

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel (West) 17th November 2015
Planning Application Report of the Planning and Development Manager

Application address: 14 Westwood Road & 90-92 Cambridge Road			
Proposed development: Redevelopment of the site. Erection of a 5-storey building to provide 18 flats (14 x two-bedroom and 4 x three-bedroom) with associated parking and vehicular access from Cambridge Road following the demolition of the existing buildings.			
Application number	15/01711/FUL	Application type	FUL
Case officer	Jenna Turner	Public speaking time	15 minutes
Last date for determination:	23.11.2015	Ward	Bevois
Reason for Panel Referral:	Major application with objections	Ward Councillors	Cllr Rayment Cllr Barnes-Andrews Cllr Burke

Applicant: Mr Roath – P&P Property Services	Agent: Mr Jez Davies - Studio Four Architects
--	--

Recommendation Summary	Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report
-------------------------------	---

Community Infrastructure Levy Liable	Yes
---	------------

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 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). “Saved” Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, CLT5, CLT6, H1, H2, and H7 of the City of Southampton Local Plan Review – Amended 2015 as supported by the adopted LDF Core Strategy (amended 2015) Policies CS3, CS4, CS5, CS7, CS13, CS15, CS16, CS18, CS19, CS20 and CS25 and the Council’s current adopted Supplementary Planning Guidance. The guidance within the National Planning Policy Framework (2012) is also relevant to the determination of this planning application.

Appendix attached	
1. Panel Report and Minutes for application 09/00847/FUL	2. Development Plan Policies
3. Planning History	

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:
 - i. Financial contributions towards site specific transport contributions for highway 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. The provision of affordable housing in accordance with Policies CS15, CS16 and CS25 of the Local Development Framework Core Strategy Development Plan Document and the adopted SPD relating to Planning Obligations, subject to viability.
 - iii. In the event that lesser affordable housing is accepted, the completion of the development within 24 months of the date of planning permission or a review of the viability of the development.
 - iv. Financial contributions towards Solent Disturbance Mitigation Project (SDMP) in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), saved policy SDP12 of the City of Southampton Local Plan Review (as amended 2015), CS22 of the Core Strategy (as amended 2015) and the Planning Obligations SPD (September 2013). 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.
 - v. 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.
 - vi. 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).
 - vii. 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.
3. In the event that the legal agreement is not completed within 2 months of the panel meeting 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.
4. 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 Background

- 1.1 The application follows two previous similar applications on the site. Firstly, in 2009, planning application reference 09/00847/FUL benefitted from a resolution to grant planning permission from the Planning and Rights of Way Panel, subject to the completion of the section 106 legal agreement. The section 106 agreement was not completed before the application target date and was instead refused on this basis. The report to the Planning and Rights of Way Panel and the minutes of the meeting are included as **Appendix 1** to this report. An identical application was submitted in 2010 (reference 10/01741/FUL), although withdrawn before being considered.

2 The site and its context

- 2.1 The application site is formed of two parts; 14 Westwood Road, which is a three storey Victorian era villa and, to the rear of this property; 90-92 Cambridge Road which is a two-storey building comprising two flats. 14 Westwood Road is currently occupied as a 9-bedroom House in Multiple Occupation (HMO) and a 5-bedroom HMO. The property is served by a parking area to the front, accessed from Westwood and two yard areas to the rear and the side of the building. There is a protected Ash Tree to the front of the site.
- 2.2 On Westwood Road, the site is neighboured by two, four-storey blocks of flats. The character of Westwood Road is varied and includes flatted developments of different ages and architectural styles. In general, the street is characterised by substantial buildings in generous, well-spaced plots. Storey heights in Westwood Road range between 3 and 5 storeys. To the south of the site, the character is more domestic and typically comprises two-storey, semi-detached and terraced houses.

3 Proposal

- 3.1 The application seeks full planning permission to demolish both 14 Westwood Road and 90-92 Cambridge Road and to construct a block of 18 flats which includes two and three-bedroom accommodation. The scheme is largely unaltered from the previous scheme on this site, which benefitted from a resolution to grant planning permission, albeit the level of car parking has been increased from 6 to 18 spaces.
- 3.2 The block would be set back by between 11 and 13 metres from the boundary with Westwood Road, incorporating over 57sq.m of amenity space, directly accessible from two ground floor flats, as well as two car parking spaces and refuse storage. The scheme has been amended slightly since originally submitted to provide on-site turning for these two car parking spaces and to provide a more robust brick-built bin enclosure.
- 3.3 To the rear of the site, accessed from Cambridge Road, the development would be served by a further 16 car parking spaces and purpose built cycle storage. A communal amenity space area of over 160 sq.m would also be provided to the rear. Each of the upper floor flats would have access to a private balcony of just under 4 sq.m in area and the top floor flats would each be served by private terraces of over 28 sq.m in area.
- 3.4 The proposed building would provide five storeys of accommodation, with the top-

floor set-back from the eastern parapet to provide the roof terraces, giving the building a part 4 and part 5-storey appearance. The elevations are indicated to be a brick, render and coloured weather board finish and would be articulated with front and rear projecting bay windows and a curved roof.

4 Relevant Planning Policy

- 4.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 2**.
- 4.2 The site is not identified for development within the adopted Development Plan. Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 4.3 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.

5 Relevant Planning History

- 5.1 The most relevant planning history of the site is set out in **Appendix 3** of this report.

