

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 16 March 2010
 Planning Application Report of the Head of Division

Application address Chief Executive Southampton City Council Civic Centre, Civic Centre Road SO14 7LY			
Proposed development Change of use of the courts and police block of the Civic Centre into a Sea City Museum with associated alterations and extensions at roof level and to the north side of the building.			
Application number	10/00020/R3CFL	Application type	Regulation 3
Case officer	Jenna Turner	Application category	Q18 - Other minor

Recommendation Summary	Delegate to the Development Control Manager to grant planning permission subject to criteria listed in report (Regulation 3 application)
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Reason for Panel consideration	Application submitted on behalf of Southampton City Council and which affects a Grade II* Listed Building
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Applicant Southampton City Council Leisure Services	Agent Wilkinson Eyre Architects
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Date of receipt	21.01.2010	City Ward	Bargate
Date of registration	21.01.2010	Ward members	Cllr Bogle
Publicity expiry date	25.02.2010		Cllr Damani
Date to determine by	18.03.2010 OVER		Cllr Willacy

Site area		Usable amenity area	N/A
Density - whole site	N/A	Landscaped areas	N/A
Site coverage (developed area)	N/A		
Residential mix	numbers	size sq.m	Other land uses
Studio / 1-bedroom	N/A	N/A	Commercial use
2-bedroom	N/A	N/A	Retail use
3-bedroom	N/A	N/A	Leisure use
			D2 - Museum

accessibility zone	high	policy parking max	N / A	spaces
parking permit zone	no	existing site parking	50	spaces
cyclist facilities	yes	parking proposed	50	spaces
motor & bicycles	Not determined	disabled parking	0	spaces

Key submitted documents supporting application:			
Design and Access Statement		Ecological Appraisal Report	
Statement of Community Involvement		Transport Assessment	
Sustainability Checklist		Sustainability Statement	
Site Waste Management Plan			
Appendix attached			
1	Local Plan Policy schedule	2	Suggested conditions

Recommendation in full

Delegate the Development Control Manager to grant planning approval subject to

1. the Head of Leisure giving a written undertaking for the provision of the following:
 - a) Confirmation from English Heritage that they raise no objection to the application;
 - b) Submission of a Tree Replacement Management Plan, including 2 for 1 replacement tree planting and off-site, in accordance with Policies CS22, CS23 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (January 2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
 - c) Site specific highway improvements in the vicinity of the site in accordance with policies CS18, CS19 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (January 2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
 - d) 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 (January 2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended).

Procedural Context

Councils Own Development

The proposed scheme is a Regulation 3 application for Full Permission. A Regulation 3 application relates to proposals made by the Local Authority (in this case as the Public Leisure Service) for development that it wishes to undertake as part of its remit as a public sector service provider.

It is general practice that following the proper assessment of the planning merits of the proposal that Regulation 3 applications should be either approved if considered acceptable, or the application should be requested to be withdrawn if not considered acceptable for justifiable planning reasons that would normally result in a refusal.

Background

The Civic Centre is a Grade II* Listed building designed by Berry Webber following a design competition. The complex of buildings was designed in the neo-classical modern style and is a steel framework building clad in Portland Stone. The Law Courts block, which contains the landmark clock tower, was the second section of the Civic Centre complex to be constructed after the Municipal block and was completed in 1933. There have been no significant previous alterations to this section of the building.

The Law Courts front Havelock Road and to the north of the building is West Watts Park which is part of English Heritage's register of parks and gardens of special historic interest. The Magistrates Courts moved from the Law Courts to Rockstone Place in 2001 and since this time has been used as storage and meeting room space in association with the offices within the Municipal Block.

Proposed Development & Surrounding Context

The application proposes the alteration and extension of the existing law courts within the Civic Centre to provide a museum of Southampton's maritime history.

As well as a maritime exhibition, the museum would also incorporate a Titanic exhibition, special exhibition space and educational facilities. It is intended that the museum be open for public use by April 2012 to coincide with the centenary of the sinking of the Titanic.

