

Planning, Transport and Sustainability Division
Planning and Rights of Way Panel 15th November 2016
Planning Application Report of the Service Lead, Planning, Infrastructure and Development

Application address: 78 Warren Crescent, Southampton			
Proposed development: Erection of a 3 storey building comprising 9 flats (6 x 1-bed, 3 x 2-bed) with associated parking, bin store and amenity space following demolition of existing building (Outline application seeking approval for access, appearance, layout and scale) (resubmission of 15/02138/OUT)			
Application number	16/01358/OUT	Application type	FUL
Case officer	Anna Lee	Public speaking time	5 minutes
Last date for determination:	28.11.2016 (Extension of Time Agreement)	Ward	Shirley
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors	Cllr Chaloner Cllr Coombs Cllr Kaur

Applicant: Mr Harding	Agent: Concept Design & Planning
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Recommendation Summary	Delegate to Service Lead, Planning, Infrastructure and Development to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	Yes
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations as detailed in the report to the Planning & Rights of Way Panel on 15th November 2016 have been considered. The impacts of the scheme on the character of area and adjacent neighbouring properties 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 thus planning permission should 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). Accordingly the proposal complies with policies CS4, CS6, CS13, CS18, CS19, CS20, CS22 and CS25 of the Core Strategy (2015) saved policies SDP1, SDP4, SDP5, SDP6, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, HE6, H1, H2 and H7 of the adopted City of Southampton Local Plan Review (Amended 2015),

Supplementary Planning Document 'Residential Design Guide' (2006), 'Developer Contributions' (2013) and 'Parking Standards' (2011) and the National Planning Policy Framework (2012).

Appendix attached			
1	Development Plan Policies	2	Relevant Planning History

Recommendation in Full

1. Delegate to Service Lead, Planning, Infrastructure and Development to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:
 - 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 (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
 - iii. Either a scheme of works or a financial contribution towards Solent Disturbance Mitigation Project in accordance with policy CS22 (as amended 2015) of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
2. In the event that the legal agreement is not completed within three months of the decision of the Planning and Rights of Way Panel, Service Lead, Planning, Infrastructure and Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
3. That the Service Lead, Planning, Infrastructure and Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the scheme's viability is tested prior to planning permission being issued and, following an independent assessment of the figures, it is no longer viable to provide the full package of measures set out above then a report will be bought back to the Planning and Rights of Way Panel for further consideration of the planning application.

1.0 The site and its context

- 1.1 The application site is the site of the former Shirley Warren Social Club; formerly a characterful two storey building. It is located on the corner of Warren Crescent and Coxford Close and has a site area of approximately 983 sqm (0.098 ha). The building has, however, recently been demolished following a fire last year and, as such, the site is currently vacant. The surrounding area is predominantly residential and is characterised by two storey, semi-detached properties of a distinct 1930's style.
- 1.2 There are a series of trees on site protected by the Southampton (78 Warren Crescent) Tree Preservation Order 2006. A number of these trees have, however, been removed without the prior consent of the City Council and enforcement action is currently being taken.

2.0 Proposal

2.1 The proposal is an outline planning application with only 'Landscaping' reserved for future determination. Approval is sought from the Planning Panel for the principle and quantum of development, its 'Access', 'Appearance', 'Layout' and 'Scale'. The proposed scheme seeks to provide a three storey building comprising 9 flats; six 1-bed units and three 2-bed units. Nine on-site car parking spaces are provided within a frontage parking area on a 1 space per flat basis.

2.2 The building is 'L' shaped in design and is a full three storey in height with a pitched roof. Three flats are provided at ground floor (comprising 2 no.1-beds and a 2-bed unit to the rear). Two of these flats have access to separate private amenity space. On each above ground level two 1-bed units and one 2-bed unit are provided in the same format. Following the receipt of amended plans 4 of these flats will have access to a private balcony and all residents will have access to a communal area of garden space in the form of a landscaped area which is approximately 200sq.m (which equates to approximately 22sq.m per flat). Seven of the nine units have private external amenity with direct access to either a balcony or a private garden area. In addition, the cycle storage and refuse storage is located to the front within the parking area.

