

Planning and Rights of Way Panel 1st June 2021
Planning Application Report of the Head of Planning & Economic Development

Application address: Newspaper House, Test Lane, Southampton			
Proposed development: Redevelopment of the site. Demolition of existing buildings and the erection of three buildings for use as either general industrial (Use Class B2) and/or storage and distribution (Use Class B8) with ancillary office accommodation, together with associated access, parking, landscape and infrastructure works (departure from the Development Plan).			
Application number:	21/00087/FUL	Application type:	FUL
Case officer:	Jenna Turner	Public speaking time:	15 minutes
Last date for determination:	30.04.2021	Ward:	Redbridge
Reason for Panel Referral:	More than 5 letters of objection have been received	Ward Councillors:	Cllr McEwing Cllr Whitbread Cllr Spicer
Applicant: Salmon Development Limited		Agent: Lambert Smith Hampton	

Recommendation Summary	Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	Not applicable
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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. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application and justify the departure from Local Plan policy RE11. 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 39-42 and 46 of the National Planning Policy Framework (2019).

Appendix attached			
1	Habitats Regulations Assessment	2	Development Plan Policies
3	Justification for access arrangements	4	Lighting Information

Recommendation in Full

1. That the Panel confirm the Habitats Regulation Assessment in **Appendix 1** of this report.

2. Delegate to the Head of Planning & Economic Development to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure the following mitigation:
 - i. Either the developer enters into an agreement with the Council under s.278 of the Highways Act to undertake a scheme of works or provides a financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site (including signage and any associated TROs) in line with saved 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 Developer Contributions SPD (April 2013);
 - 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. The submission, approval and implementation of a Travel Plan for both the commercial and residential uses to promote sustainable modes of travel in accordance with saved Policy SDP4 of the City of Southampton Local Plan Review and policies CS18 and CS25 of the adopted LDF Core Strategy.
 - iv. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives (for both construction and operational phases), 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).
 - v. 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).
 - vi. Provision of public art in accordance with the Council's Public Art Strategy and the Council's Developer Contributions Supplementary Planning Document.
 - vii. Provision of on-site CCTV coverage and monitoring in line with Policy SDP10 of the City of Southampton Local Plan Review (March 2006) as supported by LDF Core Strategy policies CS13 and CS25.
 - viii. The submission, approval and implementation of a Servicing Management Plan which includes the routing of servicing vehicles for the operation of the development.
 - ix. The submission, approval and implementation of a Demolition and Construction Management Plan which includes details to minimise impacts from noise, vibration, dust and odour for all operations, as well as proposals to monitor these measures at the site boundary to ensure emissions are minimised beyond the site boundary; lorry routing and timing to reduce congestion and; the use of Euro IV standard or equivalent HGVs.
 - x. The provision of a financial contribution towards the provision of a replacement highway hedgerow offsite to mitigate the removal of the existing highway hedgerow in the interest of local ecology and biodiversity in accordance with policy CS22 of the Core Strategy.

2. That the Head of Planning & Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning & Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1. Introduction

- 1.1 This application was deferred from consideration at the 20th April Planning and Rights of Way Panel, at the applicant's request, to enable further transport modelling to be undertaken with regards to parcel and delivery uses, which can operate under Use Class B8. This modelling has been carried out, together with associated updates to the submitted air quality and noise assessments, and reviewed by the relevant consultees.

2. The site and its context

- 2.1 The application site is currently vacant although was, until recently, used as the Daily Echo newspaper printworks and offices since the late 1990s. The buildings on site comprise the warehouse-style printworks building to the north, and an associated 2-storey office building to the south. The boundaries of the site benefit from naturalised trees and vegetation which largely screen the built structures from public vantage points. There is a Tree Preservation Order affecting the trees on site, and an earth bund along the western site boundary, which is largely covered by vegetation.
- 2.2 The site lies to the north-west of the city with the administrative boundary with Test Valley Borough Council falling just within a small northern section of the application site (approximately 658sq.m). An identical planning application has also been submitted to Test Valley Borough Council for determination in line with the requirements of the UK Planning system. The neighbouring Local Planning Authorities have been notified of this application and no objection received.
- 2.3 To the east is the M271 and to the west, across Test Lane, lies the River Test and the administrative boundary with New Forest District Council. The River Test is a Ramsar site, Special Protection Area and Site of Special Scientific Interest. To the north, the site is neighbored by Yeoman Industrial Park and to the south, lies the recently constructed John Lewis warehouses (planning permission 14/01911/FUL refers).

3. Proposal

- 3.1 Full planning permission is sought for the redevelopment of the site for employment uses. The application proposes the demolition of the existing buildings on site and the construction of 3 new warehouse buildings to be used for either general industrial (B2) or storage and distribution purposes (B8). In total 16,119 sq.m of new commercial floorspace will be provided, which includes ancillary offices. There would be approximately 1,458 sq.m additional floorspace when compared with the existing buildings on site. The application confirms that whilst the Daily Echo site previously provided 100 full-time equivalent jobs, it is

anticipated that the proposal would generate 224 full-time equivalent jobs. The proposal would be a 24-hour operation.

- 3.2 The units would be served by 210 car parking spaces, 20% of which would include electric vehicle charging points, and all staff car parking spaces would be prepared with the necessary duct work to enable charging points to be fitted in the future. The units are designed to be managed and operated independently from one another with secured and controlled access to each. The access points into the site are designed with central islands that would prevent rigid vehicles, HGVs and fire tender vehicles from turning right into the site or left out of the site onto Test Lane. The purpose of this is to direct such traffic northwards via the motorway rather than through the residential streets to the south of the site (as is the case with the Yeoman Industrial Park).
- 3.3 The application confirms that BREEAM 'Excellent' will be achieved in terms of the building's sustainable build credentials, and the proposal includes solar panels to the roofs of buildings.
- 3.4 Units 1 and 2 would adjoin one another and be located to the northern section of the site, served by a vehicular access, which is in the same location as the existing access into the site. The development can be summarised as follows:
- 3.5 **Unit 1** would provide 4,887 sq.m of floor space and a mezzanine level of 487 sq.m. It would be served by 70 car parking spaces, located adjacent to the northern site boundary and a purpose-built cycle store, providing space for 30 cycles. To the west of the building is a 2,240 sq.m service yard which provides access into 3 loading bays and 3 dock levellers. The building itself would be 15m tall with a length of 70m and depth of 62m.
- 3.6 **Unit 2** would be set back slight from Unit 1 and would comprise 3,978 sq.m of floor space within a building that is 15m high and 60m in length and depth. This building also incorporates a mezzanine level of 397 sq.m. To the west of the building, a service yard of 1,500 sq.m is located and adjacent to this is a car parking area containing 40 spaces. The service yard provides access to 3 loading bays within the west elevation of the building. A stand-alone cycle storage providing space for 24 cycles is also provided.
- 3.7 **Unit 3** is a standalone building located to the south of the site and accessed via a new vehicular access which is positioned broadly halfway along the Test Lane frontage of the site. Unit 3 would be the largest building on site with a 15m height, 108m in length, 49m depth and providing 5,813 sq.m of floorspace. The building also includes a 581sq.m mezzanine level. The narrowest end of the building would face Test Lane. To the north of the building, unit 3 would be served by a 4,300sq.m service yard providing access to 4 loading bays and 5 dock levellers. A car parking area containing 100 spaces would be located to west. This unit is also served by a purpose-built cycle store for 36 cycles.
- 3.8 The buildings are designed with shallow hipped roofs and profiled metal clad elevations with three types of detailed cladding. The entrances to the buildings are demarcated by double-height glazing with coloured framing and further glazing is provided to the mezzanine levels.

