

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 4th August 2015
Planning Application Report of the Planning and Development Manager

Application address: Land adjacent to 153 Athelstan Road			
Proposed development: Erection of a 2-storey, 3-bed detached house with associated parking and formation of new vehicular access (resubmission)			
Application number	15/01346/FUL	Application type	FUL
Case officer	Jenna Turner	Public speaking time	5 minutes
Last date for determination:	21.08.15	Ward	Peartree
Reason for Panel Referral:	Request by Ward Member	Ward Councillors	Cllr Paul Lewzey Cllr Houghton Cllr Eamonn Keogh
Referred by:	Cllr Keogh	Reason:	Insufficient parking, highway safety impact and impact on residential amenity.

Applicant: Ms Nataliya Kovalevych	Agent: EA Consulting
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Recommendation Summary	Conditionally approve
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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. 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, SDP12, H1, H7 of the City of Southampton Local Plan Review (March 2006) and CS4, CS5, CS13, CS16, CS18, CS19,

Appendices attached			
1	Development Plan Policies	2.	Planning History
3	Highways Officer Comments		

Recommendation in Full	Conditionally Approve
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1.0 The site and its context

- 1.1 The application site comprises a vacant piece of land at the eastern end of Athelstan Road, close to the junction with Peartree Avenue. The area of land is fenced off from the neighbouring residential properties and somewhat overgrown by vegetation. It does not appear to have ever formed part of the private gardens of the neighbouring properties.
- 1.2 The site lies adjacent to the brow of the hill in Athelstan Road and there is, therefore, a change in levels affecting the site, with the land sloping down from the junction with Peartree Avenue. The site is set at a slightly lower level than the adjacent public footway and the levels across the site itself also vary, generally sloping upwards from north-west to north-east.
- 1.3 The surrounding area is residential with a suburban character. The properties within the area are typically detached, with hipped roof and front bay windows.

2.0 Proposal

- 2.2 The application proposes a detached, two-storey house which would comprise 3 bedrooms. One car parking space would be provided to the front of the property accessed from Athelstan Road. The property would have a hipped roof with double-height front bay window. The elevations would be finished in brickwork to the ground floor and render at first floor level.
- 2.3 The application includes works to level the site, including some cut and fill. The greatest change to the existing levels is to the rear of the site, where the land would be raised by just over 1 metre to form a terraced patio area.
- 2.4 A rear garden area would be provided of just over 83 sq.m which varies between 8 and 10 metres in depth.

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The site is not identified for development purposes within the adopted Development Plan and lies within an area of medium accessibility to public transport (Public Transport Accessibility Level 3).
- 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.

4.0 Relevant Planning History

- 4.1 Full details of the planning history of the site are set out in **Appendix 2** of this report. There have been a number of previous applications on this site seeking permission for the construction of a dwelling.
- 4.2 In 1988 planning permission was granted for the construction of a dwelling which was designed to appear as a bungalow from the street, although incorporated a significant basement area. This was followed by the approval of an alternative scheme in 1994 which comprised a three-storey dwelling with an integral garage.
- 4.3 Similar applications for large, three-storey houses were refused planning permission in 2002 and 2005.
- 4.4 Of most relevance, however, is the refusal, earlier this year, of an application to construct a house (reference 14/02023/FUL). The current application seeks to address the reasons for refusal set out in **Appendix 2** of this report. The key difference between the two schemes are set out as follows:
- The footprint of the building has been reduced by approximately 30 sq.m, enabling an increase in the garden area.
 - The previous application incorporated a single-storey flat roof integral garage which projected forward of the street building line and included a ramped vehicular access. This element has been omitted from the current application.
 - The design has been amended to incorporate a double-height bay window to the frontage and proportions of the fenestration have changed.
 - The current application provides comprehensive site sections and existing and proposed land level information.

5.0 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 and erecting a site notice (07.07.15). At the time of writing the report **3** representations have been received, including an objection from Cllr Keogh. The following is a summary of the points raised:

- 5.1.1 **Comment:**
The development is too large and set too far back from the front boundary. It would appear over-bearing when viewed from the neighbouring properties.

Response

The scale and massing of the proposed dwelling is compatible with the houses that neighbour the site. The dwelling is set back from the 153 Athelstan Road by approximately 2 metres. This set-back assists in creating frontage car parking but also enables a step back to the corner property at 159 Peartree Avenue. Since the neighbouring properties on Peartree Avenue are set at a significantly

higher level than the application site, the impact of the positioning of the dwelling is not significantly harmful.