6 Consultation Responses and Notification Representations

- 6.1 Following the receipt of the planning application, a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (28.08.15) and erecting site notices (09.10.15). At the time of writing the report **28** representations have been received from surrounding residents, the three ward Councillors and Councillor Claisse. The following is a summary of the points raised:

- 6.2 *The 5-storey scale will dwarf the neighbouring development.*

Response:

On the Westwood Road frontage, the site is neighboured by 4-storey flatted blocks of substantial massing and directly opposite the site, Buckingham Court is 5-storeys and located on a slightly elevated plot. Westwood Road is characterised by large buildings which generally range between 3 and 5 storeys in height. Other examples of 5-storey development include Avenue Court; 31 Westwood Road; Westwood Court and; at 62-70 Westwood Road. Furthermore, opposite the site at 11 Westwood Road work underway of the construction of a part 4 and part 5 storey block of flats. As such, the scale of the building is considered appropriate having regard to the context of the site.

- 6.3 The proposed building would be over 32 metres from the nearest residential properties to the south of the site in Cambridge Road which is sufficient to ensure that the development would not appear over-bearing when viewed from the south

of the site. Furthermore, the relationship between the development and the two-storey development to the south is similar to that which exists between other developments on the south side of Westwood Road and the more domestic scale properties on Gordon Avenue, Cambridge Road and Alma Road.

- 6.4 *The development will result in overlooking of the neighbouring properties and a loss of privacy.*

Response:

Habitable rooms within the development are served by windows that either face Westwood Road or the rear of the site. The side-facing bedroom windows are secondary and, as such, a condition is suggested to ensure that these are fixed shut and obscurely glazed. There is over 30 metres between the rear elevation of the building and the properties to the south of the site. This is sufficient to ensure no harmful overlooking and is also typical of the separation distances to be found elsewhere on Westwood Road.

- 6.5 *The application proposes insufficient car parking and would exacerbate existing on-street car parking pressure.*

Response:

The application will provide one car parking space for each residential unit of accommodation proposed. The application site lies within 800 metres of Portwood District Centre and less than 200 metres from its high accessibility bus corridor. The site is, therefore, well served by excellent public transport links and local shops and services and the level of parking is considered to be acceptable. The parking is restricted on streets to the south of the site and it is recommended that occupants of this development would not be eligible for parking permits. Furthermore, the level of car parking is considered to be reasonable for a flatted development of this nature and it is noted that the same ratio of car parking provision was also recently accepted opposite the site at 11 Westwood Road (reference 13/00849/FUL). It is also important to note that the previous scheme for 18 flats on this site, which was subject to a resolution to grant planning permission, included 6 car parking spaces.

- 6.6 *Concerned with the loss of trees from the site.*

Response:

The application proposes the removal of 6 trees from the site which includes the removal of the protected Ash Tree to the Westwood Road frontage. However, the Council's Tree Officer has confirmed that the tree is structurally poor with indications of decay. As such, there is no objection to its removal. The layout provides sufficient space to provide replacement trees at a ratio of 2 trees for every single tree removed and conditions are suggested to secure this.

- 6.7 *Cambridge Road is not suited to the large increase of use that will result from the development and the proposed access is not safe. Cambridge Road and Alma Road are used by cyclists to access The Avenue and this route would be less safe as a result of the development. The main access into the development should be from Westwood Road.*

Response:

The principle of taking access from Cambridge Road has been previously accepted by the Council, albeit serving a lesser number of car parking spaces. Having regard to the level of on-street car parking within Cambridge Road and the surrounding streets, vehicular speeds on these routes is low, reducing the risk of accidents. Furthermore, it is not unusual for cyclists and vehicles to use the same streets in

the city.

- 6.8 *The development would result in the loss of two homes from Cambridge Road.*

Response:

There is no policy requirement to retain the existing dwellings on site. The application proposes the net gain of 14 residential units and so the principle of development is acceptable.

- 6.9 *The building would result in a loss of light to the neighbouring properties.*

Response:

There would be approximately 5 metres between the proposed building and the neighbouring block of flats at Glenmore Court and 9 metres between the proposed building and Kerrigan Court. Whilst the proposed building would project further than the shallowest part of the neighbouring flats by between 5 and 9 metres, the separation is sufficient to ensure that the development would adhere to the Council's guidelines that protect the outlook and daylight to neighbouring properties. Having regard to the separation distances and orientation of the plot, the building would not result in over-shadowing or a loss of light to the neighbouring properties to the south of the site.

- 6.10 *The demolition and construction would lead to noise and disturbance for residents.*

Response:

Conditions are suggested to minimise the impact during the construction process through restricting the hours of construction and demolition and requiring a management plan to be agreed and adhered to.

- 6.11 *14 Westwood Road is one of the few remaining Victorian properties on Westwood Road and should be retained for its historic/architectural merit.*

Response:

14 Westwood Road is not locally or statutorily Listed and the site does not lie within a Conservation Area. As such, there is no policy requirement to retain the building. Furthermore, since the Council's policies support the redevelopment of previously developed land to provide further housing, the principle of development is acceptable.

Consultation Responses

- 6.12 **SCC Highways** – Requested more information and amended plans regarding the access, parking, cycle and refuse storage. Amended plans have been received to provide robust and enclosed structures for the refuse and cycles, to re-position the frontage car parking and widen the access at the rear of the site. Subject to conditions to secure the final details and securing site specific highways measures through the section 106 agreement, no objection is raised.