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 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 In 2015, an outline application (ref.15/02138/OUT) sought permission for the erection of a three-storey building comprising 4 x one-bed, 4 x two-bed and 1 x three-bed flats with associated parking, bin store and amenity space following demolition of existing building. The reasons for the delegated refusal of this scheme relate to inappropriate design/overdevelopment (excessive footprint, flat roof design and loss of trees), highway safety, insufficient refuse storage and failure to enter into the S106 legal agreement, (see **Appendix 2** for the full reasons for refusal and further history).

4.2 This scheme seeks to address the previous reasons for refusal.

4.3 On the immediately adjacent site permission was given for the erection of two separate two storey blocks of residential accommodation comprising '*Block A*' with 2 x 1 bed flats and '*Block B*' with 2 x 3 bed semi-detached houses, with associated parking and ancillary storage' (LPA ref:12/00160/FUL).

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 (19 in total) and erecting a site notice (16.08.2016). At the time of writing the report **5 representations** have been received from surrounding residents. The following is a summary of the planning related points raised:

5.2 Overdevelopment due to the 3 storey height and footprint

Response

The density of the scheme 92 dwellings per hectare (dph) is in line with maximum levels set out in policy CS5 where 50-100 dph can, in principle, be approved in this area. Encouraging higher densities within areas of good access to local facilities is enshrined within local and national planning policy. Sufficient amenity space is provided and the three storey height is acceptable in this location as the site lies in a corner position where additional height over the two storey context can be entertained in principle. On this occasion the footprint takes the bulk away from the frontage and responds well to the site.

5.3 Adjacent redevelopment compounds the impact

Response

Every application is assessed on its own merits, but regard has been had to the potential redevelopment of the adjacent site and the relationship of developments to one another.

5.4 The proposal will result in insufficient of parking, traffic congestion and highway safety

Response

Nine parking spaces are proposed to serve 9 flats, which is acceptable in this location, and achieves a 1 space per flat provision. The proposal provides parking spaces in line with Council's current maximum parking standards policies. On this basis no objection has been received from the Council's Highway Development Management team. All residential development has an impact on the highway network and a highway safety improvement s.106 package is being sought to help mitigate against any potential highway safety issues whilst improving site access to non-car modes.

5.5 The scheme will result in a loss of privacy, overlooking and is to be constructed in close proximity to the neighbouring properties

Response

The proposal will have an impact on neighbouring properties but not sufficient to warrant refusal on the grounds of loss of privacy or amenity due to the distance to the existing neighbouring properties. The majority of neighbours are separated from this corner site by existing roads thereby reducing the impacts. Regard has also been given to the potential redevelopment of the adjacent site and the layout of the scheme has been assessed against this proposal.

Consultation Responses

5.6 **SCC Highways - No objection**

No objection is raised subject to conditions securing details of the refuse and cycle store and the submission of a refuse management plan. As well as conditions to cover sight lines, reinstatement of the kerb and details of the hard paving.

5.7 **SCC Sustainability Team - No objection**

Subject to the imposition of conditions securing energy and water restriction and sustainable drainage systems.

5.8 **SCC Environmental Health (Pollution & Safety) - No objection** subject to conditions.

5.9 **SCC Environmental Health (Contaminated Land) - No objection**

No objection subject to conditions to secure a contaminated land assessment and any required remediation measures.

5.10 **SCC Archaeology- – No objection**

No conditions are required.

5.11 **SCC Trees – No objection**

No objection subject to conditions securing tree retention and safeguarding as well as a full arboricultural method statement.

5.12 **Southern Water – No objection.**

Suggests an informative is attached to the permission to make the developer aware of the requirements to connect to the public sewerage system as well as a condition requesting further details of the surface water runoff.

6.0 Planning Consideration Key Issues

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

- How the scheme has responded to the previous reasons for refusal;
- Principle of development and Density;
- Design and amenity;
- Highway Safety and Parking;
- Landscaping and tree protection; and
- Development Mitigation

6.2 Response to previous reasons for refusal

6.2.1 The 2015 scheme detailed above was refused for representing an overdevelopment of the site; it had poor design and excessive footprint/hardstanding/loss of trees. The full reasons are detailed at **Appendix 2** of this report.