- 5.1.2 **Comment:**
The design does not fit in with the surrounding 1930s properties in the area.

Response:

The appearance and proportions of the proposed house reflect the main characteristics of the street. A condition is suggested to secure a good-quality palette of external materials to enable the property to integrate into the context.

- 5.1.3 **Comment:**
The house will result in a loss of privacy to the neighbouring properties.

Response:

The dwelling has been designed to avoid placing habitable room windows on the side elevations and the separation to the neighbouring properties, together with the change in levels avoids harmful overlooking. Furthermore, it is noted that this was not included as a reason for refusing application 14/02023/FUL.

- 5.1.4 **Comment:**
The new vehicular access will exacerbate existing highway safety issues.

Response:

The application proposes the creation of a raised parking area at the same level as the adjoining public footway and it is positioned more centrally in the plot to maximise visibility from the access. As such, Highways have raised no objection and the proposal is considered to be acceptable in this respect.

- 5.1.5 **Comment:**
One parking space for a three-bedroom property is insufficient and would lead to additional on-street car parking.

Response:

The Council's adopted Parking Standards SPD permits a maximum of 2 car parking spaces to serve a three-bedroom property. The application site lies within 500 metres of Bitterne District Centre, which provides a range of shops and services, and the high accessibility bus corridor. As such, the provision of one car parking space is considered to be appropriate and also maximises visibility from the site access.

5.2 **Consultation Responses**

- 5.2.1 **SCC Highways** - No objection. Suggest further minor changes to the front access to improve the safety for prospective residents and to improve arrangements for the collection of refuse and recycling (see full comments in **Appendix 3**). Revised details have been sought and an update will be provided at the Panel meeting.
- 5.2.2 **SCC Sustainability Team** – Suggest conditions to secure energy and water efficiency in the dwelling.

- 5.2.3 **SCC Environmental Health (Pollution & Safety)** - No objection. Suggests conditions to minimise disturbance to neighbours during the construction process.
- 5.2.4 **SCC Structural Engineers** - No objection. The application site does not lie within an area of known land instability. As the application proposes a retaining wall adjacent to the highways, Technical Approval and the appropriate license from the Highways Authority will be required, before works commence.
- 5.2.5 **SCC Ecology** - No objection. Although the site has the potential to support low numbers of slow worms, it is of negligible value to biodiversity. Appropriate landscaping of the garden area to the proposed dwelling could ensure that the site could continue to support a slow worm population. Suggests a condition to secure a method statement for site clearance and landscaping details.

6.0 Planning Consideration Key Issues

- 6.1 The application needs to be assessed in terms of the following key issues and in terms of whether the reasons for application 14/02023/FUL being refused have been fully addressed:
- (i) The principle of development;
 - (ii) The impact on living conditions;
 - (iii) The impact on the character and appearance of the area;
 - (iv) Highways and Parking;
 - (v) Land Stability and;
 - (vi) Impact on protected habitats.

6.2 (i) Principle of Development

- 6.2.1 The application would make good use of a vacant and under-used piece of land to provide housing and the application would provide a genuine family home, for which there is an identified need in the city. The resultant residential density is 50 dwellings per hectare, which is at the lower end of the range set out by policy CS5 of the Core Strategy for Medium Accessibility locations such as this. The principle of development is, therefore, acceptable.

6.3 (ii) Impact on Living Conditions

- 6.3.1 The reasons for refusing application 14/02023/FUL did not cite harm to the amenities of neighbouring occupiers of the site. Nonetheless, the application proposes a dwelling of lesser massing, when compared with the previously refused scheme and so the relationship with the neighbouring residential properties has improved. Due to the change in land levels, the eaves height of the proposed dwelling would be just over a metre taller than a 2 metre high boundary treatment between the site and the neighbouring properties in Peartree Avenue. Furthermore, the roof of the dwelling would pitch away from this boundary minimising the impact on the neighbouring houses and gardens.
- 6.3.2 The dwelling is designed to avoid direct overlooking of the neighbouring houses and gardens on Peartree Avenue with an absence of habitable room windows to the side elevations of the dwelling.