- 6.13 **SCC Heritage and Conservation** - Previous advice regarding this site was that, as the building is one of the few remaining Victorian villas in the street, the preference was for retention. If retention was not possible the building should be subject to a Level II building record (which is mainly a photographic survey of both the internal and external features, supported by limited written and drawn records). Archaeological recording would also be required during groundworks in the form of a Watching Brief. Conditions are suggested to secure these measures.

- 6.14 **SCC Sustainability Team** – No objection subject to conditions to secure energy

and water efficiency measures.

- 6.15 **SCC Environmental Health (Pollution & Safety)** – No objections. Suggest conditions to manage the demolition and construction process.
- 6.16 **SCC Environmental Health (Contaminated Land)** – No objection. Suggest conditions to secure a contaminated land investigation and any necessary remediation measures.
- 6.17 **SCC Ecology** – No objection subject to conditions to secure ecological mitigation measures, the protection of nesting birds during site clearance and details of external lighting.
- 6.18 **SCC Trees** – There are nine trees on the site, three of which are of large stature providing visual amenity. Out of these nine, six are noted down for removal for this proposed development. One of the trees down for removal is an ash tree at the front of the site, plotted on the survey as T7. This has a Tree Preservation Order (TPO) as T2-511, which means that all parts of this tree is protected above and below ground. This tree however, is in fair condition, with several wounds round the base and indications of decay on the buttresses. The tree is also located within a severely compacted area. Structurally the tree is poor, with an included union at the base, which could cause further structural issues in the future. There is also damage to the boundary wall caused by the tree, making it hard to justify the tree's retention. A suitable replant will be required, with the landscape plan showing no intention of this tree being replaced.

With six trees down for removal only five replants are proposed. It is council policy to have a two for one replacement, but looking at the site it does not look possible to plant twelve trees due to available space on site. There is however room for potentially one or two more, especially at the front on Westwood Road side where the proposed ash tree, with a TPO is to be removed.

The replant list has a good variety of different species, to help ensure establishment and sustainability, yet none of the tree stock proposed will reach the same stature as the trees that are to be removed. Ideally at least one of the proposed trees to be planted should be changed to a species that would reach a significant stature in the future.

There appears to be adequate ground protection proposed for the retained trees. On the ash tree noted as T6 on the survey however, one of the proposed car park bays will encroach within the Root Protection Area (RPA). This bay will also require the above soil surfacing, that is outlined within in the plan. The surfacing used within the RPA will have to be permeable, to enable adequate moisture available for the tree and ensure long term retention.

Suggests conditions to secure an Arboricultural Method Statement, tree protection measures and a detailed landscaping scheme.

- 6.19 **SCC City Design** – No objection to the design of the building. Suggest the two car parking spaces are omitted from the frontage and the refuse store is constructed from brick and screened by landscaping.
- 6.20 **Southern Water** – No objection subject to a condition to secure details of foul and surface water disposal.

- 6.21 **SCC Housing** – As the scheme comprises of 14 dwellings net the affordable housing requirement from the proposed development is 20% (CS15- sites of 5-14 units = 20%). The affordable housing requirement is therefore 3 dwellings (2.8 rounded up). In this case provision would be sought on site. Planning conditions and or obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative housing provision.

7 Planning Consideration Key Issues

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

- (i) The principle of this development;
- (ii) The suitability of the design;
- (iii) The impact on the living conditions of nearby residents;
- (iv) Highways and parking;
- (v) Affordable housing and viability and;
- (vi) Impact on protected habitats.

7.2 (i) Principle of Development

- 7.2.1 The application would make good use of previously developed land to provide further residential units of accommodation. The principle of development, is therefore, acceptable.

- 7.2.2 Policy CS5 of the Core Strategy sets out that in medium accessibility areas, residential densities should generally accord with the range of 50-100 dwellings per hectare. The proposal would achieve a density of 149 dwellings per hectare (dph) and, in accordance with Policy CS5, needs to be assessed, therefore, in terms of the character of the area, the quality and quantity of the external space provided and the accessibility of the site by public transport. Westwood Road does have a dense residential character due to the high number of flatted blocks within the street. Immediately adjacent to the application site, Kerrigan Court achieves a residential density of 126 dph, and opposite the site, Hanover Gables provides 142 dph and 11 Westwood Road will achieve a residential density of 152 dph. As noted above, the site is within close proximity to the high-accessibility bus corridor and within a reasonable walking distance of Portswood District Centre. The location of the site is, therefore, considered appropriate for higher density development. This issue is discussed in more detail, below, in relation to the character of the area.

- 7.2.3 In terms of the residential mix, CS16 of the Core Strategy sets out that the Council will seek a target of 30% of major developments to be family dwellings and the appropriate percentage of family housing for each site will depend upon the established character and density of the neighbourhood and the viability of the scheme. The application includes 2 genuine family units on the top floor of the building, with direct access to sufficient private amenity space. Whilst two further three-bedroom units are provided, these do not comply with the policy definition of family homes since they do not have direct access to 20 sq.m of private amenity space. Whilst the number of family units falls below the policy target, taking into the character and density of the neighbourhood as required by Policy CS16, this level of provision is considered to be acceptable.

