

**Planning, Transport & Sustainability Division
 Planning and Rights of Way Panel (EAST) 7 April 2015
 Planning Application Report of the Planning and Development Manager**

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| Application address: Former B and Q Store, Mayfield Road | | | |
| Proposed development: Redevelopment of the site. Demolition of the existing retail building and erection of three, four, five and six storey buildings to provide purpose built student accommodation (comprising 525 bedrooms in 80 flats and 103 studio rooms), with associated communal facilities, landscaping, cycle storage, parking and independent cafe, with vehicle access retained from Mayfield Road. | | | |
| Application number | 14/02108/FUL | Application type | FUL |
| Case officer | Richard Plume | Public speaking time | 15 minutes |
| Last date for determination: | 14.04.2015 | Ward | Swaythling |
| Reason for Panel Referral: | Major application with objections received. | Ward Councillors | Cllr Mintoff Cllr Painton Cllr Vassiliou |

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| Applicant: Peveril Securities & Britel Fund Trustees Limited | Agent: Signet Planning |
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| Recommendation Summary | Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report |
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| Community Infrastructure Levy Liable | Yes |
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The Council has taken into account that this site is unallocated in planning policy terms, that there is no safeguarding of the existing use and that student residential accommodation is considered to be an acceptable alternative use. The Council is satisfied that the design, amount of development, impact on the amenities of neighbours and transportation issues are acceptable for this site. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and planning permission should

therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP5, SDP7, SDP9, SDP10, SDP13, HE6, H2, H7 and H13 of the City of Southampton Local Plan Review (March 2006) and CS4, CS6, CS13, CS20 and CS25 of the Local Development Framework Core Strategy Development Plan Document (January 2010).

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| Appendix attached | |
| 1 | Development Plan Policies |

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a Section 106 Legal Agreement (S106) to secure:
 - i. Financial contributions towards site specific transport improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), Policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPD relating to Planning Obligations (September 2013).
 - ii. In lieu of an affordable housing contribution an undertaking by the developer that only students in full time education be permitted to occupy the development.
 - iii. 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.
 - iv. Submission of a Training and Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (January 2010) and the adopted SPD relating to Planning Obligations (September 2013).
 - v. The submission, approval and implementation of a Carbon Management Plan setting out how 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. Measures to mitigate the pressure on European designated nature conservation sites in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
 - vii. Submission and implementation of a Travel Plan.
 - viii. Submission and implementation of a Waste Management Plan.
 - ix. CCTV Provision
 - x. Submission and implementation of a Student Intake Management Plan to regulate arrangements at the beginning and end of the academic year.

- xi. Restrictions to prevent future occupiers benefitting from parking permits in surrounding streets. No student, with the exception of registered disabled drivers, shall be entitled to obtain parking permits to the Council's Controlled Parking Zones.
2. In the event that the legal agreement is not completed within two months of the date of the Panel the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
3. That the Planning and Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

1. The site and its context

- 1.1 The application site is some 0.9 hectares in area and is situated on the north side of Portswood Road between Mayfield Road and Harrison Road. The site was previously used as a B and Q retail store with associated surface level car parking. The B and Q use ceased recently and the site is currently vacant. There is a marked slope on the site, with the high point in the north-east corner sloping down to a low point in the south-west corner of the site. The building for the retail store is in the northern part of the site. There are some semi-mature trees which border the car park.
- 1.2 The surroundings are mixed commercial and residential in character with commercial properties to the south and immediately adjoining to the north. With these exceptions Mayfield Road and Harrison Road are residential in character and are typified by two-storey houses. A more recent 4-storey block of flats is on the opposite corner of Mayfield Road and Portswood Road.

2. Proposal

- 2.1 The application proposes to redevelop the site, involving demolition of the existing store and erection of five buildings ranging in height from 3-storeys to 6-storeys to provide student residential accommodation. A total of 525 bedspaces would be provided within 103 studio units and 80 cluster flats (a range of 4, 5, 6 and 7 bedroom clusters). A commercial use would also be provided in the south-west corner of the site. This would be a café for student use and a separate independent café on the corner of the street.
- 2.2 The application proposes six buildings across the site. The buildings in the northern part of the site are predominantly 4-storeys in height (with small elements of 3 and 5-storey) and are identified as Blocks A, B and C. Fronting Portswood Road would be Blocks D, E and F which would be 4-storeys on the corner of Portswood Road and Harrison Road and part 5 and part 6-storeys in the south-western part of the site. The design of the buildings have a common theme, contemporary in style with flat roofs.
- 2.3 Vehicular access would be provided from Mayfield Road in a similar position to the existing access. 11 car parking spaces would be provided outside the secure boundary of the site with a further 14 spaces within the central part of the site, giving a total of 25 parking spaces. These spaces are primarily for disabled users, staff and drop-off purposes rather than for general student use.

