requirements of SCC Highways have been met either through the s.106 requirements or the planning conditions attached to this report. The issue raised about whether or not Salisbury Road should be finished with a raised or flush kerbline (similar to that used at Guildhall Square) can be resolved following a safety audit and the clearance of the relevant planning condition/s.106 requirements.

5.25 **SCC City Design Group Leader – No objection**

I'm generally happy with the proposals, the only observations I have are

- Although we have details of the ceramic cladding, we don't seem to have any details concerning the metal cladding for the lower level of the building
- From my point of view it would be far better if we didn't have the flush kerb delineation for the Salisbury Road section and what I presume is a loading bay, so that the space is read as a genuinely shared surface as once a kerb is used, even a flush kerb, this defines the vehicle and pedestrian territories. It may also be worth considering an additional 'pinch point' to the west end of Salisbury Road, not just at the east end
- It would've been a nice touch to have continued the paving design on (at least along the northern footpath) to meet the pedestrian entrance from Lover's Walk
- It's a shame that the space between buildings 2 and 4 is not to be landscaped other than a statement that it is to be "refreshed". When the new building is in place this will become an important link/desire line from the botanical gardens. It would also be worth considering (levels permitting) a connecting stretch of

footpath within the botanical gardens to avoid the predictable worn grass as a new desire line from the students union and other faculty buildings to the south west will be formed by the new building.

- 5.26 **SCC Design Advisory Panel (DAP)** – The building appears to be a missed opportunity. Although the use of high quality materials are supported by the panel, too much emphasis appears to have been given to the use of the ceramic cladding at the expense of the design of the actual building. It would've been better if the two forms had been expressed in two different materials with greater expression/tension at the meeting point. Greater justification is needed as to why the forms have been expressed in the manner in which they have. The 'petticoat' plinth on the taller building would be better as a double height glazed space. Demarcation of the highway/service bay negates the delivery of a genuinely shared space and seems unnecessary for the limited traffic which will cross the space

Response from SCC City Design Group Leader to DAP comments:

- 5.27 *Although I don't disagree with any of the observations of the DAP, none of them in my opinion would warrant a reason for refusal, so I have no objection to the proposed application. I do have concerns over the separate landscape application for the 'shared surface' with its kerb line demarcation, which by definition means that it isn't a shared surface and would like to see this distinction removed.*

SCC Tree Team – No objection

- 5.28 The tree survey gives a clear indication of the implication on the tree population which in summary is the loss of 4 trees under TPO on arboricultural grounds and the loss of 33 trees (some of which are in groups), three shrubs and a section of hedge to the proposal. The policy on tree replacements for the city is clear:
- Any TPO tree lost is to be replaced on a one-for-one basis
 - Any tree lost to development is to be replaced on a two-for-one basis.
- This means replacement planting in the region of 4 trees for the TPO requirement and 66 trees for the development.

- 5.29 The landscaping plan (reference LD-PLN 001) supplied, which is illustrative, shows far fewer trees than we would require to mitigate. The legend on the landscape plan indicates trees in hard landscaping to be 35-40cm girth. This is very large stock. I suggest this is reconsidered: current thinking indicates large tree transplants are harder to establish, especially in hard landscaping, than smaller stock. There are potential stability issues. Planning conditions are recommended. I would guide the tree selection towards a wide range of species with a view to future sustainability with a good percentage to be native or of high ecological benefit and to include evergreen or semi-evergreen species. If sufficient room is not available at the proposal location, alternative local sites under University ownership can be considered. In principle I have no objection to the proposal if suitable numbers and species are agreed.

- 5.30 **SCC Heritage** – No objection

The southern part of the site appears to have been destroyed by early 20th century brickworks. However, it is likely that archaeological remains may survive in the northern part of the site. The site will need to be archaeologically evaluated (the recent watching brief on the engineering bore holes and test pits do not constitute evaluation). Planning conditions are recommended.

- 5.31 **SCC Sustainability Team** – No objection

The applicants and development team met with the Sustainable Development officer prior to application and outlined the sustainability measures to be included in the development. There are a number of measures proposed which exceed policy requirements and these are very welcome. A detailed energy and sustainability statement is included with the application. The building will connect to the University's District Heating network which will reduce CO2 emissions by 15%. The development will meet BREEAM 'Excellent' and planning conditions are recommended

5.32 SCC Flood Risk Manager – No objection

The proposed development (building zone) introduces an increase in impermeable area and runoff into the sewer network from the site compared to existing. To compensate the peak runoff rate will be limited to the 1 in 1 year discharge rate for the existing site through the use of attenuation on site. The proposed SuDS scheme includes the use of permeable subbase in areas of paving and underground cellular crates. Attenuation through the use of permeable paving is to be provided for the public realm area to enable surface water to be discharged at no greater than existing peak runoff rates. The following details on the drainage scheme for the site will be required:

- Requirements for the long term operation of SuDS, construction & structural integrity of the proposed system and its maintenance.