Phases

The development of the museum would take place in two phases; the current applications (for planning permission and Listed Building consent) relate to Phase 1 works which includes the alterations to the entrance, the pavilion extension to the north of the building and the rooftop extension. Phase 2 relates to the lower ground floor and the northern end of the ground floor which will continue to be occupied by the police until April 2011.

An application for Listed Building Consent has also been submitted, which will consider the internal alterations to the building including the demolition works.

Pavilion extension

The main entrance and exit to the museum would be through the existing grand entrance on Havelock Road. The existing internal ground floor level is higher than pavement level and the existing entrance comprises external and internal flights of steps which link the pavement level with the internal ground floor. As part of this proposal, the existing entrance would be remodelled to create a level access to the lower ground floor of the building. The works to the entrance also include the extension of the existing screen around the entrance downwards and the provision of new entrance doors within a stone portal.

The lower ground floor of the building would contain the ticketing area, cafe and shop. At this level, a glazed link would provide access to the special exhibition space that would be contained within the pavilion extension building.

The pavilion would be a single storey structure, positioned to the north side of the building, occupying the existing irregularly shaped grassed landscaped bounded by a low Portland stone wall and contains 3 young trees. There is a notable change in levels at this point, with the land sloping up from the northern end of the building towards Havelock Road.

The pavilion extension would provide an additional 500sqm of exhibition space. The massing of the extension is shown to be broken into three interlocking bays and attached to the existing building by a subordinate glazed link section. It is proposed that the extension itself be finished in reconstituted stone cladding and semi-translucent glazing. A separate entrance would be provided within the glazed linked structure to enable the special exhibition area to be accessed independently from the rest of the museum. A hard landscaped area would be provided around the perimeter of the pavilion.

The proposed rooftop extension which would shroud plant and equipment would also enable the enclosure of the existing prisoner exercise yard to create a triple height exhibition space. The roof extension would be set back approximately 2.5m from the western roof parapet and 8m from the north and south roof parapets. The extension would be just over 3m in height and would be finished in reconstituted stone cladding system and opaque glazing, to match to pavilion extension.

Setting

The proposal also involves the closure of the Havelock Road spur to general traffic and the removal of the existing metered parking bays from this area. This would enable the provision of a coach drop-off area which would accommodate two coaches at any one time and 3 taxi bays in front of the pavilion extension. The spur would operate a one way for the coaches and taxis. The road closure would be demarcated by signage, bollards and a contrasting road surface treatment. It is proposed to construct a build-out to the south-west corner of the Havelock Road spur which would accommodate visitor cycle storage. The road closure itself would require a Traffic Regulation Order (TRO).

Servicing and would take place from the eastern side of the building via loading doors in the back of the pavilion extension. Refuse and cycle storage would be provided internally to the south of the building and would be accessed by the existing internal service courtyard.

Operation

The museum would be open 364 days a year, with the exception being Christmas Day, between the hours of 10:00 and 17:00 and it is anticipated that it would attract 157,000 visitors on an annual basis.

Relevant Planning Policy

Policy CS1 of the Core Strategy supports further leisure development within city centre locations and promotes the creation of a cultural quarter in the Northern Above Bar Area. This is supported by saved policy MSA5 of the Local Plan Review which encourages the development of the Civic Centre and Guildhall Square as a mixed-use cultural quarter. The planning policy to be considered as part of this proposal is scheduled in **Appendix 1** to this report.

Relevant Planning History

No relevant applications

Consultation Responses & Notification Representations

A publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement and erecting a site notice. At the time of writing the report, **4** representations had been received from interested parties which include, Southampton Commons and Parks Protection Society and the City of Southampton Society.