- 6.3.3 Whilst the proposed house would project further to the rear than the neighbouring property at 153 Athelstan Road, the deeper section of building is positioned away from the boundary with this property, ensuring that the neighbour retains an acceptable level of outlook from, and sunlight to, the rear of their property.
- 6.3.4 The quality of accommodation proposed is also considered to provide an acceptable residential environment for prospective occupants of the proposed dwelling. Despite the change in levels across the site, outlook from all habitable rooms would be good and the quality and quantity of the private amenity space is considered to be appropriate.
- 6.4 (iii) Impact on the Character and Appearance of the Area
- 6.4.1 As set out in **Appendix 2** of this report, the previous refusal of permission cited harm to the character of the area due to the design and cramped nature of the development. There has been a reduction in the footprint of the building of approximately 30 sq.m, when compared with the refused scheme, and this has improved the quantity of the rear garden area and the sense of space around the dwelling.
- 6.4.2 The earlier scheme also included an unsightly flat roof, single-storey garage which projected significantly forward of the established building line in Athelstan Road. This element has been omitted in the current proposal which represents a significant improvement in the design and appearance of the dwelling within Athelstan Road. The form and massing of the dwelling combined with the relationship to its plot is now reflective of the typical pattern of development within Athelstan Road. Furthermore, the amendments to the appearance of the dwelling would ensure that the dwelling would fit comfortably within the established street scene.
- 6.5 (iv) Highways and Parking
- 6.5.1 The previous reason for refusal relating to highway safety objected to the poor visibility from the site access. Essentially the previous application included an integral garage which was set back 1.5 metres from the edge of footway and approximately 600mm below pavement level. This meant that the drivers emerging from the garage would have little visibility of oncoming traffic. The application now proposes an external parking space to the front of the dwelling which would be at pavement level. The Highways Team full consultation response is included as **Appendix 3** to this report and in summary, they are satisfied that, with some final revisions to the design of the forecourt, the raised level of the parking area and its positioning more centrally in the plot, would achieve an acceptable level of visibility. As such, the Highways Team are satisfied that the previous reason for refusal has been addressed subject to the final minor changes to the detailed design. These changes have been sought and an update will be provided at the meeting.

6.5.2 The application makes provision for the parking of one vehicle on the site. It is noted that the same ratio of parking was provided for the previously refused scheme and that this was considered acceptable at the time of the decision. The provision of one space strikes a balance between providing some parking for the occupants of the dwelling and maximising visibility from the access. Moreover, since the site lies within 500 metres of Bitterne District Centre and the high accessibility bus corridor, the level of parking is considered to be appropriate in terms of encouraging more sustainable modes of travel other than the private car.

6.6 (v) Land Stability

6.6.1 The application site does not lie within an area of known land instability and the application drawings provides more comprehensive information than the previous application in term of the works to the site levels. As such, the Council's Structural Engineers are now satisfied that, following the grant of planning permission, other relevant legislation, including Building Regulations and the Technical Approval process will ensure that the development can be constructed without resulting in land instability that would undermine property, infrastructure or the public. Notwithstanding this, a condition is suggested to secure full details of the ground conditions and construction method, prior to any development commencing.

6.7 (vi) Impact on Protected Habitats

6.7.1 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 has complied with the requirements of the SDMP and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

7.0 Summary

7.1 The proposed development is considered to be in keeping with the site and surrounds and would not have a harmful impact on the living conditions of nearby residential occupiers. The proposal is considered to have addressed the previous reasons for refusing application 14/02023/FUL and is, therefore, considered to be acceptable.

8.0 Conclusion

- 8.1 In conclusion, the proposal is judged to have an acceptable impact in accordance with the Council's current policies and guidance and, therefore, is recommended for conditional approval.

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

1 (a), (b), (c), (d), 2 (b), (d) 6 (c), 7 (a), 9 (a) and (b)

JT for 05/08/15 PROW Panel

PLANNING CONDITIONS

01. APPROVAL CONDITION - Full Permission Timing Condition

The development 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 - Land Stability Report Submission [Pre-Commencement Condition]

Before the commencement of the development hereby approved, including site clearance and preparation works, full details of the following shall be submitted to and approved in writing by the Local Planning Authority:

1. a full investigation and survey of site ground conditions
2. a full assessment of on-site land stability problems
3. a full appraisal of off-site land stability and land slippage and transfer issues that could result from the development
4. a full assessment of the impact of construction works on the stability of adjacent highways together with suitable mitigation solution measures to counter any issues identified and an implementation programme for the employment of such mitigation measures which shall be agreed in writing by the Local Planning Authority.