If the case officer is minded to approve the application it is recommended that the above information should be secured through a planning condition.

5.33 SCC Environmental Health (Pollution & Safety) – No objection

The applicant appears to have considered and made arrangements for the control of noise and dust. Conditions recommended.

5.34 SCC Ecology – No objection

The application site consists of a building, hard-standing, amenity grassland, trees and shrubs. An ecology report accompanying the application confirms that these habitats are of negligible-to-low ecological. In addition, apart from nesting birds, there is no habitat suitable for protected species.

5.35 The nearest statutorily designated site, the Southampton Common Site of Special Scientific Interest (SSSI), is located approximately 525m from the western end of Salisbury Road and is too distant to be affected by the proposed development.

5.36 The nearest non-statutory site, the Southampton Common Site of Importance for Nature Conservation (SINC) is located adjacent to the development site. This SINC is designated for ancient semi-natural woodland, improved grasslands and its value to the local community. It is also known to support a range of protected species. The building scheduled for demolition is approximately 90m away from the SINC and demolition activity is unlikely to have any direct impacts. Indirect impacts are, however, possible and appropriate screening and controls on noise and light levels will be required.

5.37 The ecology report recommends the inclusion of native and/or ornamental species with recognised biodiversity value within the landscaping scheme, which I support. In particular, I would like to see any replacement amenity grassland include native wildflower species that are tolerant of mowing. The ecology report also makes reference to the inclusion of nest boxes within the development although none are shown. I am supportive of this suggestion and would like bat boxes to be included as well. To secure the suggested enhancements I would like a biodiversity

mitigation and enhancement plan to be secured by a planning condition. The proposed development is unlikely to have any adverse impacts on local biodiversity and I therefore have no objection. Planning conditions recommended.

5.38 **SCC Training & Employment** - An Employment and Skills Plan Obligation will be sought under S106 Planning Agreement.

5.39 **Southampton Airport** – Holding Objection

The plans indicate that the proposed development will be 77.5m AOD and this will lead to a large infringement of our obstacle limitation surfaces by approximately 25m. Obstacle limitation surfaces are in place to protect the safety of passengers and aircraft utilising Southampton Airport by controlling the height and location of tall structures. The information held within the application indicates that this will become the tallest structure in the area.

5.40 I am aware that there are other buildings in the area but I do not have access to any information on the height of these buildings. Before I can complete my assessment, I will need the developer to provide height information on the surrounding buildings and the location of the buildings so we can build up a picture of the surrounding structures. There may be other buildings or structures that mitigate this new development but this information needs to be provided before I can complete my assessment.

5.41 Where a Planning Authority proposes to grant permission against the advice of Southampton Airport, it shall notify the airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002. This is also in line with the Air Navigation Order which makes it an offence to negligently or recklessly endanger the safety of an aircraft or its passengers.

5.42 *Response:*

The applicants have provided the Airport with the requested information and a verbal update will be given at the meeting.

5.43 **Hampshire Constabulary** – No objection

The applicant has consulted with the Police and I am satisfied that their proposals regarding layout, lighting, vehicle and cycle parking and landscaping are generally acceptable. They are continuing to consult with us regarding physical security measures, CCTV and lighting to ensure the development provides a safer and more secure environment. Providing our recommendations are implemented as far as practicable then the Police would have no objection to this application.

5.44 **Southern Water** – No objection (detailed response dated 28/01/2016)

It appears that the developer is intending to build over a public foul sewer which is crossing the site. Building over a public sewer is not normally permitted. It also appears that the applicant is proposing to divert the public sewer and further investigations will, therefore, be required. No objection is, however, raised subject to planning conditions relating to sewer diversions, foul and surface water drainage.