7.3 (ii) Suitability of the Design

- 7.3.1 As noted, Westwood Road has a varied character which contains a number of flatted blocks, ranging from 3 to 5 storeys in scale and the site is immediately neighboured by buildings of substantial mass. As such, the scale of the development is considered to be acceptable in terms of the context of the site. The proposed building steps up from 4 to 5 storeys and uses a curved roof to ensure the massing would appear sympathetic within the street. The front and rear elevations of the building are articulated by projecting bay windows, balconies and contrasting materials to provide varied and attractive elevations.
- 7.3.2 The proposed building respects the typical set back of buildings in the context from both the front and rear boundaries. The proposed layout allows for sufficient areas of soft landscaping to incorporate tree planting and to provide an acceptable setting for the building. Whilst the level of hard-surfacing has increased from previous schemes, it is considered that the current proposal provides a more appropriate balance between the provision of car parking and external amenity space. Furthermore, it is not unusual in Westwood Road to find the rear areas of development to be largely given over to car parking provision.
- 7.3.3 In terms of the quality of accommodation proposed, four of the units would be served by private amenity space areas which exceed the Council's guidelines and whilst the remaining flats would be served by 11 sq.m of amenity space (less than the 20 sq.m suggested by the Residential Design Guide), each would have access to a private balcony as well as direct access to south-facing, communal amenity space. Furthermore, the site is less than 200 metres walking distance to The Common and the level of amenity space provided is characteristic of the site's context. The size of the flats themselves range between 60 and 70 sq.m in area and enjoy good outlook from habitable room windows. As such, it is considered that a high-quality residential environment would be achieved.
- 7.3.4 Furthermore, it is important to note that the scheme is supported by the Council's Design Officer and that the scale, design and appearance of the development were tested against the Council's current planning policy framework in 2009 and found acceptable at that time.
- 7.4 (iii) Impact on Living Conditions
- 7.4.1 As set out above, whilst the building does project slightly further than the neighbouring blocks of flats, the separation between the building and habitable room windows in neighbouring developments is sufficient to ensure that the Council's standards that protect outlook, daylight and sunlight would be met.
- 7.4.2 Habitable room windows in the development take outlook from a northerly or southerly direction and a condition is suggested to ensure any side-facing windows area obscure glazed and fixed shut to avoid harmful over-looking of the neighbouring properties.
- 7.4.3 A separation distance of over 30 metres to properties to the south is sufficient to ensure no harmful over-looking. As noted above, given the orientation of the plot, the proposal would not affect sunlight and daylight access to properties to the south of the site.
- 7.5 (iv) Highways and Parking
- 7.5.1 The adopted Development Plan seeks to reduce the reliance on the private car for travel and instead promotes more sustainable modes of travel such as public

transport, walking and cycling. As such, the Council's policies seek to guide higher density residential development to locations that are well served by public transport and local amenities. Saved Policy SDP5 of the Local Plan confirms that the provision of car parking is a key determinant in the mode of travel and Core Strategy Policy CS19 requires a balance to be struck between providing a practicable level of car parking whilst promoting more sustainable patterns of development.

- 7.5.2 As set out above, the level of parking provided has increased since the scheme was considered in 2009 and each residential unit would now have access to an off-road car parking space. This change is to reflect the introduction of the Car Parking Standards Supplementary Planning Document since the scheme was originally considered by the Council. This level of car parking is reasonable, having regard to the accessibility of the site and flatted nature of the development. A Parking Stress Survey has been carried out and demonstrates that on average there are 30 on-street car parking spaces available in the vicinity of the site. There is typically more parking availability in Westwood Road compared with the streets to the south of the site. Whilst the streets to the south of the site tend to be more heavily parked, there are car parking restrictions in place. The section 106 agreement will be used to prevent occupants of the development from having access to car parking permits so that the amenities of residents to the south will not be adversely affected by increased competition for spaces.
- 7.5.3 The access to the site is proposed to be taken from Cambridge Road. Whilst many of the representations received would prefer an alternative access arrangement (from Westwood Road), in highway safety terms, the location of the proposed access is acceptable. Cambridge Road and adjoining streets are adopted public highways and accordingly, there is no planning reason to prevent their use by further development in the area.
- 7.5.4 As part of the section 106 legal agreement it is proposed to provide improved pedestrian crossing facilities at the junction of Alma Road and Cambridge Road as well on Westwood Road. Subject to these measures the proposal is, therefore, considered to be acceptable in this respect.
- 7.6 (v) Affordable Housing and Viability
- 7.6.1 The application is accompanied by a viability appraisal which concludes that the scheme would not be viable with the full raft of planning obligations set out in the adopted Development Plan. When considering development viability, the National Planning Policy Framework (para 173) confirms that the scale of planning obligations should not undermine the deliverability of developments and advises that planning obligations should, when taking into account the normal cost of development and mitigation, provide competitive returns to landowners to enable development to be delivered. Policy CS16 of the Core Strategy seeks the provision of 20% affordable housing where a net gain of between 5 and 14 residential units would be achieved and also requires the level of affordable housing to be considered in relation to the financial viability of the site. The developer's appraisal will be independently tested by the Council and this review will inform the level of contributions to be secured by the section 106 legal agreement. Since new development generates wider economic benefits and the development would deliver further residential development, for which there is an identified need, if the developer's viability position is accepted, then a reduced, or no affordable housing contribution is considered to be appropriate.

7.7 (vi) Protected Habitats Impact

7.7.2 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 £174 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 (when the legal agreement is completed) and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

8 Summary

8.1 The proposal would make good use of previously developed land to provide further residential accommodation. The design closely follows a scheme previously found to be acceptable by the Council, albeit with a greater level of car parking provision to reflect changes in planning policy. The application proposes a high quality residential environment for future residents and the design and level of development are appropriate for the context of the site.