- 3.9 The landscaping to the site edges would be remodelled. This includes the removal of 320 existing trees and its replacement by 1,219 native tree species together with new hedgerow planting. An eastern section of part of the earth bund to the site frontage will be removed with retaining walls constructed to support the remaining bunding and vegetation on it.

4. Relevant Planning Policy

- 4.1 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) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at ***Appendix 2.***

- 4.2 The site is safeguarded for light industrial and research and development purposes (Use Classes B1b and B1c) by policy REI11 (ix) of the saved Local Plan. The policy confirms that ‘In any redevelopment proposals, general industrial and storage and distribution uses and offices (Class B1(a), B2 and B8 of the Town and Country Planning (Use Classes) Order 2005 will not be permitted in these locations.’ Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13. The proposal is, therefore, a departure from this Policy and has been advertised as such.

- 4.3 The National Planning Policy Framework (NPPF) was revised in 2019. Paragraph 213 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan 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.

5. Relevant Planning History

- 5.1 The Daily Echo printworks and offices were originally granted planning permission in 1995 (our reference 940840/W). There were subsequently a number of planning applications for minor alterations and additions to the site, although none directly relevant to this application.

6. Consultation Responses and Notification Representations

- 6.1 Following the receipt of the planning application, a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (12.02.21) and erecting a site notice (12.02.21). At the time of writing the report **11 representations** have been received including comments from surrounding residents, the Redbridge Residents Association, the City of Southampton Society, and a joint objection from all 3 ward Cllrs (pre-election). The following is a summary of the points raised:

6.2 Cllr McEwing, former Cllr Whitbread and Cllr Spicer – Objection

Having carefully considered the above application we wish to submit a joint objection from all 3 Labour Redbridge Ward Councillors

The decision to include two points of access to the site would further increase the loss tree coverage in an area which already suffers disproportionately from poor air quality and would increase disruption to both pedestrians and cyclists.

We concur with representations made by the Redbridge Residents Association around the design of the point access and careful consideration should therefore be given to design the access point in such a way that prevents vehicles turning right in to the site off Test Lane and prevent, both Cars and Lorries, turning Left out of the Site.

Officer Response:

Officers initially advised at the pre-app stage that the principle of redevelopment is acceptable and encouraged the applicants to explore a single access point. Developing the site with a single point of access has been explored in detail by the applicant and the Council's Highway Team. The applicant has submitted detailed information to demonstrate that two access points would not represent a highway safety issue for users of Test Lane. The Council's Highway Team agree with this conclusion. Furthermore, the access points have been designed to provide priority for pedestrians and cyclists on Test Lane, including a change of surfacing which stresses the continuity of the Test Lane cycle route. The central islands within the access would also improve the crossing environment for cyclists and pedestrians.

*There would be the same level of disruption to pedestrians and cyclists were the proposal to reduce the number of access points to one, since a single point of access would not reduce the overall number of vehicles entering and leaving the site. The applicant has also submitted a detailed justification for providing two points of access which essentially relates to operator requirements and the need to design and operate the three sites independently from one another (please see **Appendix 3**)*

In terms of the effect of the proposal on tree and vegetation – and subsequent visual amenity - the application would retain 80% of the existing planting on site. Whilst 320 existing trees would be removed, these would be replaced by 1,219 native tree species, together with new hedgerow planting which would provide an increase of 9.6% when compared with the existing situation. Conditions are suggested to secure 'feather and whip' tree planting which also provides a natural landscape character to the site. The suggested landscape condition will also secure larger tree species that have the potential to fully mature on this site. A management plan would also be secured which would ensure that the landscaping is not managed too intensively to enable it to mature successfully.

As such officers, including the Council's own Highways Team, have been persuaded that 2 access points can be safely accommodated on this occasion.

6.3 City of Southampton Society – Support

Support the application. The proximity to the motorway system makes it ideal for use as a storage/distribution hub. Having said that, it is essential that traffic flows into and out of the site are only from the north and commercial vehicles must not be allowed through the residential area to the south. We note that the design of the entry/exit points prevent access/departure to/from the south but the new management of the site MUST also be held responsible for 'driver education'. This should be included as a Planning Condition. Similarly, we expect usual conditions

be applied to protect the environment (noise control, pollution control etc) and provide suitable green screening of the site on an ongoing basis.

6.4 **Third Party Comments – Objections**

The proposal for two points of access into the site would increase the risk of a traffic incident. A single point of access would be safer for users of the adjacent road and pedestrian footway.

Officer Response:

See response to ward Cllrs above. Swept-path analysis has been provided which demonstrates that vehicles can enter and leave the site in a safe manner. The accesses into the site have been designed with sufficient visibility of users of the adjoining Test Lane. Similarly, Test Lane users would benefit from good visibility of vehicles departing the site. Similarly, the access islands would accommodate crossing cyclists and pedestrians which is also an improvement on the existing pedestrian crossing arrangements.

6.5 **The loss of mature trees, shrubs & hedgerow to create the second entrance way is poor and will take years to recover if replaced.**

Officer Response:

It is accepted that the proposal will result in the loss of trees and landscaping however, the application proposals an overall gain in the amount of hedgerows and trees which would be managed to ensure a positive landscape character that promotes biodiversity. The landscaping will take time to mature, although it will have an immediate impact, and the management plan that will be secured will ensure long-term benefits to the proposed landscaping scheme.