6.0 Planning Consideration Key Issues

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

- i. The Principle of Development & Additional Accommodation

- ii. Design & Impact upon the Southampton Common
- iii. Highways & Sustainable Travel
- iv. S.106 Mitigation Measures

6.2 Principle of Development & Additional Accommodation

- 6.3 New development to provide for the expansion of the University of Southampton is promoted in accordance with LPR Policy L7 of the Local Plan. This policy approach has been taken forward by LDF Core Strategy Policy CS11 which also promotes the development of new high quality education and related facilities within defined University boundaries. In particular the policy safeguards the main University campus to allow expansion and intensification of the educational use. The provision of 6,628sq.m (6,206.5sq.m net) of new teaching and learning floorspace fulfils this requirement and accords with both policies.
- 6.4 In order to ensure sustainable growth results from such development LPR Policy H13 seeks to balance the growth of academic floorspace alongside an equal growth in purpose built student accommodation so as to reduce the pressure upon the City's housing stock for shared student housing (Housing in Multiple Occupation – HMO). Since Policy H13 was adopted the Council has also enacted a city-wide Article 4 Direction to control and manage the future growth of the HMO sector, which has, in part, led to a significant recent expansion of the purpose-built student housing sector across the City (by both the University with City Gateway, Mayflower Halls and the replacement of Chamberlain Halls – under construction – and through private sector providers..
- 6.5 Policy H13 explains that new development needs to be suitably located, and any application should be subject to an assessment of additional full time undergraduate and postgraduate students. The chosen location for this building is a good one in terms of accessibility and the linkages to other parts of the Highfield Campus. The planning application suggests that the proposed building could accommodate up to 1,500 students. It is not, however, as simple as concluding that without an additional 1,500 study bedspaces this planning application is contrary to the requirements of Policy H13. An assessment as to the type of academic accommodation proposed, the growth proposed across the wider campus and the quality of accommodation, both existing and proposed, on offer is also needed.
- 6.6 The University have stated that their primary concern in this matter *'is not growing student numbers but addressing quality issues which are causing, potentially, a competitive disadvantage for Southampton. The Boldrewood redevelopment has not added new space to the University but has simply replicated, though not fully, the space that had been previously lost in the demolition of Building 62 which was formerly on that site. In that demolition, the University lost just under a thousand lecture spaces in six different theatres and these have not, to date, been replaced. Indeed our library provision has 10.3 students per seat as opposed to a Russell Group average of 6.9 per seat, a clear indication that we need to improve our provision of independent study spaces'*.
- 6.7 Nevertheless student growth is anticipated regardless of this application and improvements to quality will inevitably improve the desirability of the University to prospective students. Whilst the University do not necessarily agree that Policy H13 is applicable to new academic accommodation – relying upon the support given by LPR Policy L7 and LDF Policy CS11 – they have, nevertheless, assessed

the current student housing market against their aspiration of securing 12,000 study bedrooms by 2019/20. A copy of the University's supplemental statement in relation to this issue is appended to this report at **Appendix 3**. Whilst there are some discrepancies regarding where in the build process the various schemes are this updated submission should be read alongside the concerns raised by the HRA in their objection at **Appendix 2**. Whilst student numbers are growing there is no agreement as to the likely student growth across the Campus, and the University themselves cannot be definitive about the likely take up of places over the coming years; offering a total of 24,600 by the end of the decade with or without the proposed building. The University also cite an increase of 36% in study bedspaces across the City between 2014 and July 2016 as evidence in support of their scheme when assessed against Policy H13. As such it can be seen that, whilst not an exact science, the purpose built student accommodation sector is growing whilst predicted student demand has been varied downwards.

- 6.8 It should, in addition, be remembered that the former Boldrewood building, at the junction of Burgess Road with the Avenue, accommodated 31,735sq.m of academic floorspace prior to its redevelopment. The outline masterplan for this site sought to replace this floorspace with 32,000sq.m of academic floorspace (LPA ref: 07/00985/OUT). No assessment under Policy H13 was undertaken due to the like-for-like replacement proposed. As the Boldrewood masterplan has evolved this academic floorspace has reduced from the original cap of 32,000sq.m. Firstly 10,270sq.m of this floorspace has been taken for the Lloyds Register office building (use class B1 – LPA ref: 08/01097/FUL). Secondly, the masterplan has recently changed and Blocks E and F are no longer required following a revision to Blocks D and G and their amalgamation (LPA ref: 15/01025/FUL).
- 6.9 Boldrewood has, subsequently, been redeveloped at a lower academic density than the previous development. A total of 15,610sq.m of University (use class D1) floorspace will be reprovided in addition to the Lloyd's Register office. This equates to a reduction of 16,125sq.m of academic floorspace at Boldrewood and, arguably, therefore across the University. Whilst the Institute for Life Sciences building at the Highfield campus reprovided 10,500sq.m of accommodation from Boldrewood (prior to its demolition) this still means that the wider phased project is 5,625sq.m short of the original 31,735sq.m offered at Boldrewood. Furthermore, the type of accommodation that has been reprovided at Boldrewood differs meaning that there is a greater need for lecture theatre space across the University. The current application seeks to address the shortfall and improve the quality of the University's offer. The net additional increase in floorspace created by this application (if the redevelopment of Boldrewood is taken into consideration) is 581.5sq.m and, when taken in combination with the University's move towards replacing the type of academic accommodation that was lost, and the need for improved quality in learning spaces, this level of additional accommodation is considered by officers to be acceptable in the context of the above discussion.
- 6.10 Whilst the principle of development is considered to be acceptable an understanding of how the additional floorspace, and replacement of parking, affects both the design, local highway network and access to the Southampton Common is required before the planning application can be fully supported:
- 6.11 Design & Impact upon the Southampton Common
- 6.12 LDF Core Strategy Policy CS13 seeks to secure high-quality, architecturally-led development, and with the recent developments across the University campus it is