The development shall thereafter proceed in accordance with the agreed details.

Reason:

To ensure that the works are in full accordance with the need to protect the land stability of the locality.

03. 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 until a schedule of external materials and finishes, including samples where necessary, has been submitted to and approved in writing by the Local Planning Authority. 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. 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.

04. APPROVAL CONDITION - Landscaping, lighting & 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 to and approved by the Local Planning Authority in writing, which includes:

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, 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 and agreed in advance);
- iv. details of any proposed boundary treatment, including retaining walls and;
- v. a landscape management scheme.

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

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

Reason:

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

05. APPROVAL CONDITION - Slow worm Method Statement [pre-commencement condition]

No development, including site clearance and preparation, shall take place until a method statement, detailing how slow worms will be protected during development, is submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed method statement.

Reason:

To ensure that slow worms, which are a protected species, are fully safeguarded from harm during site clearance and development.

06. APPROVAL CONDITION - Residential - Permitted Development Restriction
[Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:

Class A (enlargement of a dwelling house), including a garage or extensions,

Class B (roof alteration),

Class C (other alteration to the roof),

Reason:

In order that the Local Planning Authority may exercise further control in this locality given the small private garden and amenity areas provided as part of this development in the interests of the residential amenity and the visual amenities of the area.

07. 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 2015 (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings, other than those expressly authorised by this permission, shall be inserted above ground floor level in the side elevations of development hereby permitted without the prior written consent of the Local Planning Authority.

Reason:

To protect the amenities of the adjoining residential properties.

08. APPROVAL CONDITION – Obscure Glazing [Performance Condition]

All windows in the side elevations, located at first floor level and above, of the development hereby approved, shall be obscure glazed and fixed shut up to a height of 1.7 metres from the internal floor level before the development is first occupied. The windows shall be thereafter retained in this manner.

Reason:

To protect the amenity and privacy of the adjoining property.

09. APPROVAL CONDITION - Amenity Space Access [Pre-Occupation Condition]

Before the development hereby approved first comes into occupation, the external amenity space and pedestrian access to it, shall be made available in accordance with the plans hereby approved. The amenity space and access to it shall be thereafter retained for the use of the dwelling.

Reason:

To ensure the provision of adequate amenity space in association with the development.

10. APPROVAL CONDITION – Energy & Water [Pre-Commencement Condition]

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of a design stage SAP calculations and a water

efficiency calculator 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).

11. APPROVAL CONDITION – Energy & Water [performance condition]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of final SAP calculations and water efficiency calculator and detailed documentary evidence confirming that the water appliances/fittings have been installed as specified 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).

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. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason:

To ensure satisfactory drainage provision for the area.

13. APPROVAL CONDITION - Refuse & Recycling [pre-occupation condition]

Before the development first comes into occupation, storage for refuse and recycling shall be provided in accordance with the plans hereby approved and thereafter retained for that purpose.

Reason:

In the interests of the character and appearance of the area, residential amenity and the safety and convenience of the users of the adjoining highway.

14. APPROVAL CONDITION - Cycle Storage [pre-occupation condition]

Before the development hereby approved is first occupied secure and covered storage for cycles shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority.

Reason:

To encourage cycling as a sustainable alternative mode of travel.

15. APPROVAL CONDITION - Hours of work for Clearance and 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.

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. 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 - 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 - (as amended 2015)

CS4	Housing Delivery
CS6	Housing Density
CS13	Fundamentals of Design
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS21	Protecting and Enhancing Open Space
CS22	Promoting Biodiversity and Protecting Habitats
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (as amended 2015)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
H1	Housing Supply
H7	The Residential Environment
TI2	Vehicular Access

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Relevant Planning History

881276/E **Conditionally Approved 31.08.1988**
Erection of a detached dwelling and construction of new access

882104/E **Conditionally Approved 24.10.1988**
Erection of a 3-bedroom detached dwelling and construction of a new access

941026/E **Conditionally Approved 04.10.94**
Erection of a 3-bedroom detached dwelling with integral garage

02/01636/FUL **Refused 01.04.03**
Erection of a detached property with integral garage

For the following reasons:

01. The proposal would result in vehicles either reversing onto or off the site onto Athelstan Road, a classified road to the detriment of the safety and convenience of other highway users. The proposal is therefore contrary to the provisions of policies GP1 (x), GP1 (xiii), (xiv) and T2 of the City of Southampton Local Plan (1991-2001) and policy SDP 1 and TI 3 of the City Local Plan Review Second Deposit Version (February 2003).