6.6 **Will the current traffic regulation order (TRO) in place that prevents ALL traffic from turning left into Test Lane out of the site be retained and better enforced? The application doesn't seem to prevent cars, vans and other small vehicles turning left out of the site/right into the site and the previous 'no left turn' signs were ignored.**

Officer Response:

The application proposes physical measures to prevent HGVs and vans from turning left out of and right into the site. Tracking diagrams have been provided to demonstrate that the suggested design will achieve this. The tracking information provided shows that this manoeuvre would be possible for cars, although tight. Signage would be secured through the section 106 agreement to further deter this manoeuvre from taking place. Currently, the site is served by 310 car parking spaces without restriction, whereas the application proposes 210 car parking spaces. Typically, offices, such as currently exists on the site, generate higher private car movements when compared with the range of uses proposed. The application is, therefore, considered to represent an improvement in this respect.

Consultation Responses

6.7 **SCC Highways – No Objection Location and principle**

The site is accessed off Test Lane which is closely connected to the M271 to the north. As a result, the site is very assessible by vehicular modes due to the proximity of the motorway but is not the best in terms of sustainable connectivity

especially with regards to bus and train. The site is surrounded by a mix of industrial and commercial uses with a residential area further to the South and therefore the proposed uses are generally in keeping with the surrounding area. Therefore, the development is considered to be acceptable in principle with measures to promote sustainable travel.

Access

In addition to the existing access, a new access is being proposed off Test Lane to the south. Although the Transport team's preference was to retain only one access, this was considered to be not viable for the applicant as they needed to meet operator needs where each service yard needed to be separately enclosed for safety and security reasons. Further design options were discussed and explored but a reasonable solution could not be found without having harmful impact to the landscaping, earth bund or the overall design to the scheme. The existing access will be improved and along with the new access, will ensure that no HGV's can turn left out of the site as well as providing a better design for pedestrian and cycle crossing facilities. Initial designs have been done with tracking diagrams have been providing to demonstrate that any HGV's (smallest sized HGV tracked being a 7.5tonne box van) are unable to turn left out due to a new central island and junction works to the accesses. Only average domestic cars can in theory turn left but will still be very tight and awkward.

The cycle crossing facilities will need to be in line with Government guidance as set out in the LTN1/20. The finer details, including signage, can be agreed as part of the Section 106 process.

Parking

The proposed parking quantum does exceed policy standards. Although the Transport Statement does suggest this is only by a 'negligible' amount of 6 spaces, the maximum standards figure is set and should be applied regardless of the amount. If however, it is decided to be accepted based on a balanced planning decision, all spaces above the maximum spaces should be Electric Charging spaces as a compromise - this would be on top of the proposed 20% EV provision.

Cycle Parking

The level of cycle parking is considered acceptable but in order to promote as much modal shift as possible, the level of provision should be considered to be increased. This could be considered as part of the travel plan which will be required. Notwithstanding this, details of the design of the stores will be needed and should be covered and fully enclosed (meaning that cycles would be protected from wind-blown rain; as defined by the Parking SPD). Furthermore, it should be considered that visitor and staff cycle spaces could be separated and have visitor spaces located nearer to the visitor entrances of each unit in order to provide better surveillance and being more accessible.

Servicing

Tracking is provided for HGV vehicles which is identified as likely to be used by the units. All servicing are intended to take place within secure and enclosed

service yards separate to the staff/visitor parking and off the highway. Again, due to the design of the accesses, HGV can only access the site via a 'left in only' and 'right out only' arrangement. This should deter any HGV's travelling past the more residential streets to the south of the site (e.g. Gover Street). Furthermore, a condition can be secured to ensure that the intended routes for vehicles should be to and from the (J1) M271 roundabout.

Trip Generation and Trip Impact Assessment

In general the proposed use would result in lower trip rates than the existing uses on site, with the exception of parcel/postal distribution uses which does result in increased trip generation.

Due to the introduction (Parcel) B8 assessment and the level of increase in vehicular trips it showed, it was requested that an hourly impact assessment was conducted with traffic data outside the lockdown period. The submitted Transport Assessment sets out that no data is available. Officers have reviewed the Transport Assessment for the development to the south of this site which does provide traffic data along Test Lane. The data did not show a significant volume of traffic on a daily basis but obviously this does not include the trips that the John Lewis site now generates. Although it may not represent real life data that is generated by the uses in situ now, the predicted trips within that same Transport Assessment can still provide an idea of traffic flows along Test Lane.

In summary, due to the difficulty of obtaining good survey data in current times, we can only assess the likely impact based on the net trips when compared to the permitted use. During the network peaks, the net increase is not considered to be significant (increase of 58 PM peak trips being worst case). However, there is more of a significant increase just after (137 trips between 18:00pm-19:00pm). This level of impact is not considered to be significant on Test Lane, when looking at the predicted traffic flows of Test Lane and available data. Although it is understood that Highways England have raised no objections to this application previously, it is recommended that the latest TAA and trip data should be forwarded to them (as well as Hampshire County Council) to ensure they are satisfied – as the larger impact would be on roads/junctions within their boundary.

It is agreed that a parcel distribution headquarter site could be omitted from the assessment in order to provide a more 'even' dataset for B8 (postal) trips. Although, it should be demonstrated that a headquarter site could not be operated in the submitted design.

Summary

Overall, the proposed development is considered acceptable subject to the following conditions:

- 1) Cycle Parking. Details of cycle parking to be submitted and agreed in writing by the local planning authority.
- 2) Sightlines. Ensure that any boundary treatment and landscaping is managed so that nothing exceeds 600mm in height within any of the visibility splays for either vehicular access.
- 3) Car Parking. The level of car parking needs to be either reduced to meet the Council's maximum parking standards or the spaces above the

maximum would need to be Electric Vehicle charging spaces – on top of the proposed 20% EV provision across the site.

The following are other planning conditions but it is understood that these will be preferred to be secured via the Section 106 agreement (note: this is not the exhaustive S106 requirements):

- 1) Servicing/Delivery management plan
- 2) Construction Management Plan

6.8 **SCC Tree Team – No objection subject to conditions.**

The level of tree loss across the site is broadly acceptable, the most significant being the group of Poplars (W14) on the bank adjacent to the current access road. Generally, the level of mitigation planting on site is acceptable with planting of mixed native woodland making up the bulk of this.

The position of protective fencing as outlined in the impact assessment looks fine, trees being retained protected within an exclusion zone by way of a standard protection plan fence line and some placement of 'no-dig' cellular confinement system along the Northern edge, within the RPA of G1 and near the front entrance where a proposed footpath crosses a protected tree (T12) Root Protection Area (RPA).

We will need a method statement to detail the specifics of the protection plan and all Arb related matters for the demolition and construction. Any intended new service runs be identified at an early stage to ensure minimal impact to trees.