considered that the applicants have the same aspiration.

- 6.13 The proposed building uses a modern architectural solution in keeping with the other approved buildings on the Campus. The building has been shaped to create and link the surrounded landscaped spaces and, in combination with the public realm improvements to Salisbury Road, will create an attractive place for users. The building utilises the change in levels and provides a focal point, in the form of a café with its associated active frontage, at the point where significant footfall across Salisbury Road is noted.
- 6.14 In design terms the building will be constructed using a metal plinth with a ceramic cladding system above. Rooftop plant will be screened from view by the cladding to the proposed parapet. These materials and chosen design has been chosen following a study of the existing campus, which presents a simple pale palette with a strong horizontal emphasis. Whilst the commentary of the Design Advisory Panel is relevant to the Panel's consideration of the application, and the suggestions made could be accommodated in a redesign, they do not conclude that the proposed building is harmful or that the proposed design warrants a planning refusal. Indeed, the Council's City Design Group Leader makes this very point and is supportive of the architectural finish employed.
- 6.15 Buildings with height, notably the Maths Tower and the Farraday Tower, already punctuate the campus' skyline meaning that the proposed 7 storey building will not sit alone or present itself as an incongruous addition. Given the central location along Salisbury Road the physical impact of the building upon the Common is also considered to be mitigated, firstly by the screening that the Common provides, but secondly because the University presents itself as a collective of academic buildings within which the proposed building is suitably located. The building sits some 80 metres from the end of Salisbury Road with its junction with the Lover's Walk entrance to the Common. This relationship is acceptable.
- 6.16 The proposed landscape design, both around the building and along Salisbury Road, is of a high quality and will link the development to the Mountbatten building's frontage thereby enhancing the setting of this part of the University Campus. Whilst the loss of 4 trees under TPO, on arboricultural grounds, and the loss of 33 trees (some of which are in groups) is regrettable this loss can be mitigated by the 2:1 replacement to be secured with the attached planning condition. The trees affected have been surveyed and are predominantly of limited value meaning that their loss to development is appropriate, in this instance, as part of the wider landscape scheme. The Tree Officer agrees. The application is considered to accord with the requirements of adopted Local Plan policies SDP1, SDP7, SDP9 and SDP12. The issue raised by HRA and SCAPPS about the physical changes to Salisbury Road are considered under the Highways section of this report (below).
- 6.17 The proposed building has been designed to link into the University's campus-wide district energy system and will achieve the required Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of 'Excellent', incorporating water efficiency measures, recycling facilities, above standard insulation with low air permeability, mechanical ventilation heat recovery, maximising natural daylight and an overall reduction in CO2 emissions. The development, therefore, accords with LDF Policy CS20.
- 6.18 In design terms the current application is considered to accord with Local Plan design policies SDP1, SDP7, SDP9 and L7 as supported by Core Strategy Policy

CS13. The Council's City Design Group Leader agrees with this conclusion and has raised no objection to the application.

Highways & Sustainable Travel

6.19

The proposed development is not specifically supported by additional parking but does require an existing surface car park of 36 spaces to accommodate its footprint.