- 2.4 The proposed external materials would be predominantly brickwork with some areas of render and small areas of cladding around the windows. An extensive landscaping scheme would be provided within the central area between the buildings
- 2.5 The application has been amended since it was originally submitted. The changes are as follows: Block B in the centre of the site has been moved further away from the northern site boundary; the amount of car parking has been increased from 10 spaces overall to 25 spaces; design changes to reduce the bulk of building on the Portswood Road frontage.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. Relevant Planning History

- 4.1 The existing retail store dates from the mid 1980s when planning permission was granted on appeal. There have been several subsequent planning decisions relating to the B and Q use but none are relevant to the current proposals.

5. Consultation Responses and Notification Representations

- 5.1 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 (30.01.2015) and erecting a site notice (27.01.2015). At the time of writing the report **41** objections have been received from surrounding residents and local landlords. The following is a summary of the points raised:
- 5.2 There is now a surplus of private student developments in this area which has satisfied any previous shortfall in accommodation. The proposal would create a 'student ghetto' within the suburban residential area of Swaythling which is incompatible with the aim of fostering and supporting a thriving residential community. 368 bedspaces at City Gateway and over 500 bedspaces here demonstrates the problem. There should be a strategic solution to the issue of student accommodation rather than allowing piecemeal development. The view that these developments will result in fewer HMO's has not transpired, it just leads

to more student numbers. This form of student accommodation should be spread out across the city.

Response

The evidence submitted with this application does not support the contention that there is now over-provision of student accommodation across the city. Any strategic review of the location for student accommodation across the city will have to await the review of the Local Plan. There has been a significant increase in the amount of purpose built private sector student accommodation proposed in the last few years, much of which has not yet been completed. It is therefore too early to properly assess what impact this might have on the existing HMO stock.

- 5.3 The proposal is an overdevelopment of the site. The development is too large and overbearing for its surroundings: it would be a massive and overbearing presence. 6-storeys would be the tallest building on Portswood Road. It is the wrong development for this site.

Response

It is true that the prevailing height of buildings on Portswood Road is less than 6-storeys, with several more recent 4-storey buildings. However, this is quite a large site, with an extensive frontage to Portswood Road, approximately 110 metres. Due to the size of the site, its corner location and its sloping nature, it is considered that buildings of this size can be satisfactorily accommodated here.

- 5.4 **The proposal would result in the loss of an important commercial site that could be used for employment and business purposes.**

Response

The site has previously been used for a specialist type of retail provision. It is not a site that is safeguarded for commercial use through planning policy. It is therefore appropriate for alternative uses, including residential.

- 5.5 The proposal would have a significant impact on neighbours in terms of:

- loss of outlook and overshadowing of adjoining properties;
- additional problems of rubbish in the adjoining area;
- noise and late night disturbance associated with students;
- inadequate car parking which will result in problems in surrounding roads;
- the proposal would offer no long-term benefit to the area.

Response

These amenity and transport issues are addressed later in this report.

- 5.6 The site should be developed for family housing and/or social housing for which there is a proven demand.

Response

The site would be suitable for general needs housing, including for families, but other forms of development may equally be acceptable on this site. This application needs to be considered on its own merits and not because an alternative use might be perceived to be preferable.

- 5.7 The proposed development may not be as sustainable as it appears. Other technologies such as Biomass and Heat Pumps should be incorporated. BREEAM 'Excellent' is not that highly regarded as a standard.

Response

Members' attention is drawn to the comments of the Council's Sustainability Team in Paragraph 5.13 of this report. There would be alternative means of enhancing the Sustainability credentials of the development. However, the Council's policy requirement is that the development should meet BREEAM 'Excellent' and that is the proposal.

- 5.8 10 of the representations against the development appear to come from private landlords making the following points:

- local landlords have struggled to let other student accommodation in the area due to the growing surplus of such accommodation;
- allowing these large scale student blocks is a restrictive practice and contrary to fair trade;
- the Article 4 direction means it is virtually impossible for ordinary homeowners to obtain permission to change the use of a family home to an HMO;
- the developer is being offered preferential treatment over other private sector landlords;
- local landlords are faced with additional expense for an HMO licence and subsequently needing to make expensive alterations to their properties which puts them at a disadvantage;
- Policies on housing mix should apply to this development as it is effectively for 80 HMO's.

Response

This application needs to be considered on its own merits against relevant planning policies. The impact this development may have on the private interests of other landlords is not a material planning consideration.

- 5.9 One letter of support received making the following points:

- the proposal may encourage Uni-link to run more services on this route to cope with the demand which would be of general public benefit;
- it may also help Swaythling High Road to become less of a ghost town.

- 5.10 **Councillor Vassillou** - Has concerns about the proposal:

- The lack of parking facilities. To suggest that by not having any parking provision within the development will somehow deter students from bringing cars is an unlikely outcome with many local residents rightfully concerned about a significant increase in the amount of vehicles being parked in their roads. I

would suggest that some form of on-site parking facility is included in this development.

- I am concerned about the possible noise problem which could affect local residents and would like to know what plans are in place to try and limit such a problem. There will be a significant amount of students proposed on this site so a robust plan of limiting noise is something which must be properly looked into.
- My concern is that of a significant need for family housing across the City and my preference would be for this site to be used for a development supporting young families get affordable housing. There is already a new development in Swaythling built for students (Gateway) and I would like to see this site used for family housing.