Conditions are suggested to ensure the protection of retained trees throughout and some level of supervision surrounding the Arb sensitive matters, particularly the installation of cellular confinement within RPAs, the excavation of sections of the external bank and installation of new retaining walls (if applicable) and the installation of fencing.

6.9 **SCC Ecology – Concerns raised**

The submitted bat survey established that the majority of bat foraging activity is taking place on the western side of the site. However, the proposals result in a net loss of habitat from the western side and replacement on the eastern side where it is less useful. In addition, the retained habitat on the western side is being fragmented.

The new highway hedgerow which was planted to mitigate the loss of well-established hedgerows caused by the development to the south is now being fragmented by the new vehicle entrance. The loss of 36m of the hedgerow is a significant section along a boundary where the vegetation inside the site is also being thinned out and fragmented. Although replacement planting is being provided, this will be located within the development site and outside the management control of Southampton City Council the owner of the highway hedgerow. The concern is that the new planting will be managed too intensively and will not be allowed to achieve its full potential as a proper native hedgerow, 2-3m in height (this was the height of the highway hedgerow that was removed to accommodate the development to the south). This effective loss of habitat will result in an adverse impact on bats.

Having reviewed the lighting plan I am concerned that the light levels in the service yards of Units 1 and 2 are so high that the bat foraging value of the adjacent vegetation will be completely negated resulting in an effective loss of habitat. In addition, it's not clear from the lighting plan whether the presence of roadside lights along the northern edge of the John Lewis site has been factored into the calculations, i.e. is the light level along the southern edge of the site actually 0 lux. I have a light diagram from the John Lewis development which shows light levels up to 10 lux along this boundary. Again, this would negate the bat foraging value of the vegetation.

In terms of the mitigation planting, I would expect to see some of it being managed as scrub to maintain the varied habitat structure. I would also expect to see a habitat management plan, covering scrub and grassland, rather than simply a woodland management plan.

Subsequent to the above comments being made, the following has been agreed with the Council's Ecologist:

- The replacement hedgerow will be between 2 and 3 metres in height with a management plan to avoid intensive cutting. This will be secured by planning condition.
- The landscape will benefit from a greater variety of native species planting, including the opportunity of some larger tree species which have the opportunity to develop to maturity in this location. This will be secured by planning condition.
- Security fencing would be screened by climbing plants to reduce light spillage, improve biodiversity and the landscape character of the site. This will also be secured by the landscape condition.
- Further information has been provided regarding the proposed lighting and potential for light spillage (see **Appendix 4**). This demonstrates that the hedgerow would not be unduly affected by light spillage from the development.

Following a review of the updated Air Quality information, the Council's Ecologist has advised that Habitats Regulations Assessment will need to include the increase in NO_x emissions. Appropriate air quality mitigation measures proposed which need to be secured. In terms of general biodiversity, it is recommended to include some fixed-point monitoring of bat activity once the development is complete and a financial contribution to secure replacement highway hedgerow planting off-site.

The applicant's report to inform the Habitats Regulation Assessment has been updated and the recommended mitigation measures which include a Travel Plan, Construction Management Plan and the provision of electric vehicle charging points will be secured by the section 106 agreement and planning conditions.

6.10 **SCC Sustainability Team – No objection subject to conditions.**

A BREEAM pre-assessment has been submitted which indicates that Excellent can be met, however this is with a relatively small buffer so it is recommended

that additional buffer credits are sought to ensure that the policy requirement of Excellent is met.

It is unclear what the energy strategy for the site will be, however it is indicated that this will include photovoltaic panels. In combination with a green roof, the functioning of the panels will be optimized, therefore it is recommended that is investigated. A green roof may also help contribute to biodiversity net gain requirements.

6.11 SCC Flood Risk Team – An objection is raised.

Ordinary Watercourse Land Drainage Consent has not yet been obtained to allow for the diversion of the culverted watercourse on this site. It will not be appropriate to complete any ground works until this has been resolved, as it is vital that this infrastructure is protected to prevent a potential increase in flood risk within areas elsewhere that are reliant upon this watercourse as a means of drainage. The drainage strategy for management of surface water is deemed to be insufficient for full planning stage as it is unclear what the proposed method for management of runoff rates and volumes are, and what degree of betterment will be achieved. This objection may be overcome by including the relevant consents, and detailed drainage strategy.

This site is currently located within Environment Agency flood zone 1 (ie. having a less than 1 in 1,000 annual probability of river or sea flooding), however as per the National Planning Policy Framework, a Flood Risk Assessment is required due to the size of the site exceeding 1 hectare. This has been reviewed as part of the application. The site is deemed to be vulnerable to surface water flooding as there are areas within the present day 1 in 30 year risk zone.

At present, the site is currently landscaped to include an earth embankment around the perimeters, which will act as a form of tidal flood defence to this site given the proximity to the River Test. Whilst the site is currently deemed to be within flood zone 1 at present, modelling of future flood risk is likely to have included this bund allowing the lower risk to the site to be maintained. Although it has not been modelled, removal of the bund to create a second entrance onto the site may create a flood flow route and increase the risk of flooding to lower lying areas within this site, in particular as areas of the site immediately adjacent to the south of this site are marked as within an area of flood risk by 2075.

Officer Response:

A pre-commencement condition can be imposed to ensure that ordinary watercourse consent is obtained prior to any groundworks commencing on the site. A condition is also suggested to secure revised drainage strategy. The existing bund on site was not designed as a flood defence and is not a continuous feature that would act as a flood defence.

6.12 SCC Environmental Health (Pollution & Safety) – No objection subject to conditions.

The proposed lighting scheme is acceptable. The submitted and updated Noise Assessments are acceptable. Securing fixed plant noise level in accordance with

the submitted Noise Report is also supported. A Construction Management Plan will also be required.

6.13 SCC Air Quality – No objection subject to conditions.

The methodology of the submitted Air Quality Assessment is acceptable. A Dust Management Plan is will be required as part of a Construction Management Plan which should also require servicing vehicles during construction to meet at least Euro VI equivalent standards and detail routeing to avoid congestion. The operational mitigation measures are acceptable and an Air Quality Mitigation Statement should be secured.

6.14 SCC Environmental Health (Contaminated Land) – No objection subject to conditions.

There is the potential for historic land contamination to exist on the site. A contaminated land investigation together with any necessary remediation will be required.

6.15 SCC City Design – No objection.

The landscaped area in front of units 1 and 2 would benefit from more native species planting including the opportunity for ultimately much larger species as there appears to be the space for such trees to fully develop to maturity in this location. Screening of security fencing to the service yards is recommended, such as the climbing plant system that was utilised at Mountpark, Wide Lane.