02. The application is in respect of land which is potentially unstable and the applicants have not demonstrated that the proposals would not result be affected by instability originating outside of the application site boundaries.

03. Inadequate visibility splays are provided at the junction of the access with the highway and this would cause danger and inconvenience to users of the adjoining highway. The proposed is thereby contrary to Policy GP1 (xiii), (xiv) of the City of Southampton Local Plan and Policy SDP3 of the City of Southampton Local Plan Second Deposit Version (February 2003).

04. The proposed raised terrace area would result in an unneighbourly form of development leading to a loss of amenity and privacy for the adjoining residents at 153 Athelstan Road. The proposal is thereby contrary to policies GP1 (i) of The City of Southampton Local Plan and policies SDP1 and SDP7 of the City of Southampton Local Plan Second Deposit Version (February 2003).

05/01620/FUL **Refused 11.01.06**
Erection of detached dwelling.

For the following reasons:

01. The proposed dwelling, by reason of its height, scale, plot coverage and design would be out of keeping with the established pattern of development in the immediate vicinity of the site and would be detrimental to the character of the area and the amenities of adjacent occupiers. The proposal is therefore contrary to Policy GP1 and H12 of the City of Southampton Local Plan (1991-2001) and Policies SDP1, SDP7 and H10 of the City of Southampton Local Plan Review - Revised Deposit Version Feb 2003.

02. The proposed dwelling provides insufficient private amenity space for future occupiers of a 6 bedroomed detached dwelling contrary to the requirements of Policy H12 of the City of Southampton Local Plan (1991-2001) Policy H10 of the City of Southampton Local Plan

Review - Revised Deposit Version Feb 2003 and Supplementary Planning Guidance set out in the Residential Standards Development Control Brief 1989.

03. The application is in respect of land which is potentially unstable and the applicants have not demonstrated that the proposal would not result in or be affected by instability originating outside of the application site boundaries. The proposal is contrary to the requirements of Policy SDP23 of the City of Southampton Local Plan Review - Revised Deposit Version Feb 2003 and guidance set out in PPG.14.

04. The proposal would result in direct overlooking of adjacent garden areas resulting in loss of privacy to the harm of amenities currently enjoyed by adjacent occupiers. The proposals are therefore contrary to the requirements Policy GP1 (i) of the City of Southampton Local Plan (1991-2001) and Policy SDP1 (i) of the City of Southampton Local Plan Review - Revised Deposit Version Feb 2003.

05. Notwithstanding the above, the applicant has not indicated the gradient of the access from the highway to the property and has therefore failed to demonstrate that the access arrangements for all users are safe and convenient as required by SDP4 of the City of Southampton Local Plan Review - Revised Deposit Version Feb 2003.

06. The applicant has failed to demonstrate that adequate visibility splays can be achieved for vehicles leaving the site. Given the proximity of the site across to the mini-roundabout at the junction of Athelstan Road and Peartree Avenue and the steep gradient of Athelstan Road, sub-standard visibility splays would prejudice highway safety contrary to Policies GP1 (xiii) and GP1 (xiv) of the City of Southampton Local Plan (1991-2001) and Policy SDP3 of the City of Southampton Local Plan Review - Revised Deposit Version Feb 2003.

14/02023/FUL

Refused 20.02.15

Erection of a 2-storey, 3-bed detached house with associated parking and formation of new vehicular access

For the following reasons:

01. Out of character

The proposal, by reason of the design, plot size and site coverage would represent a cramped form of development which would be out of keeping with the established context and character of the surrounding area contrary to saved Policy SDP9(i) of the City of Southampton Local Plan Review (Adopted March 2006).

02. Highway Safety

The applicant has failed to demonstrate that adequate sightlines can be achieved for vehicles leaving the site. Given the proximity of the site access to the mini-roundabout at the junction of Athelstan Road and Peartree Avenue, the levels of the site and the steep gradient of Athelstan Road, sub-standard sightlines would be detrimental to highway safety. As such the proposal would be contrary to saved Policy SDP1 (i) of the adopted City of Southampton Local Plan Review (2006).

03. Land Stability

The application site is in an area of potentially unstable land and the applicants have not provided any information to demonstrate that land stability issues can be adequately addressed. Consequently, the proposal would be contrary to the requirements of Policy SDP23 of the City of Southampton Local Plan Review (March 2006) and the advice in the National Planning Practice Guidance (March 2014).