Consultation Responses

- 5.11 **SCC Highways** - No objections subject to the impact of the development being mitigated by obligations within the Section 106 agreement. These could include improvements to pedestrian, cycling and public transport facilities in the area. The site is located on the Portswood Road, a strategic link into Southampton City Centre, and on a high frequency bus corridor. The Uni Link bus which links student accommodation with the University campuses, and the city centre has services which pass the site. The site is located within easy walking or cycling distance of the main Highfield Campus. Students are discouraged from bringing cars to Southampton with them by the University Travel Plan. There are residents parking schemes already in place and no student resident at this site will be entitled to a parking permit. The developer has shown a bus shelter area recessed into the front of the site, and adjacent to the level courtyard of the café. This will assist in preventing blockage of the footway by waiting students.
- 5.12 **SCC Housing** – As the proposed scheme comprises student accommodation we would not seek affordable housing, but we would expect a student restriction to be put in place, plus we would hope that the provider would sign up to 'SASSH' - Southampton Accreditation Scheme for student housing.
- 5.13 **SCC Sustainability Team** – The applicant has submitted a comprehensive Energy Statement, which includes a BREEAM pre-assessment. Overall, this targets a score of 71.28% and an Excellent Rating. This is fully in line with Policy CS20 and is welcomed. I also fully support the proposed approach to energy which is being put forward for the scheme. The strategy is very much based on the energy hierarchy. The applicant has looked at solar orientation and maximising the amount of solar gain which the development can exploit. A high performance thermal envelope has been specified, beyond what would be required under Building Regulations. This is complemented by excellent building management systems including mechanical ventilation with heat recovery, 'on demand' HVAC controls, natural ventilation and weather compensation on the heating systems. Finally, the applicant has explored appropriate low and zero carbon (LZC) energy technologies to provide on-site energy. The LZCs selected are a mix of gas fired Combined Heat and Power (CHP) as well as solar photovoltaic (PV) arrays. This is entirely supported. Generally speaking, purpose built student accommodation has a particularly high domestic hot water and small scale appliance energy demands. Coupled with the fact that they are high density developments, they tend to lend themselves to CHP. The PV array usefully exploits the flat roofs available and will effectively top up the

electricity produced by the CHP. Nonetheless, the scheme does fall short of the kinds of energy performance that can be achieved with purpose built student accommodation, some of which are now achieving BREEAM 'Outstanding'. As such, it would be possible to go further on the energy efficiency if the applicant so desires. This will have a direct benefit to the future management company and operator as student accommodation tends to be based on tenancies which include utilities.

5.14 **SCC Design Advisory Panel** – The Panel have considered this proposal at various stages of the design process, including the pre-application stage. Their comments on the planning application submission were as follows:

- The Panel recognised that the scheme had been a model example of consultation and clearly great effort had been taken to reflect and respond to previous advice.
- The corner revisions to the cafe and the outside space have met the Panel's desire to see a more public feel to this part of the development.
- The Panel felt that the frontage to Portswood Road still feels too bulky in mass and a more variable height to building frontages would be a preferable solution given the scale of buildings to Portswood Road.

Response

Some amendments have been made to the design of buildings on the Portswood Road frontage in response to these concerns.

5.15 **SCC Environmental Health (Pollution and Safety):** No objections subject to conditions.

5.16 **SCC Heritage** – The site lies within Area 16 of the Local Areas of Archaeological Potential, and is directly over the site of the Late-Post medieval South Stoneham (later Portswood) Farm. The Desk Based Assessment commissioned by the applicant acknowledges that there is low-moderate potential for prehistoric and Romano-British remains to survive on site, and a high potential for Post-Medieval remains. Consequently the site should be subject to a phased programme of archaeological intervention, which must include all below slab-level works involved in the demolition of the existing building. This can be covered by conditions.

5.17 **SCC Environmental Health (Contaminated Land):** This department considers the proposed land use as being sensitive to the affects of land contamination. Records indicate that the site is located on/adjacent to the following existing and historical land uses;

- Hampton Park Works - on site
- Hampton Park Depot - on site

These land uses are associated with potential land contamination hazards. There is the potential for these off-site hazards to migrate from source and present a risk to the proposed end use, workers involved in construction and the wider environment. Therefore, to ensure compliance with Para 121 of the National Planning Policy Framework - March 2012 and Policies SDP1 and SDP22 of the City of Southampton Local Plan Review (adopted version, March 2006) this department would recommend that the site be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site. This can be covered by suitable planning conditions.