6.16 SCC Archaeology – No objection or conditions suggested.

The site has been much affected by gravel extraction in the early 20th century, the construction of the adjacent M271 in the 1970s and used for landfill in the 1950s. Investigations in 1992 revealed that the site had been landfilled. Furthermore, the construction of the Daily Echo facility included further cut and fill. As such, it is likely that the site has no surviving archaeology.

6.17 SCC Employment and Skills – No objection

An Employment and Skills Plan obligation will be required for this development and applied via the section 106 Agreement.

6.18 Southern Water – No objection subject to conditions

Details of measures to protect existing water trunk mains on site must be secured prior to the commencement of development. Details of foul and surface water disposal will also be required prior to development commencing.

6.19 Environment Agency – No objection subject to conditions which assess and remediate potential contamination on the site; to secure an assessment to the risk to controlled waters and ensures that no surface water drainage infiltrates to the ground.

6.20 Natural England – Without appropriate mitigation the proposal would have a significant effect on the nearby Solent and Southampton Water Special Protection Area and Ramsar site and the Solent Maritime Special Area of Conservation. An Appropriate Assessment is required together with details of surface water disposal.

Officer Response:

The attached Habitats Regulations Assessment ensures that the scheme's impacts are properly considered and mitigated in this respect.

6.21 Highways Agency – No objection

Having examined the application and in particular the Transport Assessment we note that there is a predicted net decrease in vehicle trips in the peak hours, even in the Sensitivity Test which uses the higher trip generating Industrial category (Use Class B2) as opposed to Commercial Warehousing (Use Class B8), of 66 and 65 vehicle trips in the AM and PM Peak hours respectively, with a daily reduction of 346 vehicle trips. However, there is an increase in daily HGV trips of 45 (up from 37 to 72), which is more than offset by the reduction of 376 daily vehicle trips.

Due to this we do not offer an objection to the proposal. However, due to the site's location we request that the applicant provides a Construction Environmental Management Plan (including a Construction Traffic Management Plan) which seeks to minimise construction vehicle trips during the busy weekday peak periods. We also request that any lighting close to the M271 points downwards and remains so in perpetuity so that it does not adversely impact the safety of users of the M271.

7. Planning Consideration Key Issues

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

- The principle of development;
- Design and effect on character;
- Trees, ecology and landscape impacts;
- The effect on residential amenity;
- Parking, highways and transport
- Air quality and the Green Charter;
- Mitigation of direct local impacts and effects on designated habitats.

7.2 Principle of Development

7.2.1 The site is safeguarded for light industrial and research and development purposes (Use Classes B1b and B1c) by saved policy REI11 (ix) of the Local Plan. Policy REI11 does not support the uses proposed (B2 and B8) in this location. As such, the application proposal represents a departure from Policy REI11. Policy CS6 of the Core Strategy safeguards all existing employment sites and allocations in the Local Plan. Similarly, CS7 of the Core Strategy safeguards existing employment sites, although builds in flexibility for alternative uses where they can be justified. Policy CS7 seeks to ensure that safeguarded sites remain in employment use and confirms that "Where a site is released from safeguarding, the requirement will be for a mix of uses to include suitable B1, B2 and / or B8 employment." The proposal would accord with this aim.

7.2.2 The site allocation under saved Policy REI11 is based on evidence gathered prior to 2006, when the Local Plan was originally adopted, and market demand will have inevitably changed since this time, as has the local and national planning policy framework. It is also important to note that the previous use of the site was also not

in accordance with the policy allocation. The site has been marketed actively for the allocated uses for a period of 6 months without any substantial interest. As such, requiring the policy uses on the site could result in the long-term vacancy of this employment site within a part of the city which has higher unemployment rates than the city average. The application also confirms a market demand in the city for the uses proposed, whilst recognising that urban nature of the city presents limited opportunity for delivering large format warehousing. At pre-application stage, the Council's Planning Policy Team advised that they were supportive of the proposed approach for alternative employment uses on this site, in recognition of the contribution that the scheme would make to the city's economy. This approach should be supported.

7.2.3 Having regard to the provisions of policy CS7 of the Core Strategy, which provides flexibility for alternative employment-generating uses to the policy allocation, and the justification provided with the application, the departure from RE11 is considered to be acceptable. Also relevant are the benefits that the proposal would bring in terms of regenerating a vacant employment site and generating some 224 jobs within a context of rising unemployment resulting, in part, from the covid-19 pandemic. On this basis, the redevelopment of the site for the uses proposed is considered to be acceptable.

7.3 Design and effect on character

7.3.1 The site lies within an area which has a commercial character and includes a number of large format warehouse-style buildings. The scale and massing of the proposed buildings are compared with other recent warehouse developments within the city in the table below:

	Floorspace sq.m	Height metres	Length metres	Width metres
Application site (Proposed)				
Unit 1	4,887	15	70m	62
Unit 2	3,978	15	60	60
Unit 3	5,813	15	108	49
Application site (Existing)				
Office	5,655	2-storeys		
Printworks	6,812	12		
Lidl Distribution Depot	42,820	17.3	311	124
Test Lane South		12-14		
Unit 1	10,860		143	7
Unit 2	4,640		80	40
Unit 3	3,630		103	42

7.3.2 The proposed buildings would be set back from the boundaries with landscape planting to filter views of the buildings. Whilst Units 1 and 2 are conjoined, the stepped built form ensures that the massing wouldn't appear excessive. The largest building, Unit 3, is positioned so that the narrowest end would face Test Lane to ensure that the massing does not appear excessive when viewed from public vantage points. The longest side of the Unit 3 would benefit from screening by the neighbouring development on the warehouse site.

7.3.3 The buildings themselves have been designed with care to present a positive commercial character to the area. Different types of cladding will be used to add interest to the elevations, with elements of colour. In addition to this, the large sections of glazing will add articulation and activity to the elevations which can often be missing from warehouse buildings of this nature. As such, it is considered that the proposal strikes an appropriate balance between visual interest and function. Overall, the proposal is considered to complement the commercial character of the area and the requirements of the Council's design policies, including LDF Policy CS13.