Summary of Representations made

Impact of the pavilion extension – The design and positioning of the proposed pavilion, forward of the northern building line of the Civic, would be unsympathetic with the existing building. The extension should defer to the Civic in terms of its design, as do many of the buildings built in the vicinity of it. The extension would adversely affect the symmetry of the building and diminish the impact of the clock tower. The loss of the grassed area is also regrettable as this provides an attractive setting to the building.

Impact of the entrance - The works to the entrance would erode its grandeur and have a damaging impact on the building. There is insufficient width to the pavement to accommodate groups that may congregate outside the entrance.

Impact of the roof extension - The height of the roof extension will unbalance the scale of the west elevation of the building and detract from the entrance.

Location of the museum - The siting of a maritime museum in a location which does not have strong physical, historical or visual links to the waterfront is philosophically incorrect.

Impact on the Listed Parks - The Civic Centre provides a positive setting and backdrop to the Listed Parks and the proposed pavilion extension would detract from this. In addition to this, the pavilion extension would detract from the library entrance to the building when viewed from the parks.

Summary of Consultation comments

SCC Highways - Improved pedestrian crossing facilities are required to address pedestrians crossing Havelock Road. Further details of the measures to prevent traffic using the Havelock Road spur are required as well as details of how the proposal would improve and link into existing cycle network.

SCC Archaeology – No objection. Suggests the imposition of conditions to secure a written scheme of archaeological investigation, an archaeological work programmes and to carry out a record of the building prior to the commencement of works.

SCC Ecology - No objection. Suggests a condition to ensure no adverse impact to bats during the removal of trees.

SCC Sustainability - No objection. The development should achieve BREEAM Very Good.

SCC Trees - No objection to the removal of the trees since they are not significant amenity features. Suggests that replacement trees are secured for planting off-site, at a 2 for 1 ratio.

SCC City Design - No objection. The proposed pavilion extension would be an exciting and dynamic contrast to the existing building which would sit well in its context. The interventions to the entrance could work well from a design perspective. Suggest further information is required with respect to the proposed materials and the detailing of the roof enclosure.

BAA - No objection. Suggests adding an informative to the decision notice to make the developers aware of the Code of Practice relating to the use of cranes.

Planning Consideration Key Issues

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

- The principle of development
- The impact on the special historical and architectural character of the building
- The impact on transport infrastructure
- The impact of the proposal on surrounding land uses

1. Principle of Development

PPG15: Planning and the Historic Environment advises that the best way to secure the upkeep of listed buildings is to ensure that they remain in active use. The Courts will be vacated in autumn 2010 and it important to secure an appropriate use for this substantial Listed Building before this time. The building itself is no longer fit for its intended function and the continuation of the Law Courts as a public building is welcomed.

The proposed museum would play an important part in the realisation of a 'Cultural Quarter' in this northern Above Bar area. Core Strategy and Local Plan policies support the principle of leisure facilities within city centre locations; the site is within walking distance of the central train station and well served by bus stops. The provision of a museum in this location would provide a valuable cultural facility for the city's residents and visitors.

2. Character and Design Issues

Pavilion Extension

The proposed pavilion extension has been designed to respond to the varied land levels and irregular shape of the plot. The footprint of the building follows the tapered nature of the plot, whilst the roof apexes of each of the 3 bays ascend slightly towards the northern boundary. The use of the interlocking bays provides articulation to the built form, alleviating the massing whilst acting as a subtle reference to the maritime nature of the museum. The extension defers to the Civic Centre in its height.

The subordinate glazed link between the pavilion and the Civic provides sufficient separation between the original and the new, allowing the extension to read as a neighbour and providing clarity between the two elements. It is because the pavilion would read as a separate entity to the Civic Centre that would allow the symmetry and grace of the original building to prevail.

The façade of the extension would be finished in stone cladding and glazing, separated by a diagonal crease which would provide lightness to its appearance. The upper and lower sections of the façade slope in different directions, giving visual breaks within the elevation.

A hard landscaped finish is proposed to the perimeter of the extension which follows the topography of the land and reflects the elevation treatment of the extension. This will provide an effective setting for the new building.