- 5.18 **SCC Ecology** – No objections to the development. The site consists of a building, hard standing, individual trees and areas of landscape planting including trees and shrubs. There is also an established area of Japanese knotweed on the northern boundary adjacent to the pavement. The hard standing and building have negligible biodiversity value. In addition, the building is in good condition and lacks any features that might provide opportunities for bat roosting. The trees and landscape planting consist of common native and ornamental species which are likely to have some value as foraging and nesting habitat for local wildlife. Wildlife present is most likely to comprise nesting birds and invertebrates although small numbers of bats may also be present despite the high night time illumination levels.
- 5.19 Redevelopment of the site is unlikely to have an adverse impact on local biodiversity. The proposed scheme will include a significant area of landscaping which provides potential to enhance the biodiversity of the site and local area. Disappointingly, the ecology report has not been used to identify any specific biodiversity enhancements. I would therefore expect to see plant species, both native and ornamental, that are of value to wildlife included within the landscaping scheme. In addition, the site is located at the end of a row of residential gardens, and within 230m of the Broadlands Valley Greenway Site of Importance for Nature Conservation (SINC), which are capable of supporting bats, I would therefore expect to see a number of bat boxes incorporated into the buildings. The inclusion of swift nesting boxes would also be beneficial. I am pleased to see the inclusion of a green roof in the development and would like it to be biodiverse in nature, similar to the one on the nearby City Gateway building.
- 5.20 **SCC Tree Team** – No objections subject to conditions.
- 5.21 **BAA** – No objections providing a condition is imposed relating to a Bird Hazard Management Plan.
- 5.22 **Southern Water** – There is a public water main and sewer which crosses the site. It may be possible to divert the apparatus. There is currently inadequate capacity in the local network to provide foul and surface water sewage disposal to service the proposed development. This can be addressed with additional information. There is no objection subject to conditions.
- 5.23 **City of Southampton Society** - It is a matter of regret that this site might be used for development of yet more student accommodation. Could we be told how much family housing would be released if this development were to go ahead? What ever the fate of the site we would like to recommend strongly that the B and Q name be retained in some way to recognise the founding of the business which took place very close to the site in question.

6. **Planning Consideration Key Issues**

- 6.1 The key issues for consideration in the determination of this planning application are:
- The principle of this form of development
 - The scale and design of the scheme
 - Transportation issues

- Impact on neighbouring amenities

6.2 Principle of Development

The application site has been used as a DIY retail warehouse since the 1980's, although the site is now vacant. The existing use is not safeguarded, nor is the land allocated for a particular purpose through planning policy. In these circumstances, the site is appropriate for other uses including residential. Public comments on the application have expressed a preference for either retaining a commercial use or developing the site for general needs family housing. Whilst these alternative uses might be acceptable, this application must be considered on its own merits against the relevant policy background.

- 6.3 The proposed student accommodation is a mixture of self-contained studio flats and 'cluster flats', where groups of students have individual study bedrooms and share a communal living space. The principle of this type of accommodation is supported by 'saved' Local Plan Policy H13 and is well suited for this site which is on existing bus routes and within easy walking distance of the University of Southampton (approximately 800 metres from the main campus). Furthermore, the provision of purpose built student accommodation could reduce the pressure, in part, on the City's existing family housing stock to be converted to housing in multiple occupation. Policy H13 requires such housing to be restricted by a planning condition or an appropriate legal agreement. Where this is accepted the Council's normal affordable housing requirements do not apply. The Core Strategy Policy relating to Housing Mix and Type (CS 16), specifically the family housing/HMO requirements do not apply to purpose built student accommodation. The application is therefore considered to be policy compliant and acceptable in principle. Concern has been expressed about the level of new student accommodation being provided in this area. Research carried out as part of this application and other proposals show that the two universities together have an overall capacity of some 32,000 full-time students whereas the purpose built accommodation is only approximately 8,000 student rooms. Although there is a significant amount of development in the pipeline, the research indicates there remains demand for well-located purpose built student accommodation within the city and student numbers are also likely to rise further: this proposal will contribute to meeting that need.

6.4 Scale and design of the development

The existing B and Q building is situated on the highest part of the site and is approximately 9 metres in height which is the equivalent of a three-storey residential building. Buildings in the immediate surroundings are generally two and three-storeys in height. The exception to this is the relatively new 4-storey block of flats on the opposite corner of Mayfield Road. This building is set on higher land relative to the application site: it therefore has the appearance of a taller building (5-storeys) relative to Portswood Road. The predominant scale of the proposed buildings would be 4-storeys, with some elements of 5 and 6-storeys fronting Portswood Road. The impact of the 6-storey building is mitigated by its location which is at the south-western corner of the site which is the lowest part of the site. This would be one of the tallest buildings on Portswood Road but given the size of the site, the sloping land and the nature of the surroundings, the scale of the buildings is not considered to be harmful.

6.5 The layout of the buildings on the site creates a perimeter block approach which is favoured by the Council's design guidance as it creates 'active edges' to the adjoining streets. Existing trees around the car park would be retained where possible and pulling the buildings forward would represent a considerable improvement on the existing site appearance. The design of the scheme has evolved from the pre-application process with input at various stages from the Council's Design Advisory Panel. The Panel have supported the design approach taken. It is considered that the proposed architectural approach and the integrated landscape scheme has the potential to create a development of high quality design, subject to the use of good quality materials which can be controlled through conditions.