7.4 Tree, Ecology and Landscape Impacts

7.4.1 The existing vegetation to the site boundaries was established in the late 1990s when the site was originally developed for the Daily Echo. The vegetation has matured and naturalised since then to provide an extremely pleasing, verdant character. The application proposal has evolved through pre-application discussions to retain as much as the existing landscaping to the edges of the site as possible. The proposal enables the retention of 80% of the existing woodland on site with a detailed scheme for replacements and enhancement of the existing landscaping which would result in an 9.6% increase in hedgerows on site and the 320 trees lost being replaced by 1,219 native tree species within the development site (greater than 3:1 replacement). A landscaping scheme has been provided with the application, although it is recommended that further improvements are secured by condition to address comments by the Landscape and Ecology officers. These improvements include feather and whip tree planting in front of Units 1 and 2, the inclusion of larger tree species and the provision climbing plants to security fencing which will screen the service yard. Also, to address the Ecology Officer's comments, a Management Plan will be secured to ensure that hedgerow is maintained at a height of between 2-3 metres and to ensure that the landscaping is not intensively managed to ensure it has a biodiversity benefit.

7.4.2 The Council's Ecologist has raised concerns relating to the impact of lighting on the hedgerow adjacent to Units 1 and 2. Additional information provided from the applicant confirms that light spillage onto the hedgerow would be between 0.0 and 0.4 lux. This falls within the maximum luminance tolerance of 0.5 lux which the Council's Ecologist has indicated would be acceptable. The information provided within **Appendix 4** sets out that the lighting strategy provided would include controls that would ensure that lighting would be dimmed in areas of reduced operation to avoid the need for all lighting to operate simultaneously, which could result in some locations of excessive luminance. Subject to a condition to secure the details of the lighting strategy and the increased service yard screening, the proposal is, therefore, considered to be acceptable in this respect.

7.5 Effect on Residential amenity

7.5.1 The nearest residential properties to the application site are approximately 250 metres to the south of the site on Gover and Coniston Road with the intervening commercial uses on the neighbouring warehouse site. There would also be approximately 270 metres separation between the application site and neighbouring residents within Porlock Road with the intervening M271 and open space. Given the separation distances, the buildings themselves would not give rise to adverse impacts on nearby residents in terms of outlook, daylight, sunlight or privacy. The key issue in this respect is, therefore, the impact of the operations of the warehouses, particularly in terms of noise.

7.5.2 The World Health Organisation Guidance sets out that, for residents to have a good night's sleep, indoor sound levels should not exceed 45 dB LAFmax more than 10-15 times per night. This translates to an external target façade noise level of 60dB LAFmax when a correction of 15dB is taken into account, which is the effect of an open window. A Noise Assessment has been submitted with the application. This sets out that the maximum noise levels associated with the use of the site are likely to relate to impulsive elements such as HGVs picking up trailers. The highest maximum noise levels associated with these events are likely to be in the region of 86dB at a distance of 10 metres. When taking account of the distances between service yards, the nearest residential properties and the intervening structures, the highest maximum noise levels are predicted to meet the 60dB criterion set out in the WHO Guidelines for Community Noise at nearby residential properties which would achieve the internal environment of 45 dB LAFmax. The report concludes that, based on the separation distance, the proposed layout, existing screening and topography together with existing background noise levels, that any distinctive tonal, impulsive or intermittent noise would be imperceptible at the nearest residential properties. The Council's Environmental Health Team agree with this conclusion. In addition to this, the noise limits from fixed plant on the development would be restricted to a maximum of 40Db within the day, 34dB during the evening and 28dB during the night. A condition is suggested to secure this and, as such, the proposal is therefore considered to have an acceptable relationship with nearby residential properties.

7.6 Parking highways and transport

7.6.1 A key consideration for this application is the routing, particularly of HGV traffic, to and from the site in order to avoid HGVs from utilising the residential streets to the south of the site. Currently, the site incorporates signage to deter vehicles from turning left out of the site. As set out, the proposed accesses to the site are designed with central islands which would physically prevent a 7.5 tonne box van or larger vehicles from turning right into the site or left out of the site, to avoid the residential streets to the south. Whilst the manoeuvre would be difficult for cars, it would not be impossible. However, given the reduction in car parking spaces when compared with the existing site, the proposal would represent a betterment over the existing situation, particularly having regard to the physical measures that would be secured for larger vehicles. In addition to this, the section 106 agreement will also secure a servicing management plan which will further reinforce the routing of servicing vehicles together with new signage.

7.6.2 As set out above, the design of the access points into the site are considered to be acceptable from a highway safety perspective and measures are incorporated that would also provide priority to cyclists and pedestrians using Test Lane over vehicles entering and exiting the site.

7.6.3 In general, the range of uses that could be accommodated within Use Classes B2 and B8 would not result in an increase in trip generation when compared with the range of uses that could currently operate from the site. The exception to this being postal/parcel distribution uses, such as a Royal Mail depot, which could result in increased trip generation. That said, the Transport Team is satisfied that this increase would not be detrimental to the safety and convenience of the users of the surrounding public highway. The Transport Team have highlighted that the transport effects of a postal headquarter use being operated from the site has not been assessed and could result in significantly higher trip generation. The applicant has responded by confirming that the application specifically seeks permission for

three individual units, each with dedicated servicing, and support facilities. The two points of access are also designed to enable the units to be operated independently from one another. As such, the design is not set up to enable a single headquarter use to be established on the site since the applicant's marketing information did not indicate a demand for this type of facility. The applicant notes that further planning consent would be required for such an operation, which would require design changes to the scheme. This is considered to be a reasonable conclusion and, as such, it is not recommended to impose a condition to prevent a single operator from taking on all three units since this would be neither necessary or reasonable.

7.6.4 The level of car parking spaces proposed does exceed the maximum adopted standards by 6. To mitigate this, it is recommended that 6 additional electric charging points are provided. Whilst, secure and enclosed cycle storage will be provided, the detailed design of this will be secured by condition and this will include distinction between visitor and cycle parking. Finally, a staff travel plan can be secured via the s.106 and all buildings show staff showers.

7.7 Air Quality and the Green Charter

7.7.1 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel. Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards.

7.7.2 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive. The application site itself lies approximately 700 metres from the nearest Air Quality Management Area; the Redbridge Road and Millbrook Road Air Quality Management Area.

7.7.3 An Air Quality Assessment has been provided with the application. The Assessment examines the air quality impact arising from both the construction and operational phases of the development. In terms of construction, the assessment concludes that the proposal is considered to have a low to medium risk of impacts on residential properties relating to dust soiling and particulate matter concentrations and a high risk of effects on the adjacent protected habitats. These effects will be mitigated by a Demolition and Construction Management Plan which will secure measures to address dust disturbance; ensure construction vehicles are Euro IV standard and to secure the timing and routing of construction traffic to minimise congestion.

7.7.4 Detailed dispersion modelling has been used to assess the impact of operational traffic associated with the development on local air quality. The assessment has predicted a negligible impact on NO₂ (nitrogen dioxide) particulate matter concentrations at nearby residential receptors both outside and within the AQMA.