6.20

Students of the University are not entitled to park on the Campus. The University propose to replace these spaces across the Campus so as to ensure no net loss of on-site parking for staff and visitors. In total 5 spaces will be re-provided with a revised parking layout to the car park serving the Gower building. The disabled bays will be re-provided at the Upper Nuffield (East) car park with a loss of 8 regular spaces from this car park. The Broadlands car park will be redesigned and the existing containers removed to enable 37 new spaces to be provided. In total the scheme results in 1 additional regular parking space and 1 additional disabled parking space. A planning condition is recommended to secure the delivery of this replacement parking.

6.21

In terms of sustainable transport improvements the proposed building is only 40 metres from the Main Unilink bus interchange, and the development seeks to relocate 48 existing cycle spaces and provide a further 56 spaces. These changes are picked up through the University's Travel Plan, which can be updated through the attached planning condition to reflect the development changes now proposed. SCAPPS and the HRA have commented that the University should look beyond their boundary and improve access to the Campus from further afield. This may be a future aspiration of the University but is not a strict policy requirement for development contained with policies L7 or CS11. The Council's Highways team consider the proposed improvements to Salisbury Road as meeting the site specific highway requirements of the scheme without the need for further contributions. The improvements to Salisbury Road are considered to offset its downgrading as an adopted right of way. More importantly, perhaps, the work proposed to Salisbury Road are designed specifically to improve highway safety and offer pedestrians and cyclists greater priority, particularly at the point adjacent to the Zepler building where footfall crossing into and out of the main campus is highest. SCAPPS and the HRA are critical of the proposed physical works to Salisbury Road suggesting that the scheme does not go far enough. The point is well made but this, in itself, does not make the current proposals harmful. Improvements to Lover's Walk, including to its junction with Salisbury Road, are proposed under a separate application by the Council (LPA ref: 15/02327/R3CFL – subject to objection) and any works affecting the Common require additional consents to planning permission, which could delay the delivery of the University's project. They have proposed a scheme of works within their control (dependent upon the outcome of the stopping up process to which the Council's Highways Team raise no objection in principle), and that can be delivered and the Council now has a duty to determine whether or not those works are acceptable.

6.22

In short, the proposed enhancements to Salisbury Road will benefit the setting of both the proposed and existing buildings, they will enhance the appearance of the road and improve highway safety. There are no highway safety objections to the scheme(s), with or without the formal 'stopping up' proposed, and the application is considered to address the development plan policies pursuant to highway safety, accessibility and sustainable travel. A similar scheme of public realm enhancements were approved by the Council in 2007 (LPA ref: 07/00513/FUL) and circumstances, in respect of this part of the project, remain largely the same.

S.106 Mitigation Measures

6.23

The recommendation for planning approval is dependent upon the applicants entering into a s.106 legal agreement to secure appropriate mitigation to make the scheme acceptable. The proposed public realm improvements include provisions for improved pedestrian and cyclist safety and satisfy the site specific highway improvements for the scheme. The legal agreement will secure the final details of this proposal, following the outcome of the stopping up process, and will retain public access along Salisbury Road as a permissive route.

6.24

6.25

The application does not trigger the need for public art as the floorspace proposed is below the 10,000sq.m threshold set by the adopted Planning Obligations SPD (September 2013). The s.106 legal agreement will, however, secure the submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer, a Training & Employment Management Plan committing to adopting local labour and employment initiatives, and the submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved (whilst recognising that the University already adopts its own targets and may be able to meet this requirement elsewhere on the campus instead of making a direct financial payment).

6.26

With the above mitigation package the development is considered to comply with the development plan, with specific reference to LDF Core Strategy policies CS18, CS20, CS24 and CS25.

7.0 Summary

7.1

The principle of redeveloping land to the south of Salisbury Road with additional teaching and academic floorspace accords with LPR Policy L7 and LDF Policy CS11. Whilst the additional floorspace is looking to replace space lost to the Boldwood redevelopment, and offer improved lecture space it is not *per se* to enable substantial growth in student numbers. Growth at the University is, however, anticipated. That said, the applicants have looked at existing student housing provision in the City and note the recent expansion in purpose built student accommodation that is responding to the HMO A4D restrictions and the need to meet the existing and expected demand for student housing that will occur with or without the proposed building. The objection to the proposals by the HRA, SCAPPS and the Ward Cllr are noted, but do not warrant a planning refusal in this instance for the reasons set out in this report.

7.2

The chosen contemporary design solution is fitting for the site and responds well to the context set by existing buildings. The site can accommodate a tall building given the presence of others in the vicinity and the lack of any nearby residential neighbours. The landscaped setting to the site will not be compromised by these proposals and, despite the loss of trees proposed, will deliver improved public realm along Salisbury Road – either through a s.278 agreement to undertake an agreed scheme upon public highway, or following the stopping up of Salisbury Road to enable the University to undertake the works to a higher specification. Access to and from the Southampton Common at this location would remain. These works will improve highway safety for all users and have the support of the Council's Highways Team. The scheme(s) are considered to meet the requirements of the

development plan and are supported by officers.