6.6 Transportation Issues

Highways officers are satisfied with the proposed vehicular access, which is in the same place as existing. The level of traffic associated with this development is likely to be considerably less than for the previous B and Q use. The applicants chose to amend the application to increase the amount of off-street car parking from 10 spaces to 25 as a result of comments from local residents and Ward Councillors. Local residents are understandably concerned that the limited car parking provision for the student accommodation would result in overspill into adjoining streets. However, this site is served by public transport, being on the Unilink bus route and is within convenient walking distance of the Highfield Campus where it is anticipated many of the student residents will attend. The availability of car parking is a key determinant in the choice of mode of travel. Local and national policies aim to reduce reliance on the private car and encourage alternative modes of transportation such as public transport, walking and cycling. A 'car free' scheme with only limited disabled and staff parking is proposed for the development. Students will be discouraged from bringing a car to the city and nearby parking is all restricted. Providing that no resident obtains a permit to park in one of the nearby Controlled Parking Zones, as secured through the S.106 legal agreement, the proposal is considered to be acceptable given this location. Although it might be possible to increase the amount of car parking on site this would be at the expense of the landscaping scheme which will create a pleasant living environment within the site. Issues associated with refuse management and the dropping off and collection of students at the beginning and end of the University term can be controlled through the Section 106 agreement.

6.7 Impact on residential amenity

This development has the potential to impact on the amenities of neighbouring occupiers through loss of light, potential overlooking and the increased coming and goings from the site as a result of the change to the nature of the use. In terms of the physical impact of the buildings, this would be most noticeable along the northern site boundary. However, the existing building is very close to this boundary and this creates a significant barrier for neighbours on this side. The proposed buildings would have their flank walls, rather than primary elevations facing in this direction. The immediately adjoining neighbour to the north fronting Harrison Road is a commercial rather than residential use. The applicant has submitted a sunlight/daylight assessment as part of the application which demonstrates that the accepted standards are met. Limits on windows on the flank wall can be controlled through a condition. It is inevitable that some degree of noise and disturbance will result from a high density student residential scheme of this

nature. However, Portswood Road is a relatively busy road and most of the buildings are set some distance away from the nearest residential occupiers. A purpose built development of this nature will include on site management controls which should limit any adverse impact on local amenity.

6.8 Section 106 matters

The Section 106 agreement can limit use of the site to student accommodation only as well as assist in the day to day management of the building and parking arrangements. Financial contributions can be sought towards transportation improvements. The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds, and the Solent Maritime SAC, designated principally for habitats. Research undertaken across south Hampshire has indicated that current levels of recreational activity are having significant adverse effects on certain bird species for which the sites are designated. A mitigation scheme, known as the Solent Disturbance Mitigation Project (SDMP), requiring a financial contribution of £172 per unit has been adopted. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity. This application will comply with the requirements of the SDMP and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended) once the Section 106 agreement completes.

7. Summary

- 7.1 The application site is currently vacant and in poor condition: redevelopment for an alternative use is acceptable in principle. There is demand for additional purpose built student accommodation in the city and this site is close to the University of Southampton. This would be a high density development but the scale and form of the development is considered to be acceptable for this site. The proposal is considered to be acceptable in terms of design and neighbouring amenity, highway safety and parking.

8. Conclusion

It is recommended that planning permission be granted subject to a Section 106 agreement and conditions.

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

1 (a), 1(b), 1(c), 1(d), 2(b), 2(d), 4(f), 4(g), 4(vv), 6(a), 7(a), 7(b), 8(a), 9(a) and 9(b).

RP2 for 07/04/2015 PROW Panel

PLANNING CONDITIONS

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 written schedule of external materials and finishes has been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented only in accordance with the agreed details. These shall include full details of the manufacturers, types and colours of the external materials to be used for external walls, windows, doors 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.

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, lighting and means of enclosure detailed plan [Pre-Commencement Condition]

Notwithstanding the submitted details before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted, 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, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise);
- iv. details of any proposed boundary treatment, including retaining walls; and
- v. a landscape management scheme
- vi. measures for dealing with Japanese Knotweed.

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

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- Land Contamination investigation and remediation [Pre-Commencement and Occupation Condition]

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

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

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

Any changes to these agreed elements require the express consent of the local planning authority.

Reason:

To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required

remediation of the site is to an appropriate standard.

05. APPROVAL CONDITION - Reuse of uncontaminated soils [Performance Condition]

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

Reason:

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

06. APPROVAL CONDITION - Use of uncontaminated soils and fill [Performance Condition]

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.

07. APPROVAL CONDITION- Unsuspected Contamination [Performance Condition]

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority.

Any changes to the agreed remediation actions will require the express written consent of the Local Planning Authority.

Reason:

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

08. APPROVAL CONDITION - Archaeological evaluation [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.

09. APPROVAL CONDITION - Archaeological damage-assessment [Pre-Commencement

Condition]

No development shall take place within the site until the type and dimensions of all proposed groundworks have been submitted to and agreed by the Local Planning Authority. The developer will restrict groundworks accordingly unless a variation is agreed in writing by the Local Planning Authority.

Reason:

To inform and update the assessment of the threat to the archaeological deposits.

10. APPROVAL CONDITION - Archaeological investigation (further works) [Performance Condition]

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

Reason:

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

11. APPROVAL CONDITION - Archaeological evaluation 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 - Surface / foul water drainage [Pre-commencement Condition]

No development approved by this permission shall commence until a scheme for the disposal of foul water and surface water drainage have been submitted to and approved in writing by the Local Planning Authority and no building shall be occupied unless and until all drainage works have been carried out in accordance with such details as approved by the Local Planning Authority and subsequently implemented and maintained for use for the life of the development.