7.7.5 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive up environmental standards within the city. The Charter includes a goal of reducing

emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m³. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:

- Reduce pollution and waste;
- Minimise the impact of climate change
- Reduce health inequalities and;
- Create a more sustainable approach to economic growth.

7.7.6 The application addresses the requirements of the Green Charter by incorporating the following measures:

- The re-use of previously developed land;
- The provision of enhanced tree planting and landscaping;
- The attainment of BREEAM Excellent and the use of solar panels;
- The provision of electric charging points for 20% of total car parking spaces;
- Freight deliveries will be timed and routed to avoid congestion and;
- A Travel Plan will be developed for the site incorporating measures aimed at encouraging more sustainable travel and reducing single occupancy vehicle use.

7.7.7 The Council's Air Quality Team have raised no objection to the application, subject to securing the measures set out and the application is, therefore, considered to be acceptable in this respect.

7.8 Mitigation of direct local impacts and effects on designated habitats

7.8.1 The application also needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted 'Developer Contributions' Supplementary Planning Document. Given the wide-ranging impacts associated with a development of this scale, an extensive package of contributions and obligations is proposed as part of the application as summarised within the above recommendation.

7.8.2 The site lies 29m to the east of sections of the Solent and Southampton Water Special Protection Area (SPA)/Ramsar site, the Solent Maritime Special Area of Conservation (SAC) and the Lower Test Valley Site of Special Scientific Interest (SSSI). The development is likely to involve a range of activities which could lead to adverse impacts on the designated sites. These include noise and vibration during the construction phase and light and air pollution during the operational phase. In accordance with Regulation 68 of the Conservation of Habitats and Species Regulations 2010 (as amended) (the Habitats Regulations) an Appropriate Assessment of the Development is required before planning permission can be issued. This Assessment is provided in **Appendix 1** of this report and concludes that the development would not have significant adverse effects on the protected habitats.

8. Summary

8.1 The application proposal would bring a vacant employment site back into active use, providing a modern and attractive warehouse facility that would generate additional employment opportunities, representing a benefit to the city's economy.

The application has evolved through pre-application discussions to minimise the impact on the existing vegetation on the site, which is a valued characteristic in the local area. Through a considered and comprehensive landscaping scheme and management plan the effect on the existing landscaping and vegetation is considered to be suitably mitigated. The proposal has been designed to minimise its impact on nearby residential properties and includes physical measures to ensure the routing of commercial vehicles entering and leaving the site avoids residential streets to the south. Subject to the schedule of planning conditions attached to this report and the recommended measures in the section 106 agreement, the effects of the development are considered to be suitably mitigated.

9. Conclusion

- 9.1 It is recommended that planning permission be granted subject to a Section 106 agreement and conditions set out below.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1. (a) (b) (c) (d) 2. (b) (c) (d) (e) (f) (g) 4.(f) (g) (vv) 6. (a) (b) 7. (a)

JT for 01/06/2021 PROW Panel

PLANNING CONDITIONS to include:

1. Full Permission Timing (Performance)

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

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

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

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary, this should include presenting alternatives on site. Development shall be implemented only in accordance with the agreed details.

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

3. Site Levels (Pre-Commencement)

No development shall take place (excluding demolition, site set up and preparation work) until further details of finished levels have been submitted to and approved in writing by the Local Planning Authority. These details shall include Above Ordnance Datum (AOD) for the proposed finished ground levels across the site, building finished floor levels and building finished eaves and ridge height levels and shall be shown in relation to off-site AOD. The development shall be completed in accordance with these agreed details.

Reason: To ensure that the heights and finished levels of the development are built as agreed in the interests of visual and neighbour amenity.

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

Notwithstanding the submitted details, before the commencement of any site works, excluding site clearance, demolition and preparation works, a revised 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; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, external lighting, structures and ancillary objects (refuse bins etc.);
- (ii) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules plants, noting species, plant sizes and proposed numbers/planting densities where appropriate to include feather and whip planting within the landscape area to the west of units 1 and 2 and climbing plants to screen service yard security fencing;
- (iii) An accurate plot of all trees to be retained and to be lost together with replacements to include a greater variety of native trees species and to include large tree species;
- (iv) details of any proposed boundary treatment, including retaining walls and;

- (vi) a landscape management scheme which includes a woodland management plan for retained and replacement trees and vegetation on the site which shall ensure replacement and existing hedgerow be maintained at a height of between 2 and 3 metres and a cutting regime which shall avoid cutting of hedgerows within the site.

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 following its complete provision, with the exception of boundary landscaping which shall be retained as approved for the lifetime of the development.

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. External Lighting Scheme (Performance)

Prior to the development hereby approved first coming into occupation, external lighting shall be implemented in accordance with the details set out in Designs for Lighting Technical Report December 2020 and the email submitted from Designs for Lighting dated 6th April 2021. The lighting shall thereafter be retained and operate fully in accordance with the agreed details.

Reason: In the interest of residential amenity/to minimise the impact on protected species.

6. Arboricultural Method Statement (Pre-Commencement)

No development shall take place until a site specific Arboricultural Method Statement has been first submitted to and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works on site. The Method Statement will include the following:

- (i) A specification for the location and erection of protective fencing around all vegetation to be retained;
- (ii) Specification for the installation of any additional root protection measures;
- (iii) Specification for the removal of any built structures, including hard surfacing, within protective fencing areas;
- (iv) Specification for the construction of hard surfaces where they impinge on tree roots;
- (v) The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)
- (vi) An arboriculture management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures.

(vii) Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

The Arboricultural Method Statement shall be fully adhered to throughout the course of the development.

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

7. Tree Retention and Safeguarding (Pre-Commencement)

Prior to the commencement of any development, including site clearance and demolition, details of tree protection measures shall be submitted to and approved in writing by the Local Planning Authority. The tree protection measures shall be provided in accordance with the agreed details before the development commences and retained, as approved, for the duration of the development works. No works shall be carried out within the fenced off area. All trees shown to be retained on the plans and information hereby approved and retained pursuant to any other condition of this decision notice, shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations.

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

8. No Storage Under Tree Canopy (Performance)

No storage of goods including building materials, machinery and soil, shall take place within the root protection areas of the trees to be retained on the site. There will be no change in soil levels or routing of services through root protection zones. There will be no fires on site within any distance that may affect retained trees. There will be no discharge of chemical substances including petrol, diesel and cement mixings within or near the root protection areas.