Overall, it is considered that the addition would appear as an exciting and high quality addition to the building that would enhance the setting of the Civic Centre and help raise the profile of the new museum facility.

Roof Extension

Two rooftop additions that would provide plant-room accommodation would be positioned either side of the base of the clock tower. The extensions would appear as symmetrical additions and therefore would not detract from the overall balance of the building. The enclosure would be set back from the roof parapet and being single-storey in scale and would not be unduly prominent when viewed from public vantage points. The additions would be the same height as the lower plinth of the base of the clock tower, which ensures it integrates into the fabric of the building. It is also important to note that the Law Courts section of the Civic Centre is lower in height than the remainder of the complex of the buildings and as such the addition would not detract from the rest of the building.

The enclosure would be finished in materials to match the proposed pavilion extension and would be sympathetic to the Portland stone of the Civic Centre whilst ensuring that the addition appears as a lightweight and modern structure.

Entrance alterations

The demolition works associated with the alterations to the entrance will be considered in the

Listed Building application.

The proposed alterations to the entrance would enable it continue as the primary entrance to the building and facilitate its use by all visitors to the building. This is fundamental to avoid the segregation of people able to use the steps from those who are not able to use the steps. Having regard to the prominence and importance of the existing entrance, it is crucial that it remains as the principle entrance to the building and its significance is retained.

The application proposes the extension of the existing door screen downwards by one glazed panel either side of the door and this would be a simple solution which would not detract from the existing detailing. The new glazed doors would be positioned within a new a stone portal which reflects the main entrance to the Municipal block.

The new Portland stone paved area will be provided in front of the entrance following the removal of the steps. This would follow the pattern of the removed steps and be at a slight gradient to emphasise the threshold of the entrance.

2. Transportation considerations

No car parking spaces would be provided to serve the museum and this is appropriate in such a highly accessible location such of this since it would promote access to the site by more sustainable modes of transport other than the private car. The application is accompanied by a detailed Transport Assessment which demonstrates that anticipated car travel to the museum could be accommodated within the existing city centre car parking provision. A condition is suggested to secure a Sustainable Travel Plan to promote sustainable travel to and from the site. The vehicular movements to and from the site itself, would be less than is currently generated by the existing police operations.

In terms of the removal of the existing car parking spaces within Havelock Road, the submitted information demonstrates that the displaced car parking can also be accommodated within existing city centre car parking provision. Two of the existing car parking bays on Commercial Road would be converted to provide the disabled spaces that would be removed from the Havelock Road spur.

To avoid congestion of the footway outside of the entrance by groups or queues, it is proposed that the internal lobby would serve as a holding area to avoid congregation on the footway which hinders the passage of other users.

3. Impact on surrounding land uses

The application site is separate from the nearest residential development and having regard to the proposed hours of operation (10:00 and 17:00), the proposal would not have a harmful impact on residential amenity.

Summary

The proposed museum represents an exciting opportunity for the city that would make good use of the existing fabric of the Civic Centre; retaining and enhancing the role that the building plays within Southampton.

CONCLUSION

By securing the matters set out in the recommendations section of this report, the proposal would be acceptable. The application is therefore recommended for delegated approval to the Development Control Manager.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1 (a) (b) (c) (d) 2 (a) (c) (e) 6 (i) (l) 7 (a) (f) (o)

(JT for 16.03.10 PROWP)

Relevant Planning Policy

Local Development Framework Core Strategy Development Plan Document

CS1	City Centre Approach
CS13	Fundamentals of Design
CS14	Historic Environment
CS18	Transport: Reduce, manage, invest
CS19	Car and Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS25	Infrastructure and Developer Contributions

Saved Policies of the City of Southampton Local Plan Review

SDP1	General Principles
SDP4	Development Access
SDP5	Parking
SDP7	Context
SDP9	Scale, Massing and Appearance
SDP10	Safety and Security
SDP11	Accessibility and Movement
SDP12	Landscape and Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
HE3	Listed Buildings
HE5	Parks and Gardens of Special Historic Interest
HE6	Archaeological Remains
CLT1	Location of Development
MSA1	City Centre Design
MSA5	Civic Centre and Guildhall Square
IMP1	Provision of Infrastructure

RECOMMENDATION: CAP

CONDITIONS for 10/00020/R3CFL

01. 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).