Reason:

To ensure satisfactory drainage provision for the area.

13. APPROVAL CONDITION - Diversion of sewers (Pre-Commencement Condition)

No development shall commence until details of measures to be undertaken to divert/protect the public water supply mains and sewers has been submitted to and approved in writing by the Local Planning Authority in conjunction with Southern Water. The development shall subsequently be carried out in accordance with these approved measures.

Reason

In order to protect Southern Water apparatus

14. APPROVAL CONDITION - Demolition - Dust Suppression [Pre-Commencement Condition]

Measures to provide satisfactory suppression of dust during the demolition works to be carried out on the site shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The agreed suppression methodology shall then be implemented during the demolition period.

Reason:

To protect the amenities of users of the surrounding area.

15. APPROVAL CONDITION - No Pile Driving for Foundations [Performance Condition]

No percussion or impact driven piling activities shall take place for pre-works, foundations, or as any part of the development.

Reason:

In the interests of securing the stability of the site and adjacent land in order to protect the amenities of occupiers of nearby properties.

16. APPROVAL CONDITION - Construction Environment Management Plan (Pre-Commencement Condition)

Prior to the commencement of any development a written construction environment management plan shall be submitted to and approved by the LPA. The plan shall contain method statements and site specific plans to prevent or 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. The measures shall include arrangements for vehicle parking by site operatives during construction. All specified measures shall be available and implemented during any processes for which those measures are required.

Reason:

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

17. APPROVAL CONDITION - Wheel Cleaning Facilities [Pre-Use Condition]

During the period of the preparation of the site, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on the site and no lorry shall leave the site until its wheels are sufficiently clean to prevent mud being carried onto the highway.

Reason:

In the interests of highway safety.

18. APPROVAL CONDITION - Hours of work for Demolition / Clearance / Construction [Performance Condition]

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 hours to 18:00 hours (8.00am to 6.00pm)
Saturdays 09:00 hours to 13:00 hours (9.00am to 1.00pm)

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.

19. 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 submitted with the application which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme.

Reason

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

20. APPROVAL CONDITION - Protection of nesting birds [Performance Condition]

No clearance of vegetation likely to support nesting birds shall take place between 1 March and 31 August unless a method statement has been 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

21. APPROVAL CONDITION - Tree Survey plan [Pre-Commencement Condition]

No operation in connection with the development hereby permitted shall commence on site until an accurate plan showing the position of all trees on site has been submitted and agreed in writing with the Local Planning Authority.

Reason:

To ensure easy identification of all trees to be retained pursuant to any other condition of this decision notice

22. APPROVAL CONDITION - Arboricultural Method Statement [Pre-Commencement Condition]

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

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

Reason

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

23. APPROVAL CONDITION - Tree Retention and Safeguarding [Pre-Commencement Condition]

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. Details of the specification and position of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

Reason:

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

24. APPROVAL CONDITION - no storage under tree canopy (Performance Condition)

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

Reason:

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

25. APPROVAL CONDITION - Overhanging tree loss

For the duration of works on the site no trees on or overhanging the site shall be pruned/cut, felled or uprooted otherwise than shall be agreed in writing by the Local Planning Authority.

Any tree removed or significantly damaged, other than shall be agreed, shall be replaced before a specified date by the site owners /site developers with two trees of a size, species, type, and at a location to be determined by the Local Planning Authority.

Reason:

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

26. APPROVAL CONDITION - Replacement trees [Performance Condition]

Any trees to be felled pursuant to this decision notice will be replaced with species of trees to be agreed in writing with the Local Planning Authority at a ratio of two replacement trees for every single tree removed. The trees will be planted within the site or at a place agreed in writing with the Local Planning Authority. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The replacement planting shall be carried out within the next planting season (between November and March) following the completion of construction. If the trees, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, they will be replaced by the site owner / site developer or person responsible for the upkeep of the land in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason:

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

27. APPROVAL CONDITION - Arboricultural Protection Measures [Pre-Commencement Condition]

No works or development shall take place on site until a scheme of supervision for the arboricultural protection measures has been approved in writing by the LPA. This scheme will be appropriate to the scale and duration of the works and may include details of:

- o Induction and personnel awareness of arboricultural matters
- o Identification of individual responsibilities and key personnel
- o Statement of delegated powers
- o Timing and methods of site visiting and record keeping, including updates
- o Procedures for dealing with variations and incidents

Reason

To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2005, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees on site.

28. APPROVAL CONDITION - BREEAM Standards (Pre-Commencement Condition)

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its

approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

Reason:

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

29. APPROVAL CONDITION - BREEAM Standards (Pre-Occupation Condition)

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).

30. APPROVAL CONDITION- Green roof feasibility study (Pre-Commencement)

A detailed feasibility study for a green roof must be submitted and agreed in writing with the Local Planning Authority prior to the commencement of the development hereby granted consent. If the study demonstrates the site has the capacity for the green roof, a specification shall be agreed in writing with the Local Planning Authority. The green roof to the approved specification must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter.