6.2.2 The loss of protected trees is being dealt with under separate enforcement action. The scheme has been amended to break up the elements of the building and create a corner feature whilst removing some parking spaces to allow for amenity space and overall setting thereby reducing the amount of hardstanding. The design has been simplified and the bulk has been reduced by providing articulation and a pitched roof more in line with existing properties. The other reasons for refusal related to the failure to provide the S106 contributions, issues of highway safety and poor refuse storage. In response, the parking area has been reduced and no vehicles are able to reverse onto the highway. The refuse storage is located closer to the highway thereby satisfying the previous reason for refusal. Overall, officers believe the reasons for refusal have been addressed by this revised scheme and can now be recommended favourably to the Planning Panel for the reasons set out below:

6.3 Principle of Development and Density

6.3.1 The application site is not an allocated site within the Council's Development Plan, but it is located within an area with other residential properties. The LDF Core Strategy identifies the Council's current housing need and this scheme would assist the Council in meeting its targets. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the city between 2006 and 2026 for the city to address its own requirements. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable housing development, the use of previously developed land and therefore the principle of

the proposal is generally supported.

- 6.3.2 Following the fire the building is no longer being used, or capable of being used, as a community facility, and the facility is no longer in existence, physically or operationally. As such, the previous community use of the building was lost when the building burnt down and, as such, LDF Policy CS3 (Community Facilities) no longer applies to this application. Furthermore, the loss of the existing club, its possible re-provision or potential for future community use was not raised as an issue when the first planning application was refused
- 6.3.3 Policy CS5 seeks to ensure that development within 'medium' accessibility areas have a density of between 50 and 100 dwellings per hectare (dph). Therefore the proposed density of 92 dph is acceptable in principle and the form of development to achieve this quantum of development is assessed below. The development would create additional housing stock for Southampton as well as bringing the vacant site back into use whilst providing a mixed housing offer.
- 6.4 Design and Amenity
- 6.4.1 The application site occupies a prominent location at the junction of Warren Crescent and Coxford Close. The surrounding area is predominantly residential and is characterised by pairs of two storey, 1930s semi-detached dwellings. It is noted that before the fire in July 2015, the Shirley Warren Social Club building was an attractive 1930s style brick building with a hipped roof and timber sliding sash windows in keeping with the style of the surrounding area. Properties in the surrounding area have a distinctive appearance including features such as hipped side and front roofslopes, chimneys, ground floor bay windows and porch canopies
- 6.4.2 Building heights within the surrounding area are predominantly two storey, however, there is a three storey block of flats located along Coxford Close. Given that the application site is a corner site, a taller building would be acceptable here. With any taller building, variations in elevations can successfully break up the overall bulk of the development which is the case here. The bulk and footprint of hardstanding has been significantly reduced for this scheme following the refusal of an earlier proposal. Roofslopes within the surrounding area are hipped to the side and to the front. The scheme for the other half of the wider site (approved under 12/00160/FUL) also incorporated hipped roofslopes in keeping with the character of the surrounding area. The revised scheme for the redevelopment of this site incorporates a pitched roof form which relates sympathetically with established development within the local area and, together with the reduced footprint and building bulk, the addresses the previous reasons for refusal for the reasons set out above.
- 6.4.2 The layout of the proposed parking court is a significant improvement on that of the refused scheme. This parking is sited appropriately and provides sufficient space for on-site turning whilst avoiding the creation of a vehicle dominated frontage. Landscaping, including tree planting, has been indicatively shown along the Coxford Close site boundary to provide additional screening for this car parking area; although the landscaping for this development is not part of the Council's assessment at present. Paragraph 3.9.2 of the Residential Design Guide states that, 'In all cases outside of the city centre the footprint of buildings and hard surfaced areas should not exceed 50% of the site'. The site area is approximately 983sq.m. The building footprint would measure approximately 195sq.m whilst the parking court and other hardstanding would measure approximately 305sq.m. As such, a total of approximately 500sq.m of the site would be covered by buildings or hardstanding (including paths and the parking

area). This is only marginally more than half the total site area, and additional soft landscaping is indicatively introduced where possible to address this (albeit reserved at this stage). Overall, the design, footprint and bulk has been reduced and is now acceptable. The redevelopment of the site returns the site back into use in a positive way and outweighs the concern raised over the proposed level of hardstanding.