02. APPROVAL CONDITION - Details of building materials to be used [Pre-Commencement Condition]

Notwithstanding the information shown on the approved drawings and application form no development works shall be carried out unless and until a schedule of materials and finishes (including full details of the manufacturers, types and colours of the external materials) to be used for external walls and the roof of the proposed buildings has been submitted to and approved in writing by the Local Planning Authority. 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.

03. APPROVAL CONDITION - Landscaping detailed plan [Pre-Commencement Condition]

Before the commencement of any site works a detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, means of enclosure, lighting and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority.

The landscaping scheme shall specify all trees to be retained and to be lost and shall provide an accurate tree survey with full justification for the retention of trees or their loss. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise) to ensure a suitable environment is provided on the site.

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

The approved scheme shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

Reason:

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

04. APPROVAL CONDITION – Details of Hard Landscaping [pre-commencement condition]

Prior to the commencement of the development hereby approved, full details of the hard landscaping works to be carried out shall be submitted to the Local Planning Authority for approval in writing. The details shall include samples of materials to be used, the existing and finished land levels and the design of paving to be laid. The development shall proceed in accordance with the agreed details.

REASON

To ensure a satisfactory setting to the building is provided.

05. APPROVAL CONDITION - BREEAM Standards (commercial development) [Pre-Occupation Condition]

Prior to the commencement of the development hereby approved, a feasibility study shall be submitted to the Local Planning Authority for approval in writing regarding the attainment of a Very Good rating against the BREEAM standard (or equivalent ratings using an alternative recognised assessment method). This shall be verified in writing prior to the development first coming into use.

Reason:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS22 of the Core Strategy and SDP13 of the City of Southampton Local Plan (2006).

06. APPROVAL CONDITION - Ecological Mitigation Statement [Pre-Commencement Condition]

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, [as set out in the Ecological Appraisal Report October 2009, submitted with the application] 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.

07. APPROVAL CONDITION – Lighting Scheme [pre-commencement condition]

Prior to the commencement of the development hereby approved, details of lighting scheme shall be submitted to the Local Planning Authority for approval in writing. The lighting shall be implemented as approved prior to the development first coming into occupation.

REASON

In the interests of reducing crime and anti-social behaviour and in the interest of the visual amenity of the area

08. APPROVAL CONDITION – Entrance screen detailing [pre-commencement condition]

Prior to the commencement of the development hereby approved detailed plans at a scale of no less than 1:20 of the new glazing to the entrance scheme shall be submitted to the Local Planning Authority for approval in writing. The development shall proceed in accordance with the agreed details.

REASON

In the interest of the special historic and architectural character of the Civic Centre.

09. APPROVAL CONDITION – Details of signage [pre-commencement condition]

Notwithstanding the submitted information, prior to the commencement of development, full details of external signage shall be submitted to the Local Planning Authority for approval in writing. The signage

shall be implemented in accordance with the agreed details prior to the development first coming into use.

REASON

In the interest of the special historic and architectural character of the Civic Centre.

10. APPROVAL CONDITION - Archaeological investigation [Pre-Commencement Condition]

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.

11. APPROVAL CONDITION - Archaeological work programme [Performance Condition]

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.

12. APPROVAL CONDITION - Archaeological structure-recording [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a programme of recording 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 recording of a significant structure is initiated at an appropriate point in development procedure.

13. APPROVAL CONDITION – Highway Works [pre-commencement condition]

Prior to the commencement of works in association with the closure of the Havelock Road spur, two disabled car parking bays shall be provided within Commercial Road in accordance with the details in the submitted Transport Assessment and made available for use.