9 Conclusion

9.1 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) (b) (c) (d) 2. (b) (c) (d) 3. (a) 4. (g) 6. (a) (c) (f) (i) 7. (a) 9. (a) (b)

JT for 17/11/2015 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 - 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.

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 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. The details shall include an alternative material finish to the blue weather-boarding to the rear elevation of the building. 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.

04. APPROVAL CONDITION – Refuse and Cycle Storage [Pre-Occupation Condition]

The cycle and refuse storage shall be provided in accordance with the plans hereby approved, before the flats are first occupied. The storage shall be constructed using brick to match the block of flats with fully enclosed roofs. The storage shall thereafter be retained and made available for that purpose.

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

05.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 in writing by the Local Planning Authority, 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.
- v. a landscape management scheme.

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

06. 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:

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

Reason: To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2012, 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

07. 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.

08. 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.

09. APPROVAL CONDITION – Demolition and Construction Method Statement (Pre-Commencement Condition)

The development hereby approved shall not commence until a method statement and appropriate drawings of the means of demolition and construction of the development has been submitted to and approved in writing by the Local Planning Authority. The method statement shall specify vehicular access arrangements, the areas to be used for contractor's vehicle parking and plant, storage of building materials and any excavated material, temporary buildings and all working areas required for the construction of the development hereby permitted. The building works shall proceed in accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of neighbours and the wider environment

9. 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.

10. APPROVAL CONDITION - Land Contamination investigation and remediation [Pre-Commencement & 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 scene of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

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

11. 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.

12. 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.

13. 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.

14. 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

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

The Ecological Mitigation measures set out in section 5.6 of the '14 Westwood Road and 90 Cambridge Road, Southampton ' Updating Ecological Assessment ECOSA Ltd, Final Document. 18th August 2015' shall be fully implemented in accordance with the agreed details and thereafter retained as approved.

Reason: In the interest of local ecology and biodiversity.

16. APPROVAL CONDITION - Foul and Surface Water Drainage (Pre-Commencement Condition)

No development shall commence, apart from demolition of the existing buildings, until details of the proposed means of foul and surface water sewerage disposal has been submitted to, and approved by, the Local Planning Authority in consultation with Southern Water. The development shall be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the Local Planning Authority may be satisfied that the development would not increase the risk of flooding in the area.

17. APPROVAL CONDITION – Obscure Glazing [performance condition]

All windows location in the side elevations of the building hereby approved shall be obscurely glazed and non-opening before the development is first occupied and thereafter retained in this manner.

Reason: To avoid over-looking of the neighbouring sites in the interests of residential amenity.

18. 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).

19. 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).

20. APPROVAL CONDITION - Archaeological watching brief investigation [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

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

21. APPROVAL CONDITION - Archaeological watching brief 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.

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

No development shall take place within the site until the implementation of a programme of recording has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the recording of a significant structure is initiated at an appropriate point in development procedure.

Application 15/01711/FUL

APPENDIX 1

PLANNING AND RIGHTS OF WAY PANEL
MINUTES OF THE MEETING HELD ON 24TH NOVEMBER 2009

Present: Councillor Fitzhenry (Chair),
Councillors Mrs Blatchford, Cunio, Davis, Jones (Vice-Chair),
Norris and Osmond

37. **MINUTES OF PREVIOUS MEETINGS (INCLUDING MATTERS ARISING)**

RESOLVED that the Minutes of the meeting held on 27th October 2009 be approved and signed as a correct record.

38. **CONSIDERATION OF PLANNING APPLICATIONS**

Copy of all reports circulated with the agenda and appended to the signed minutes.

38.1 09/00847/FUL 14 Westwood Road and 90-92 Cambridge Road

Re-development of the site by the erection of a part four-storey and part five-storey building to provide 18 flats (10 two-bedroom, 8 three-bedroom) with associated parking and vehicular access from Cambridge Road following demolition of the existing buildings.

Mr Edmonds (Agent) and Ms Hope, Mrs Page, Mr French and Mr Bryden (Local Residents/Objectors) were present and with the consent of the Chair, addressed the meeting.

UPON BEING PUT TO THE VOTE THE OFFICER RECOMMENDATION TO DELEGATE AUTHORITY TO THE DEVELOPMENT CONTROL MANAGER TO GRANT CONDITIONAL PLANNING PERMISSION SUBJECT TO THE APPLICANT ENTERING INTO A SECTION 106 LEGAL AGREEMENT WAS CARRIED

RECORDED VOTE:

FOR: Councillors Fitzhenry, Jones, Norris and Osmond

AGAINST: Councillors Mrs Blatchford, Cunio and Davis

RESOLVED

- (i) that authority be delegated to the Development Control Manager to grant conditional planning approval subject to:-
 - (a) the conditions in the report, the amended conditions below;
 - (b) the applicant entering into a Section 106 Legal Agreement to secure:
 - 1 a financial contribution towards the provision and maintenance of open space in accordance with policy CLT5 of the revised deposit of the Local Plan and applicable SPG;

- 2 a financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 of the revised deposit of the Local Plan and applicable SPG;
 - 3 a financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site in accordance with appropriate SPG to encourage sustainability in travel through the use of alternative modes of transport to the private car;
 - 4 a financial contribution towards strategic transport contributions for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG;
 - 5 a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
 - 6 the provision of a minimum of 5 Affordable Housing units in accordance with policy H9 of the Local Plan and with the relevant SPG;
 - 7 the developer paying for any necessary Traffic Regulation Order for highway residents parking provision in the vicinity of the site following consultation with local residents as to the feasibility of such a scheme; and to include a restriction on parking permits being issued to occupants of the development for the residents parking scheme;
 - 8 the submission of a Travel Plan to promote sustainable modes of transport; and
- (ii) that the Development Control Manager be authorised to refuse permission should the Section 106 Agreement not be completed by 17th December 2009 on the ground of failure to secure the provisions of the Section 106 Agreement.