8.0 Conclusion

8.1 The planning applications for new teaching and academic floorspace, with associated public realm improvements, is acceptable subject to the completion of a S.106 legal agreement and the planning conditions set out below.

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

1a-d, 2b, d, 3a, 4f, k, dd, vv, 6a-b & 7a
SH for 01.03.16 PROW Panel

PLANNING CONDITIONS to include:

a) 15/02460/FUL – Replacement Building 58a

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

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

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

2. APPROVAL CONDITION - Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, and shall be used for academic purposes associated with the University of Southampton, unless otherwise agreed in writing with the Local Planning Authority.

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

3. APPROVAL CONDITION – Replacement Car Parking

Prior to the closure of the 36 car parking spaces known as the 'Upper Nuffield West Car Park' the applicant shall submit detailed layout plans showing how these spaces will be reprovided elsewhere within the Highfield Campus. The agreed details shall be implemented prior to the closure of the 36 car parking spaces known as the 'Upper Nuffield West Car Park' with the replacement spaces retained thereafter as agreed.

Reason: To ensure no net loss of car parking as a consequence of the development hereby approved.

4. APPROVAL CONDITION – Landscaping, lighting & means of enclosure detailed plan

Notwithstanding the submitted details, before the commencement of the relevant landscaping works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

- i. proposed finished ground levels or contours; means of enclosure; vehicle and pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;

- iii. an accurate plot of all trees to be retained and to be lost with any trees to be lost to be replaced on a favourable basis (a two-for one basis applied across the Campus) and clearly shown;
- iv. details of any proposed boundary treatment, including retaining walls and;
- v. a landscape management scheme.

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

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

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

5. APPROVAL CONDITION – Arboricultural Impact Assessment

The development hereby approved shall be carried out in accordance with the submitted Arboricultural Impact Assessment – December 2015.

Reason: In the interests of protecting the trees on site and securing an acceptable development.

6. APPROVAL CONDITION – No storage under tree canopy

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

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

7. APPROVAL CONDITION - Materials

Notwithstanding the information already approved the external materials to be used for the building hereby approved shall be agreed prior to their installation. The details to be submitted shall include a schedule of materials and finishes (including full details of the manufacturers, types and colours of the external materials), and samples where requested, to be used for external walls, fenestration (including window reveals) and the roof of the relevant building. The development shall be implemented as agreed.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality.

8. APPROVAL CONDITION – Canopy Design

Further details of the building's entrance canopy shall be submitted to and agreed in writing by the LPA prior to its installation. The development shall be implemented as agreed prior to the first use of the building hereby approved.

Reason: In the interests of good design and as suggested by the applicant's in the Turnberry Planning letter dated 5th February 2016.

9. APPROVAL CONDITION - BREEAM Standards (commercial development)

Before the development commences (excluding any demolition and initial site set up phase), written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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).

10. APPROVAL CONDITION - BREEAM Standards (commercial development)

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

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

11. APPROVAL CONDITION – External Equipment/Plant

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

Reason: In the interests of visual and neighbour amenity.

12. APPROVAL CONDITION - Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme before any demolition work or site clearance takes place.

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

13. APPROVAL CONDITION - Submission of a Bird Hazard Management Plan

Development shall not commence (excluding any demolition and initial site set up phase) until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on the buildings within the site which may be attractive to

nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' - maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow. The Bird Hazard Management Plan shall be implemented as approved upon the completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the roofs of the development in order to minimise its attractiveness to birds which could 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.

14. APPROVAL CONDITION – Lighting

A written lighting scheme including light scatter diagram with relevant contours shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of any external lighting scheme. The installation must be maintained in accordance with the agreed written scheme.

Reason: In the interests of protecting residents of Burgess Road and users and habitat of the Southampton Common from excessive lighting and in the interests of site security.

15. APPROVAL CONDITION – Travel Plan

Prior to the first occupation of the building hereby approved the applicant shall submit for approval in writing by the Local Planning Authority an addendum to the Campus-wide travel plan taking account of the building hereby approved. The amended travel plan shall set benchmarks and measures for the delivery of sustainable travel across the campus for both staff and students, with ongoing review mechanisms, and shall be implemented prior to the first occupation of the building hereby approved.