04. Lack of Section 106 or unilateral undertaking to secure planning obligations. In the absence of a completed Section 106 legal agreement or unilateral undertaking to support the development the application fails to mitigate against its wider direct impact with regards to the additional pressure that further residential development will place upon the Special Protection Areas of the Solent Coastline. Failure to secure mitigation towards the 'Solent Disturbance Mitigation Project' in order to mitigate the adverse impact of new residential development (within 5.6km of the Solent coastline) on internationally protected birds and habitat is contrary to Policy CS22 of the Council's adopted LDF Core Strategy as supported by the Habitats Regulations.

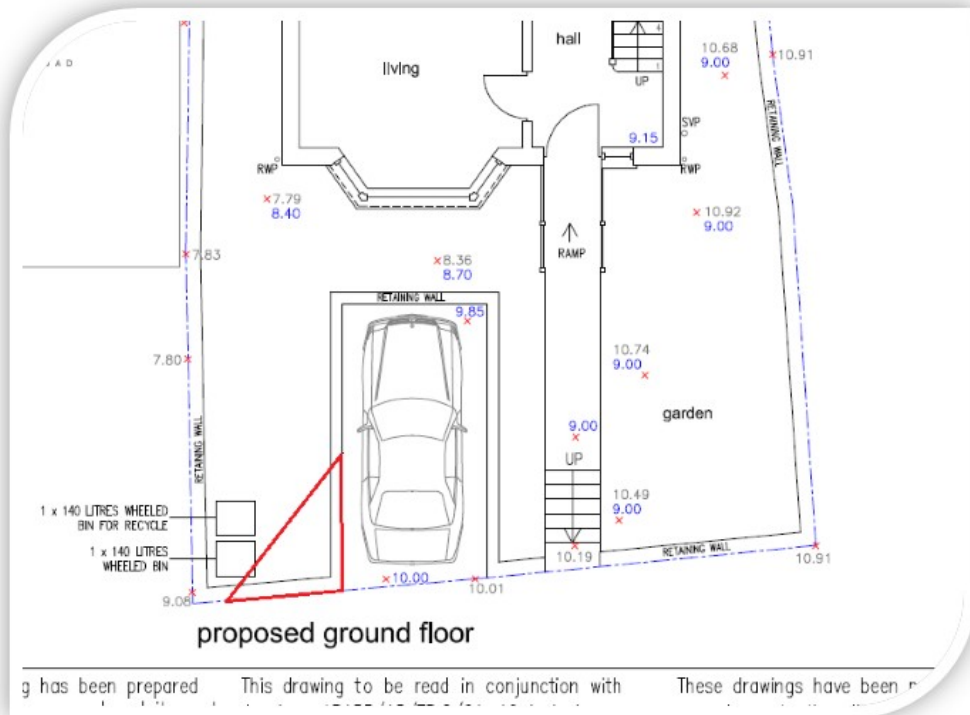
Highways Development Management Response

Regarding application 15/01346/FUL, my comments are as follows:

The proposed access is located approximately 25m away from the roundabout just south of the site and is on the north side of Athelstan Road which means traffic from the roundabout will be travelling on the opposite lane of the site.

Many properties (including the adjacent property just north of the site) along Athelstan benefit from vehicular accesses which creates an environment where drivers are half expecting vehicles coming out of properties. Athelstan Road is fairly wide (approximately 8.3m) compared to general road widths and when you include the extra space from the footway, a vehicle could turn out of the site either without or just barely affecting the other lane.

It is not clear from the plans whether the metal railings surrounds the entire parking space. It is not a public highway concern but is a concern for the property and residents safety. I would also recommend that additional areas to be raised to aid the turning movement of the car in and out of the space also – which in addition, will require less distance to turn out of the space (highlighted in red in sketch below). Or alternatively, widen the whole parking space to for example 3m.