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

9. Restricted Use (Performance)

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, and the Town and Country Planning (General Permitted Development) Order 2015 as amended, or in any other statutory instrument amending, revoking and re-enacting these Orders, the buildings hereby permitted shall be used for the uses listed in the description of development and shall not be used for postal and/or parcel services falling within Use Class B8.

Reason: The effect of postal/parcel storage and distribution has not been fully assessed for its effect on the surrounding road network. Since these uses can generate significantly more trips than other uses that fall within Use Class B8, such uses must be fully assessed and adequately mitigated before operating from the site.

10. Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a revised 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. The revised statement shall include details fixed point monitoring of bat activity once the development is complete. The agreed mitigation measures shall be thereafter retained as approved.

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

11. Protection of nesting birds (Performance)

No clearance of vegetation likely to support nesting birds shall take place between 1 March and 31 August unless a method statement has been first submitted to and agreed in writing by the Local Planning Authority and works implemented in accordance with the agreed details.

Reason: For the safeguarding of species protected by The Wildlife & Countryside Act 1981 (as amended) and the conservation of biodiversity

12. Noise - plant and machinery (Performance)

The noise limits for fixed plant and machinery within the development hereby approved shall not exceed the following:

40Db within the day

34dB during the evening

28dB during the night.

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

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

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

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to the internal preparations of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

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

14. Drainage Strategy (Pre-commencement)

Prior to the commencement of the development hereby approved, excluding site clearance, demolition and preparation works, a drainage strategy should be submitted to and agreed by the Local Planning Authority which includes the following:

- Site details and Site constraints
- Assessment of the proposed changes to impermeable area on the site
- Justification of the proposed discharge method(s)
- Peak discharge rates and volumes (existing and proposed) for the 1 in 1, 1 in 30, 1 in 100 and 1 in 100 plus allowance for climate change
- Identification of the proposed discharge location (i.e. specific watercourse or manhole where connection to a public sewer is proposed or already exists)
- Mitigation for any proposed increase in discharge volumes, if applicable
- Details of the proposed approach and design of the drainage system (including layout plan detailing SuDS components), including methods to ensure that receiving water bodies (surface and groundwater) are not at risk of contamination from runoff.
- Requirements for the long term operation of SuDS including flood risk within the development, including exceedance and flow paths to direct water to less

vulnerable areas on site, construction plan and structural integrity of the proposed system.

- If infiltration is found to be suitable at the site, confirmation that the appropriate infiltration tests have been undertaken at the location, depth and head of water that replicates the proposed design. Infiltration of surface water to the ground must be supported by an assessment of the risks to controlled waters.
- If infiltration is not proposed, details and evidence to provide sufficient justification ' this may require a ground investigation report to confirm that site conditions are not suitable for infiltration.
- A suitably detailed management and maintenance plan setting out who will be responsible for the management of the SuDS System and the frequency and requirements for maintenance of each element to the design to ensure it remains in working order for the design life.
- Details of cleaning/filtration treatment features/steps

The development shall proceed in accordance with the agreed details.

Reason: To seek suitable information on Sustainable urban Drainage Systems as required by government policy and Policy CS20 of the Southampton Core Strategy (Amended 2015) and to ensure the nearby waterways are not adversely affected by pollution.

16. Ordinary Watercourse Consent (Pre-commencement)

Prior to the commencement of any development, excluding site clearance, demolition and preparation works, the relevant Ordinary Watercourse Consent shall be obtained to allow for the diversion of the culverted watercourse on this site.

Reason: To ensure the existing infrastructure is protected to prevent a potential increase in flood risk.

17. Demolition and Construction Management (Pre-commencement)

Prior to the commencement of demolition of the existing buildings on site a Demolition and Construction Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Plan shall include:

1. Details of methods for pollution control to ensure that no pollution (such as debris from dust or surface run off) is able to enter the water.
2. Details on the storage and disposal of waste on site
3. Details on how sediment/concrete/other debris that may be accidentally released during construction will be captured to prevent entering the water
4. Details of Biosecurity to ensure that all equipment brought onto site does not bring any contaminants such as invasive species onto the site and into the waters.

The demolition and construction will operate in accordance with the agreed details.

Reason: To avoid pollution to the adjacent waterways.

18. BREEAM Standards (Pre-commencement)

With the exception of site clearance, demolition and preparation works, no development works shall be carried out until written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard , in the form of a design stage report, is submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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

19. BREEAM Standards (Performance)

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).

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

Confirmation of the energy strategy, including zero or low carbon energy technologies that will achieve a reduction in CO2 emissions of at least 12.5% above building regulation requirements must be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development, excluding site clearance, demolition and preparation works, hereby granted consent. Technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

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

21. Electric Vehicle Spaces (Pre-Use)

Prior to the development hereby approved first coming into use 48 parking spaces with charging facilities for electric vehicles shall be provided in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority. The spaces and charging infrastructure shall be thereafter retained as approved and used only for electric vehicles.

Reason: In the interest of reducing emissions from private vehicles and improving the city's air quality.

22. Land Contamination investigation and remediation (Pre-Commencement & Occupation)

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 report of the findings of an additional exploratory site investigation, characterising the site and allowing for potential risks (as recommended in the Ground Investigation Report, GWPR3530/GIR/October 2020) to be assessed.
2. 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 (2) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in

accordance with the approved scene of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

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

23. 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.

24. 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.

25. Parking (Performance)

The parking and access for each respective unit shall be provided in accordance with the plans hereby approved before the respective unit first comes into use and thereafter retained as approved for the lifetime of the development.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

26. Cycle storage facilities (Pre-Use)

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The details shall include both visitor and staff cycle storage. The storage shall be thereafter retained as approved for the lifetime of the development.

Reason: To encourage cycling as an alternative form of transport.

27. Sightlines specification (Performance)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended or any Order amending, revoking or re-enacting that Order no fences walls or other means of enclosure shall be erected above a height of 0.6m above ground level within the sight line splays and landscaping shall be maintained to a height below a height of 0.6m within the sight line splays.

Reason: To provide safe access to the development and to prevent congestion on the highway.

28. Surface / foul water drainage (Pre-commencement)

No development approved by this permission shall commence, excluding site clearance, demolition and preparation works, until a scheme for the disposal of foul water and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason: To ensure satisfactory drainage provision for the area.

29. Water Trunk Mains protection (Pre-commencement)

Prior to the commencement of development, excluding site clearance, demolition and preparation works, details of the measures to protect the water trunk main from damage during the demolition and construction shall be submitted to and approved by the Local Planning Authority in writing. The measures shall be implemented as approved for the duration of demolition and construction works.

Reason: In order to safeguard the water trunk main.

30. Approved Plans (Performance)

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.