Amended Conditions

12 - Landscaping Details

No development shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the local planning authority. The submitted details shall include:

- (i) hard surfacing materials, structures and ancillary objects (including lighting);
- (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) details of any proposed boundary treatment including secure access gates to both sides of the building; and
- (iv) a landscape management scheme.

REASONS FOR THE DECISION

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations do not have sufficient weight to justify a refusal of the application. The proposal would not have a harmful affect on the character of the area nor highway safety. The level of car parking is in accordance with the Council's adopted standards. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Planning permission should therefore be granted.

Policies - SDP1, SDP2, SDP3, SDP4, SDP5, SDP7, SDP9, SDP10, H1, H2, H7, H8, H12, CLT5, CLT6 and IMP1 of the City of Southampton Local Plan Review Adopted Version (March 2006)

38.2 09/00779/FUL Burlington Mansions, Shirley Road

Formation of an additional storey to the building to provide 10 two-bedroom flats and erection of a cycle and bin storage building at the rear

Mr Edmonds (Agent) was present and with the consent of the Chair, addressed the meeting.

UPON BEING PUT TO THE VOTE THE OFFICER RECOMMENDATION TO DELEGATE AUTHORITY TO THE DEVELOPMENT CONTROL MANAGER TO GRANT CONDITIONAL PLANNING PERMISSION SUBJECT TO THE APPLICANT ENTERING INTO A SECTION 106 LEGAL AGREEMENT WAS CARRIED

RECORDED VOTE:

FOR: Councillors Cunio, Fitzhenry, Jones, Norris and Osmond

AGAINST: Councillors Mrs Blatchford and Davis,

RESOLVED

- (i) that authority be delegated to the Development Control Manager to grant conditional planning approval subject to:-
 - a) the conditions in the report, the amended and additional conditions below;
 - b) the applicant entering into a Section 106 Legal Agreement to secure:
 - 1 a financial contribution towards the provision and maintenance of open space in accordance with policy CLT5 of the revised deposit of the Local Plan and applicable SPG;
 - 2 a financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 of the revised deposit of the Local Plan and applicable SPG;

Planning and Rights of Way Panel meeting 24 November 2009
 Planning Application Report of the Head of Division

Application address	14 Westwood Road		
Proposed development	Re-development of the site by the erection of a part four-storey and part five-storey building to provide 18 flats (10 two-bedroom, 8 three-bedroom) with associated parking and vehicular access from Cambridge Road following demolition of the existing buildings		
Application number	09/00847/FUL	Application type	Full detailed
Case officer	Jenna Turner	Application category	Q07- major small

Recommendation Summary	Delegate to Development Control Manager to grant planning permission subject to criteria listed in report
-------------------------------	--

Reason for Panel consideration	Major development (small scale) requiring completion of legal agreement under Section 106 of the 1990 Act
--------------------------------	---

Applicant	Mr H Singh	Agent	Chris Edmonds Associates
-----------	------------	-------	--------------------------

Date of receipt	17/09/2009	City Ward	Bevois Valley
Date of registration	17/09/2009	Ward members	Cllr Burke
Publicity expiry date	29.10.09		Cllr Rayment
Date to determine	17.12.09 IN TIME		Cllr Barnes-Andrews

Site area	1204 sq.m (0.12 ha)		Usable amenity area	shown: 500 sq.m. (27sq.m. per flat)	
Density - whole site	150 d.p.h			Landscaped area	shown: 518 sq.m.
Site coverage (developed area)	56 %		Other land uses		class
Residential mix	nos	size sqm	Commercial use	-	-
Studio / 1-bedroom			Retail use	-	-
2-bedroom	10	60 sq.m	Leisure use	-	-
3-bedroom	3	72 sq.m.	other	-	-
other	-	-			

Accessibility zone	medium	Policy parking max	13 spaces
Parking Permit Zone	yes	existing site parking	6 spaces
Cyclist facilities	no	car parking provision	6 spaces
motor & bicycles	18 cycles	disabled parking	

Key submitted documents supporting application			
1	Planning Statement	2	Transport Assessment
3	Ecological Survey	4	Aboriginal Impact Appraisal and Method Statement
Appendix attached			
1	Local Plan Policy schedule	2	Planning History
3	Suggested Planning Conditions		

Recommendation in full

Delegate to Development Control Manager to grant planning permission subject to

1. the applicant entering into a Section 106 Legal Agreement to secure
 - i. A financial contribution towards the provision and maintenance of open space in accordance with policy CLT5 of the revised deposit of the Local Plan and applicable SPG
 - ii. A financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 of the revised deposit of the Local Plan and applicable SPG
 - iii. A financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site in accordance with appropriate SPG to encourage sustainability in travel through the use of alternative modes of transport to the private car
 - iv. A financial contribution towards strategic transport contributions for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG
 - v. A highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer
 - vi. The provision of a minimum of 5 Affordable Housing units in accordance with policy H9 of the Local Plan and with the relevant SPG

And that the D C Manager be authorised to refuse permission if the Section 106 Agreement has not been completed by 17th December 2009 on the ground of failure to secure the provisions of the Section 106 Agreement.