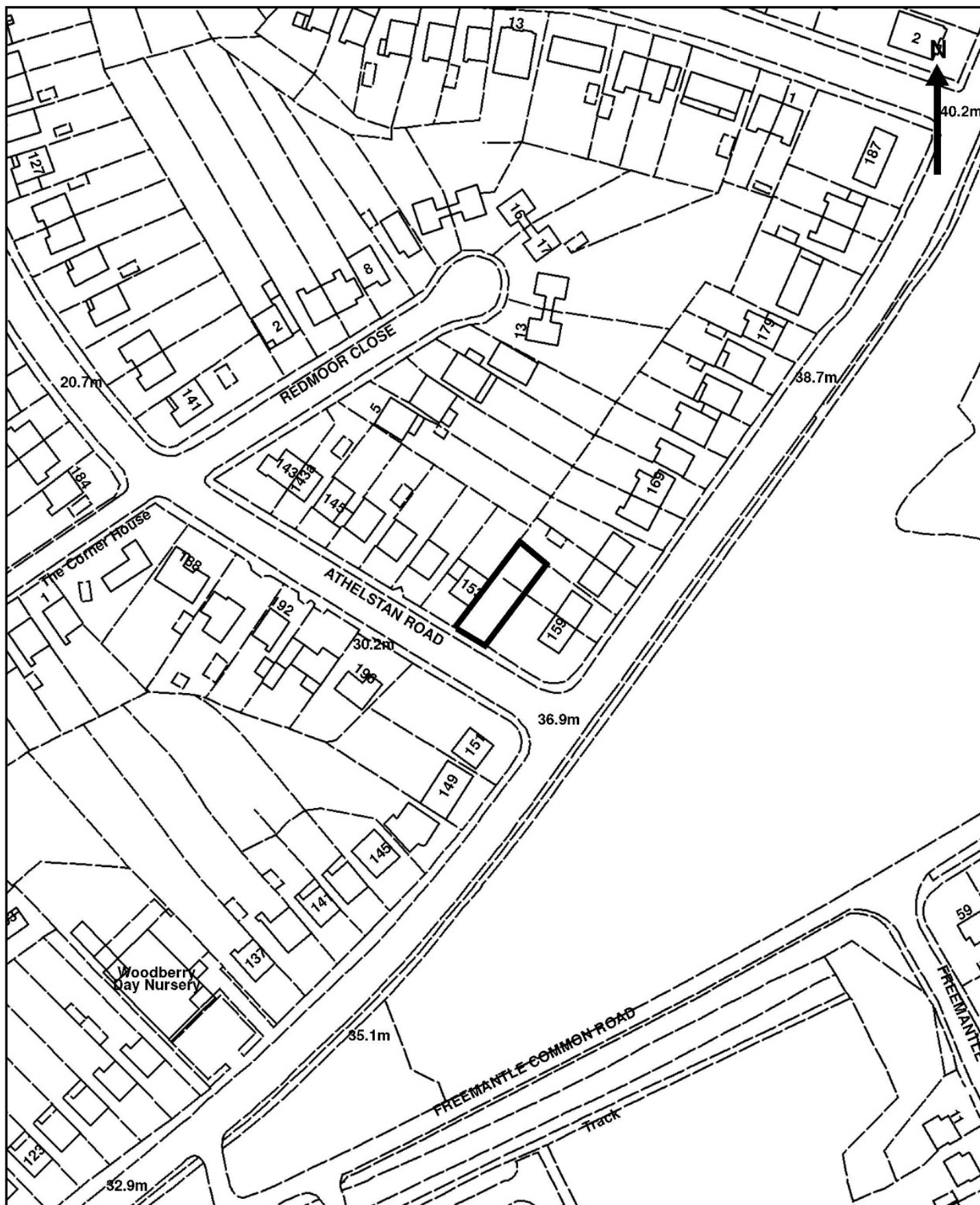


Also, it is not clear how bins are being moved off the site. The refuse collectors should be able to access the bins either on level surface or via ramps at a suitable gradient. My suggestion would be to raise the section in between the parking space and the ramp towards the steps and have that area dedicated as a refuse collection point.

I will be recommending APPROVAL subject to the following conditions:

- Details of sightlines to be submitted and approved in writing by the local planning authority
- A waste management plan showing where refuse will be moved to on collection days and what the access arrangements for the refuse team are. Details to be submitted and agreed upon in writing by the local planning authority.
- U030 - No work shall be carried out on site unless and until provision is available within the site, in accordance with details to be submitted to and approved in writing by the Local Planning Authority, for all temporary contractors buildings, plant and stacks of materials and equipment associated with the development and such provision shall be retained for these purposes throughout the period of work on the site. At no time shall any material or equipment be stored or operated from the public highway
- U020 - 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.

15/01346/FUL



Scale: 1:1,250

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