REASON

To ensure adequate disabled car parking spaces are provided within the vicinity of the site.

14. APPROVAL CONDITION – Coach and Taxi Bays [pre-occupation condition]

Prior to the development first coming into use, the coach drop off bays and taxi bays shall be provided and made available for use within the Havelock Road spur in accordance with the submitted plans and information. The bays shall be thereafter retained whilst the building is used for the development hereby approved.

REASON

In the interest of the safety and convenience of the users of the adjoining highway

15. APPROVAL CONDITION – Works to Havelock Road Spur [pre-commencement condition]

Prior to the commencement of the development hereby approved, full details of the physical measures to be used to sign the closure of Havelock Road shall be submitted to the Local Planning Authority for approval in writing. These details shall include details of signage, bollards and the road surface

treatment. The measures shall be implemented as approved prior to the development first coming into use.

REASON

To secure an acceptable setting to the Grade II* Listed Building

16. APPROVAL CONDITION – Visitor Cycle Storage [pre-commencement condition]

Prior to the commencement of the development hereby approved, full details of the visitor cycle storage to be provided shall be submitted to the Local Planning Authority for approval in writing. The details shall include the number, type, appearance and location of visitor cycle hoops. The cycle storage shall be implemented as approved before the development first comes into use.

REASON

To promotes cycling as a sustainable form of transport

17. APPROVAL CONDITION – Refuse and Recycling Bin Storage [performance condition]

The storage for refuse and recycling bins shall be provided in accordance with the plans hereby approved prior to the development first coming into use and thereafter retained as approved whilst the development is occupied for the approved use.

REASON

To ensure a satisfactory form of development

18. APPROVAL CONDITION – Staff Cycle Storage [performance condition]

The storage for staff bicycles shall be provided in accordance with the details hereby approved prior to the development first coming into use and thereafter retained as approved whilst the development is occupied for the approved use.

REASON

To promote cycling as a sustainable form of transport

19. APPROVAL CONDITION – Travel Plan [pre-commencement condition]

Prior to the commencement of development a sustainable travel plan shall be submitted to the Local Planning Authority for approval in writing, detailing how sustainable travel to and from the development hereby approved will be promoted. The development shall proceed in accordance with the agreed travel plan.

REASON

To promote sustainable forms of transport

20. APPROVAL CONDITION - Hours of Construction [Performance condition]

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

REASON:

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

21. APPROVAL CONDITION - Construction Method Statement [Pre-commencement condition]

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement (CMS) for the development. The CMS shall include details of: (a) parking of vehicles of site personnel, operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials, including cement mixing and washings, used in constructing the development; (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of construction; (f) details of construction vehicles wheel cleaning; and, (g) details of how noise emanating from the site during construction will be mitigated. The approved CMS shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

REASON:

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

22. APPROVAL CONDITION – Hours of Deliveries [performance condition]

No deliveries (including construction traffic) during the hours of 08:30 to 09:30 and 16:00 and 17:30.

REASON

To ensure that deliveries to the site do not coincide with rush hour traffic

00. Reason for granting Planning 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 where applicable conditions have been applied in order to satisfy these matters. The development is an acceptable use for the Civic Centre and the proposed additions are considered to preserve and enhance the appearance of the building. 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.