Reason: In the interests of promoting alternative travel modes to the private car.

16. APPROVAL CONDITION – Cycle Parking (Reprovision)

Linked to the requirements of the Travel Plan prior to the closure of the 'Upper Nuffield West Car Park' and the loss of the existing 48 cycle spaces the applicant shall submit detailed layout plans showing how these spaces will be reprovided elsewhere within the Highfield Campus. The agreed details shall be implemented prior to the loss of the existing cycle parking spaces with the replacement spaces retained thereafter as agreed.

Reason: To ensure no net loss of cycle parking as a consequence of the development hereby approved and to secure the provisions of the submitted Planning, Design and Access Statement.

17. APPROVAL CONDITION – Cycle Parking (Additional)

Linked to the requirements of the Travel Plan a further (minimum) 56 cycle parking spaces shall be provided on the Highfield Campus - in a location to be agreed with the LPA – prior to the first occupation of the building hereby approved. The approved cycle parking shall be retained as agreed

Reason: To encourage cycling as an alternative mode of travel to the private car and to secure the provisions of the submitted Planning, Design and Access Statement.

18. APPROVAL CONDITION – Lockers & Showers

Linked to the requirements of the Travel Plan further details of shower facilities and secure lockers for use by staff/student cyclists shall be submitted to and agreed in writing by the Local Planning Authority prior to the first occupation of the building hereby approved. The agreed showers and lockers shall be available prior to the first occupation of the building and retained thereafter.

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

19. APPROVAL CONDITION – Refuse Management Plan

Prior to the first occupation of the building hereby approved the applicant shall submit a 'Refuse and Servicing Management Plan' (RSMP) for approval by the LPA. The agreed RSMP shall include details of how the building, including the approved café, will be serviced with details of associated litter bins. The approved RSMP shall be in place prior to the first use of the building hereby approved and implemented as agreed thereafter, unless otherwise agreed in writing by the LPA.

Reason: In the interests of highways safety, good planning and to ensure appropriate provision is made for refuse and litter created by the development hereby approved.

20. APPROVAL CONDITION – Piling

Before the development commences (excluding any demolition and initial site set up phase) details of any piling requirements for the building hereby approved (including a piling/foundation design and method statement as appropriate) shall be submitted to and agreed in writing by the Local Planning Authority. The construction phase shall be implemented in accordance with the agreed details.

Reason: In the interests of protecting residents of Burgess Road and users and habitat of the Southampton Common from excessive noise and disturbance.

21. APPROVAL CONDITION - Construction Method Statement (CMS)

Prior to the commencement of development hereby approved (including any demolition or construction phase) further details (to those included to date in the Outline CMS – December 2015) 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, including Salisbury Road itself, and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the

course of construction; (f) details of construction vehicles wheel cleaning; (g) details of how noise emanating from the site during construction will be mitigated in accordance with S.60 of the Control of Pollution Act 1974; and (h) an agreed route for construction vehicles and deliveries to take. 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. APPROVAL CONDITION - Hours of Construction

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

Notwithstanding the above restrictions the date/time of delivery to site and erection of any tower cranes required to construct the development outside of these permitted hours shall be agreed in writing with the Local Planning Authority, in consultation with the Highways Department, prior to their delivery.

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

23. APPROVAL CONDITION - Bonfires

No bonfires are to be allowed on site during the period of demolition, clearance and construction.

Reason: To protect the amenities of the occupiers of existing nearby properties.

24. APPROVAL CONDITION - Sustainable Urban Drainage System

Notwithstanding the submitted details the development of the building hereby approved shall not begin (excluding any demolition and initial site set up phase) until foul and surface drainage details, including the detailed specification for the sustainable urban drainage system (SUDS), have been submitted to and approved in writing by the Local Planning Authority. The agreed drainage shall be installed and rendered fully operational prior to the first occupation of the building hereby approved. It shall thereafter be retained and maintained for the lifetime of the development.

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

25. APPROVAL CONDITION – Public Sewer Diversion

Details of any sewer diversions shall be submitted to and agreed in writing with the Local Planning Authority, in consultation with Southern Water prior to the commencement of development (excluding any demolition and initial site set up phase). The development shall be implemented in accordance with the agreed details.

Reason: In the interest of protecting sewer infrastructure from development as requested by Southern Water in their response (dated 28th January 2016) to the planning application.