Reason:

To reduce flood risk and manage surface water run off in accordance with core strategy policy CS20 (Tackling and Adapting to Climate Change) and CS23 (Flood risk), combat the effects of climate change through mitigating the heat island effect in accordance with policy CS20, enhance energy efficiency through improved insulation in accordance with core strategy policy CS20, promote biodiversity in accordance with core strategy policy CS22 (Promoting Biodiversity and Protecting Habitats), contribute to a high quality environment and 'greening the city' in accordance with core strategy policy CS13 (Design Fundamentals), and improve air quality in accordance with saved Local Plan policy SDP13.

31. APPROVAL CONDITION - Restricted use of flat roof area [Performance Condition]

The roof area of the buildings hereby approved which incorporates a flat roof surface shall not be used as a balcony, terrace, roof garden or similar amenity area without the grant of further specific permission from the Local Planning authority.

Reason:

In order to protect the privacy of adjoining occupiers.

32. APPROVAL CONDITION - No other windows or doors other than approved [Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted

Development) Order 1995 as amended (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings including roof windows or dormer windows other than those expressly authorised by this permission shall be inserted in the north elevation of Blocks A, B or C of the development hereby permitted without the prior written consent of the Local Planning Authority.

Reason:

To protect the amenities of the adjoining residential properties.

33. APPROVAL CONDITION - Storage / Removal of Refuse Material [Pre-Occupation Condition]

Before the building is first occupied full details of facilities to be provided for the storage and removal of refuse from the premises together with the provision of suitable bins accessible with a level approach shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall include accommodation and the provision of separate bins for the separation of waste to enable recycling. The approved refuse and recycling storage shall be retained whilst the building is used for residential / commercial purposes.

Reason:

In the interests of visual amenity, the amenities of future occupiers of the development and the amenities of occupiers of nearby properties.

34. APPROVAL CONDITION - Layout of Car Parking/Servicing (Pre-Occupation Condition)

The whole of the car parking and servicing facilities shown on the approved plans shall be laid out and made available before the use of the building to which these facilities relate commences and thereafter retained solely for the use of the occupants and visitors to the site and for no other purpose.

Reason:

To ensure adequate on-site parking and servicing facilities and to avoid congestion in the adjoining highway.

35. APPROVAL CONDITION - Details of cycle parking (Pre-Occupation Condition)

Notwithstanding what is shown on the approved drawings, the development hereby approved shall not be first occupied until cycle facilities for both visitors and residents have been provided in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority. The approved cycle facilities shall subsequently be retained on site.

Reason:

To ensure satisfactory provision of cycle facilities for visitors to the site.

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

No development shall take place within such part of the site to which a phase relates until a scheme of safety and security measures including on-site management, security of the car parking areas, a lighting plan, a plan showing location and type of CCTV cameras and access to the residential buildings has been submitted to and approved in writing by the

Local Planning Authority. The approved measures shall be implemented before first occupation of the phase to which the works relate and retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interests of safety and security.

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

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on the buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' - maintenance of planted and landscaped areas, particularly in terms of height and species of plants that are allowed to grow. The Bird Hazard Management Plan shall be implemented as approved upon the completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason:

It is necessary to manage the roofs of the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.

For information: The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season, gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airfield Operations Staff. In some instances, it may be necessary to contact BAA Airfield Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences from Natural England before the removal of nests and eggs.

38. APPROVAL CONDITION - Highway details (Pre-Commencement Condition)

Notwithstanding the information on the approved drawings, details of the following highway matters shall be submitted to and approved in writing by the Local Planning Authority: the bus waiting and shelter area and overflow area onto the courtyard of the cafe; and the detailed design of the vehicular access arrangements including alignment and sightlines. The approved measures shall be in place before the development is occupied and subsequently retained thereafter.

Reason:

To ensure these highway alterations are satisfactory to achieve a good access to the site.

39. APPROVAL CONDITION - External materials and window detail (Performance Condition)

The external materials of the buildings hereby approved shall be brickwork for the areas shown as such on the approved drawings. The windows shall be constructed with reveals in the manner shown on the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure the development achieves the quality of design demonstrated in the application and supporting information.

40. APPROVAL CONDITION - Hours of Use Class A3 (Performance Condition)

The Class A3 use hereby approved shall not be open to the public outside the hours of 0800 to midnight on any day.

Reason:

To protect the amenities of adjoining residential occupiers.