Proposed Development & Surrounding Context

The application site contains two residential plots; 14 Westwood Road which comprises a 3-storey Victorian redbrick property used as a shared house; and 90-92 Cambridge Road which is 2-storey block of flats.

Many of the plots in Westwood Road have been redeveloped at different points in time meaning there is a good deal of variation in design of individual buildings. Westwood Road is characterised by large buildings located within spacious plots, ranging between 2 and 5 storeys in height and well set back from front boundaries. Property frontages typically contain mature trees and vegetation. The application site comprises two protected trees; one adjacent to the Westwood Road boundary and one on the southern site boundary. Cambridge Road by contrast comprises more traditional two-storey dwelling houses.

The application proposes the demolition of both 14 Westwood Road and 90-92 Cambridge Road and the construction of a part 4 and part 5 storey building to comprise 18 flats. The flats would be a mixture of 2 and 3 bedroom accommodations. The proposed building would be positioned to address Westwood Road with the main area of amenity space located to the rear of the building. The parking area would be positioned adjacent to the southern site boundary and accessed from Cambridge Road.

Relevant Planning Policy

The planning policy to be considered as part of this proposal is scheduled in **Appendix 1** to this report. There are no site-specific policies which relate to the application site. Policy H1 (v) supports the redevelopment of previously developed land to provide additional residential accommodation and the Council's normal consideration in respect of quality of development, protection of the character of the area and the amenities of neighbouring occupiers apply as required by Policies SDP1, SDP7 & SDP9.

The development is broadly in accordance with the emerging policies in the Council's Core Strategy, although emerging requirements for affordable housing provision have not been met but at yet does not outweigh the adopted policies in the Local Plan Review.

Relevant Planning History

The history of the site is attached in **Appendix 2** to this report.

Consultation Responses & Notification Representations

A consultation exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement and erecting a site notice. At the time of writing the report, **20** representations had been received from surrounding residents.

Summary of Representations made

Visual Impact – the proposed building would be out of keeping in terms of its scale and design

Environmental Impact - The additional traffic movements through Cambridge Road would change the character of this street in terms of noise, disturbance and pollution

Parking and Highways Issues – The proposal does not include sufficient off-road car parking spaces to serve the prospective occupants which would exacerbate existing parking pressures in the locality. The intensified use of Cambridge Road by cars, construction traffic and delivery vehicles would have a detrimental impact on highway safety.

Privacy Impact – The proposed development will give rise to overlooking of the neighbouring properties

Summary of Consultation comments

SCC Highways Officer – Suggests the relocation of the refuse store to the northern site boundary and the relocation of the cycle store closer to the building and a condition is suggested to address this.

SCC Tree Officer – No objection.

SCC Housing Officer – No objection. Five units of affordable accommodation should be provided on site. Queries if the amenity space provided is sufficient

SCC Ecologist – No objection. Suggests a condition to secure ecological mitigation measures

SCC Sustainability Officer – No objection. Suggests conditions to secure Level 3 of the Code for Sustainable Homes

SCC Environmental Health (Contamination) – No objection subject to the imposition of suggested conditions

SCC Environmental Health (Pollution and Safety) – No objection subject to suggested

conditions

Architects Panel – Consider the scale and massing of the building appropriate for the site's context. The chosen design approach is acceptable but suggest a different approach to materials to be used in respect of the fenestration and brickwork. A condition is suggested to address this.

Southern Water – No objection or conditions suggested

BAA – No objection. Suggests an informative relating to the use of cranes

Planning Consideration Key Issues

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

- Principle of development
- Residential design, density and impact on the established character;
- The impact on existing residential amenity;
- The quality of residential environment for future occupants
- The impact on protected trees and the ecological value of the site
- Whether the travel demands of the development can be met.

The development proposal needs to be assessed in terms of its design, scale and massing within the street scene; its impact on neighbouring residential amenities; whether or not adequate amenity space is provided and if it is acceptable in terms of highway matters including cycle and refuse storage.

1. Principle of Development

The redevelopment of this site for residential purposes is in accordance with central government's aims and local plan policies for the efficient use of vacant and brownfield sites. The application proposes a genuine mix of accommodation including more than the required amount of family sized units provision which will provide a greater choice of accommodation within this community, in accordance with central government planning guidance on housing development (PPS3).

2. Character and Design

The height of the proposed development responds to the scale of buildings within Westwood Road and the scale is broken into a 4 and 5 storey sections to prevent the massing of the building from appearing excessive. Having regard to other 4 and 5 storey buildings within Westwood Road, the proposed development would not appear out of character. Furthermore, the slim profile of the curved roof would also ensure that the building does not appear excessively tall. The applicants have chosen a contemporary design approach which is articulated with projecting bay windows and a mixed palette of materials.

The different scale and design approach in relation to the more traditional properties in Cambridge Road is noted, however would not be a dissimilar relationship to what exists between Glenmore Court and Alma Road and Kerrigan Court and Cambridge Road. The proposed building would be positioned to read as part of the Westwood Road street scene, leaving over 32m in separation to Cambridge Road. As such it is considered that the proposed building would not have an adverse visual impact on the character of Cambridge Road.