26. APPROVAL CONDITION - Safety and security (Pre-Commencement Condition)

No development shall take place (excluding any demolition and initial site set up phase) until a scheme of safety and security measures including on-site management, security of the external areas, a lighting plan, a plan showing location and type of CCTV cameras and its coverage of the building's access points has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall be implemented before first occupation of the development to which the works relate and shall be retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety and security.

27. APPROVAL CONDITION - Land Contamination investigation and remediation

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.

28. APPROVAL CONDITION - Use of uncontaminated soils and fill (Performance)

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

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

29. APPROVAL CONDITION - Unsuspected Contamination (Performance)

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. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

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

30. APPROVAL CONDITION - Archaeological evaluation investigation

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 archaeological investigation is initiated at an appropriate point in development procedure

31. APPROVAL CONDITION - Archaeological evaluation work programme

The developer will secure the completion of a programme of archaeological work 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 archaeological investigation is completed.

32. APPROVAL CONDITION - Archaeological investigation (further works)

The Developer will secure the implementation of a programme of archaeological works in accordance with a written scheme of investigation which will be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the additional archaeological investigation is initiated at an appropriate point in development procedure.

33. APPROVAL CONDITION - Archaeological work programme (further works)

The developer will secure the completion of a programme of archaeological work 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 archaeological investigation is completed.

Informative – Southampton Airport

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

Informative – Southern Water

A formal application to requisition water infrastructure is required in order to service this development. The applicant/developer should also enter into a formal agreement with

Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW – T.0330 303 0119.

b) 15/02461/FUL – Salisbury Road

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

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

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

2. APPROVAL CONDITION - Approved Plans

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

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

3. APPROVAL CONDITION – Landscaping, lighting & means of enclosure detailed plan

Notwithstanding the submitted details, before the commencement of the relevant landscaping works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

- i. proposed finished ground levels or contours; means of enclosure; vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost with any trees to be lost to be replaced on a favourable basis (a two-for one basis applied across the Campus) and clearly shown;
- iv. details of any proposed boundary treatment, including retaining walls and;
- v. a landscape management scheme.

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

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

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

4. APPROVAL CONDITION – Arboricultural Impact Assessment

The development hereby approved shall be carried out in accordance with the submitted Arboricultural Impact Assessment – December 2015.

Reason: In the interests of protecting the trees on site and securing an acceptable development.

5. APPROVAL CONDITION – No storage under tree canopy

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

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

6. APPROVAL CONDITION - Construction Method Statement (CMS)

Prior to the commencement of development hereby approved (including any demolition or construction phase) further details (to those included to date in the Outline CMS – December 2015) 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, including Salisbury Road itself, and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of construction; (f) details of construction vehicles wheel cleaning; (g) details of how noise emanating from the site during construction will be mitigated in accordance with S.60 of the Control of Pollution Act 1974; and (h) an agreed route for construction vehicles and deliveries to take. 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.

7. APPROVAL CONDITION - Hours of Construction

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

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

8. APPROVAL CONDITION - Sustainable Urban Drainage System

Notwithstanding the submitted details the development of the building hereby approved shall not begin (excluding any demolition and initial site set up phase) until foul and surface

drainage details, including the detailed specification for the sustainable urban drainage system (SUDS), have been submitted to and approved in writing by the Local Planning Authority. The agreed drainage shall be installed and rendered fully operational prior to the first occupation of the building hereby approved. It shall thereafter be retained and maintained for the lifetime of the development.

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

9. APPROVAL CONDITION - Use of uncontaminated soils and fill (Performance)

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

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

10. APPROVAL CONDITION - Unsuspected Contamination (Performance)

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. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

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

11. APPROVAL CONDITION - Archaeological evaluation investigation

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 archaeological investigation is initiated at an appropriate point in development procedure

12. APPROVAL CONDITION - Archaeological evaluation work programme

The developer will secure the completion of a programme of archaeological work 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 archaeological investigation is completed.

13. APPROVAL CONDITION - Archaeological investigation (further works)

The Developer will secure the implementation of a programme of archaeological works in accordance with a written scheme of investigation which will be submitted to and approved by the Local Planning Authority.

Reason: To ensure that the additional archaeological investigation is initiated at an appropriate point in development procedure.

14. APPROVAL CONDITION - Archaeological work programme (further works)

The developer will secure the completion of a programme of archaeological work 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 archaeological investigation is completed.

15. APPROVAL CONDITION - Bonfires

No bonfires are to be allowed on site during the period of demolition, clearance and construction.

Reason: To protect the amenities of the occupiers of existing nearby properties.