41. APPROVAL CONDITION - Approved Plans

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

Reason:

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

POLICY CONTEXT

Core Strategy - (January 2010)

| | |
|------|------------------------------------------------------------|
| CS4 | Housing Delivery |
| CS5 | Housing Density |
| CS6 | Economic Growth |
| CS11 | An Educated City |
| CS13 | Fundamentals of Design |
| CS14 | Historic Environment |
| CS15 | Affordable Housing |
| CS16 | Housing Mix and Type |
| CS18 | Transport: Reduce-Manage-Invest |
| CS19 | Car & Cycle Parking |
| CS20 | Tackling and Adapting to Climate Change |
| CS24 | Access to Jobs |
| CS25 | The Delivery of Infrastructure and Developer Contributions |

City of Southampton Local Plan Review – (March 2006)

| | |
|-------|---------------------------------------------|
| SDP1 | Quality of Development |
| SDP4 | Development Access |
| SDP5 | Parking |
| SDP6 | Urban Design Principles |
| SDP7 | Urban Design Context |
| SDP8 | Urban Form and Public Space |
| SDP9 | Scale, Massing & Appearance |
| SDP10 | Safety & Security |
| SDP11 | Accessibility & Movement |
| SDP12 | Landscape & Biodiversity |
| SDP13 | Resource Conservation |
| SDP14 | Renewable Energy |
| SDP16 | Noise |
| SDP17 | Lighting |
| NE4 | Protected Species |
| HE6 | Archaeological Remains |
| H1 | Housing Supply |
| H2 | Previously Developed Land |
| H7 | The Residential Environment |
| H13 | New Student Accommodation |
| REI7 | Food and Drink Uses (Classes A3, A4 and A5) |

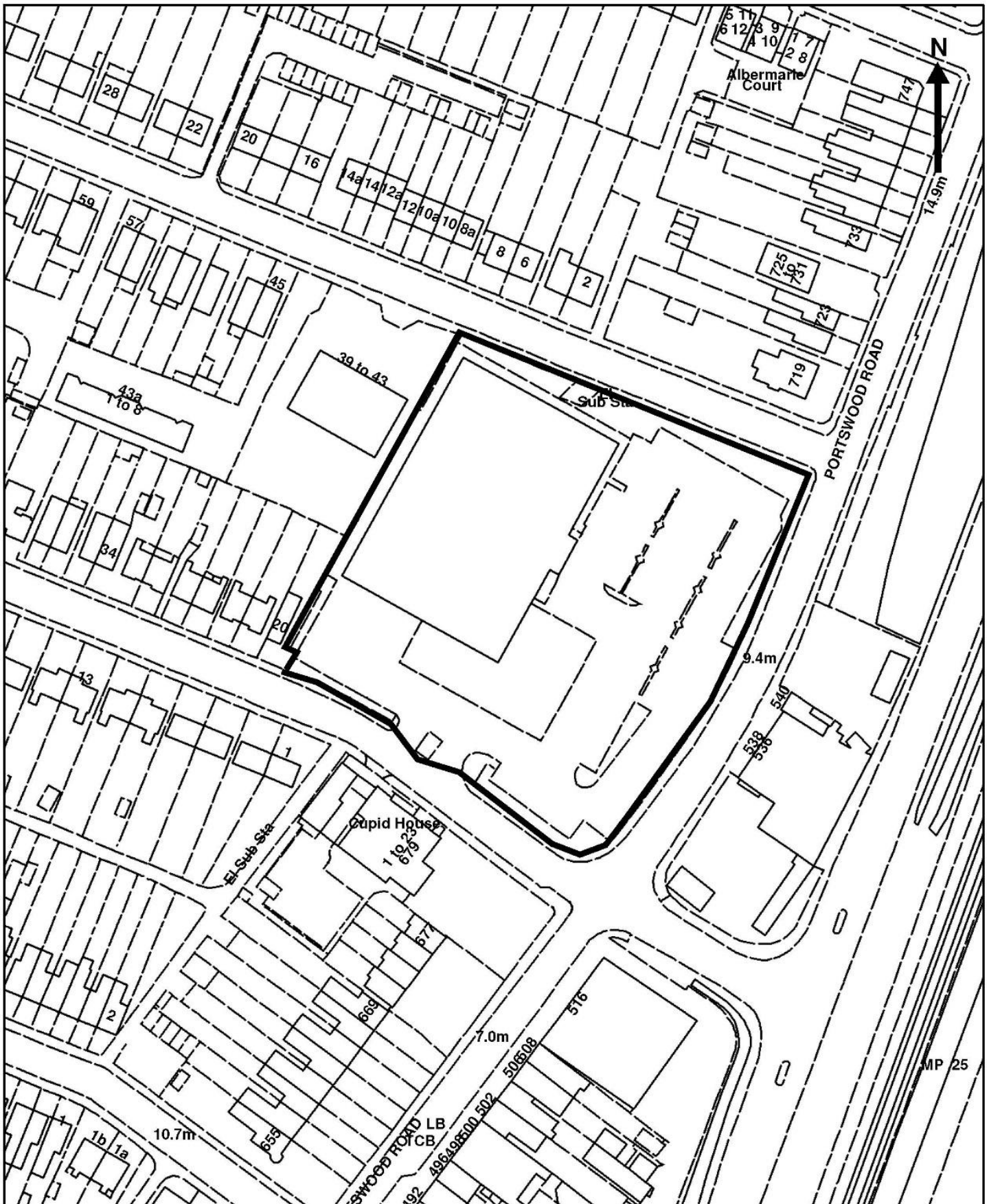
Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - September 2013)
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)
The Southampton Community Infrastructure Levy Charging Schedule (2013)

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