3. Residential Amenity

The proposed building would respect the rear building line of Glenmore Court to the west of the site and would project just 2m further to the rear than Kerrigan Court to the west of the site. The spatial separation of the building from Kerrigan Court would ensure that no adverse impact on outlook would occur as a result of the development. Any side facing windows proposed in the development are secondary and a condition is suggested to ensure that these are fixed shut and obscurely glazed to prevent loss of privacy to the neighbouring property.

The separation of the building from Cambridge Road and the positioning of the building would ensure that no adverse impact would arise in terms of overlooking or overshadowing. In terms of disturbance from the comings and goings of prospective residents, dual access points to the building are proposed which would assist in minimising disruption; however, such movements would not represent harm to residential amenity and would be anticipated within any residential location.

4. Residential Environment

The proposed development would be served by communal amenity space in excess of the suggested standards and the south-facing nature of this area provides a good quality environment for prospective residents. Private balconies and roof terraces are also proposed to serve the larger 3-bedroom units and these are sufficient size to enable sitting out. A condition is suggested to secure the re-location of the bin and cycle storage to ensure that neither is located remotely from the building.

5. Parking and Highways Issues

The level of car parking spaces proposed complies with the Council's adopted standards and current planning guidance in the form of PPG13: 'Transport', PPS1 'Delivering Sustainable Development' and PPS3 'Housing' emphasises the need to reduced car dependence. Furthermore, Local Plan policy SDP5 confirms that car parking is a key determinant in the choice of the mode of travel. The site lies within an area of Medium Accessibility (and on the boundary with High Accessibility) for public transport meaning it lies within a 400 metre radius of a bus corridor served by between 10 and 19 buses an hour. The provision of secure and convenient cycle storage would promote cycling as an alternative to the private car. The level of car parking proposed to serve the development is therefore considered to be acceptable.

Highways Development Control officers have confirmed that both vehicular access points are acceptable in highway safety terms. The number of vehicular movements which would result from the 6 proposed car parking spaces would not adversely affect highway safety.

Summary

The proposed development would make efficient use of this brownfield site whilst respecting the character of the area.

CONCLUSION

By securing the matters set out in the recommendations section of this report by the completion of a Section 106 Legal Agreement, the proposal would be acceptable. The application is therefore recommended for delegated approval to the Development Control

POLICY CONTEXT

Core Strategy - (Amended 2015)

CS3	Town, District and Local Centres, Community Hubs and Community Facilities
CS4	Housing Delivery
CS5	Housing Density
CS6	Economic Growth
CS7	Safeguarding Employment Sites
CS13	Fundamentals of Design
CS15	Affordable Housing
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (Amended 2015)

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
HE6	Archaeological Remains
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - August 2005 and amended November 2006)

Parking Standards 2011

Other Relevant Guidance

The National Planning Policy Framework 2012

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Planning History

Both sites

09/00847/FUL

Refused 17.12.09

Re-development of the site. Erection of a part four-storey and part five-storey building to provide 18 flats (10 x 2-bedroom, 8 x 3-bedroom) with associated parking and vehicular access from Cambridge Road following demolition of the existing buildings

Reason for refusal:

In the absence of a completed S.106 Legal Agreement the proposals fail to mitigate against their direct impact and do not, therefore, satisfy the provisions of policy IMP1 of the City of Southampton Local Plan Review Adopted Version March 2006 as supported by the Council's Supplementary Planning Guidance on Planning Obligations (August 2005 as amended) in the following ways:-

- A) Measures to satisfy the public open space requirements of the development have not been secured. As such the development is also contrary to the City of Southampton Local Plan Review Adopted Version March 2006 Policy CLT7.
- B) Measures to satisfy the play space requirements of the development have not been secured. As such the development is also contrary to the City of Southampton Local Plan Review Adopted Version March 2006 Policy CLT6.
- C) Measures to support sustainable modes of transport such as necessary improvements to public transport facilities and pavements in the vicinity of the site, the provision of sustainable travel vouchers, travel plan or a traffic regulation order to secure a residents only parking permit scheme in the vicinity of the site have not been secured contrary to the City of Southampton Local Plan Review Adopted Version March 2006 policies SDP1, SDP2 and SDP3;
- D) Measures to support strategic transportation initiatives have not been secured. As such the development is also contrary to the City of Southampton Local Plan Review Adopted Version March 2006 policies SDP1, SDP2 and SDP3;
- (E) In the absence of a Highway Condition survey the application fails to demonstrate how the development will mitigate against its impacts during the construction phase and;
- (F) The provision of affordable housing in accordance with policies H9, H10 and H11 of the Local Plan March 2006.

10/01741/FUL

Withdrawn 08.02.11

Redevelopment of the site. Erection of a part four-storey and part five-storey building to provide 18 flats (10 x 2 bedroom and 8 x 3 bedroom) with associated parking and vehicular access from Cambridge Road following demolition of the existing buildings (Resubmission of application reference 09/00847/FUL).

90 Cambridge Road

1069/B

Permitted 30.08.55

Erection of detached house

1129/32

Permitted 15.04.58

Two maisonettes

14 Westwood Road

1070/27R2

Permitted 21.02.56

Convert into three flats

1410/20

Conditionally Approved 23.02.71