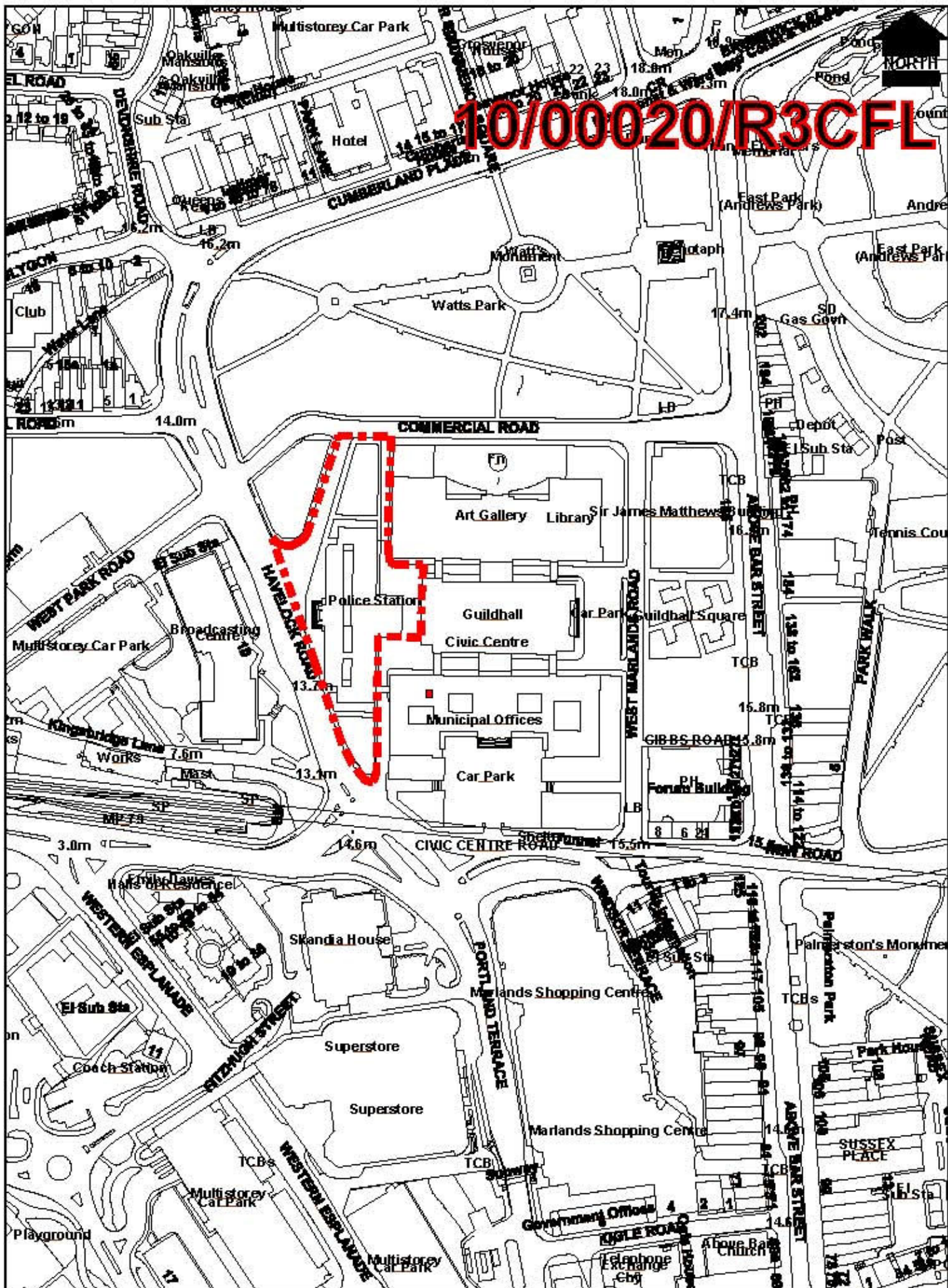
Policies CS1, CS13, CS14, CS18, CS19, CS20 and CS25 of the Local Development Framework Core Strategy Development Plan Document

Policies - SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, HE3, HE5, HE6, CLT1, MSA1, and MSA5. of the City of Southampton Local Plan Review (March 2006).

Note to Applicant

1. The developer's attention is drawn to the requirements within the British Standard Code of Practice for the safe use of cranes. Crane operators should consult the aerodrome before erecting a crane on site.

10/00020/R3CFL



Scale : 1:2500

Date : 03 March 2010

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