- 6.4.3 The proposed units would be of an adequate size to provide a decent quality standard of residential accommodation for future occupiers. The 'L' shaped design enables all units to be dual aspect. Habitable room windows (serving bedrooms, living and dining areas) within all of the proposed flats would benefit from sufficient access to light and outlook and all units would benefit from good levels of privacy. Sufficient amenity space is provided for the units as seven of the units have private amenity space in the form of a balcony or private garden, and 200sq.m of communal space is provided therefore exceeding the 20sq.m required.
- 6.4.4 With respect to the impact on the neighbouring properties No.1 Ross Gardens is located to the west of the site and is, with 70 Coxford Close, the most affected neighbour. The side elevation of this property faces the application site and contains a clear glazed window at first floor level in addition to two clear glazed windows at ground floor level. A look at the planning history for this neighbouring property indicates that the first floor window serves a stairwell whilst the ground floor windows serve a kitchen and an entrance hall. None of these are considered to be 'habitable' rooms in the context of planning control. The side wall of no.1 Ross Gardens would face windows within the proposed building, but due to the distance of approximately 25m there is no significant loss of amenity through reduced privacy, loss of light, loss of outlook or increased sense of enclosure
- 6.4.5 No.70 Coxford Close is also located to the west of the site. The side elevation of this property faces the application site. There are no windows within the side elevation of this property. There is a door at ground floor level however this appears to serve a car port and does not therefore, provide outlook or light for any habitable rooms. An acceptable separation distance has been provided between these properties of 27 metres to ensure that no significant loss of amenity would occur for occupiers.
- 6.4.6 No.76 Warren Crescent is located to the north of the site. The side elevation of this property faces the application site and contains a clear glazed window at first floor level (likely to serve a landing window) in addition to three windows and a door at ground floor level. The ground floor levels are already obscured by the boundary fence of this property and appear to be secondary to main windows within the front and rear elevations. Due to the distance, and the adjacent site in between this development, the impact would not be detrimentally harmful. It is noted that the adjacent site is a development site but the permission has expired; the approval for that ensured that the windows on the proposed development would not result in a loss of privacy or outlook for either occupier. The two windows that look into the site (bar the bathroom windows) serve a kitchen area and bedroom. The kitchen windows are 5 metres from the boundary and the bedroom windows are 7.5 metres from the boundary. Although not ideal the outlook and privacy is acceptable and the impact upon neighbouring properties didn't form a previous reason for refusal due to the distances between the site and the neighbouring properties. It is not recommended that the Panel introduce this as a concern at this stage.
- 6.4.7 As such, officers support the design changes and feel the scheme now meets the Council's high design and amenity requirements as set out in the current

development plan.

6.5 Highway Safety and Parking

6.5.1 The City Council's Highways officers have advised that the proposed parking layout is an improvement on that of the previously refused scheme. On-site turning has been provided to ensure that cars can move to and from the public highway in a forward gear. Adequate sightlines should also be provided and a condition is sought to provide further details. The previous refusal in terms of highway safety has been addressed by the amendments to this scheme.

6.5.2 A further reason for refusal related to the location of the refuse storage in terms of collection and residential amenity. The scheme, subject to further details of the management on collection day, addresses previous concerns as it does not obscure the outlook from one of the units. The proposal provides refuse storage and cycle storage but the location of the refuse storage is too remote from the highway. A refuse collection point near the highway for collection days is required and a condition is imposed to secure further details. Overall, the removal of the parking spaces fronting Coxford Close, the reduction of the parking area, and the relocation of the refuse storage ensures that the previous reason for refusal has been addressed.

6.5.3 The provision of nine car parking spaces is sufficient for a scheme of this level of development and no objection has been raised on this basis. The maximum requirement for this scheme would be 12 spaces based on the proposed mix of 6 no.1 beds and 3 no.2 beds. A 1 space per flat offer is considered to be acceptable and strikes the correct balance between reducing the hardstanding, achieving more soft landscaping and useable amenity space, and securing parking for each dwelling.

6.6 Landscaping and tree protection

6.6.1 The landscaping of the scheme is shown indicatively at this stage and is reserved for future submission as a 'Reserved Matter'. However, tree retention conditions are suggested due to the history of the site following the recent removal of TPO trees.

6.7 Development Mitigation

6.7.1 As with all new development the application needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013). The main area of contribution for this development, in order to mitigate against its wider impact, are highway contributions towards improved cycleway signage in the near vicinity of the site. The Council no longer seeks affordable housing from schemes of this size following the Government's position that only schemes of 11 or more units should contribute.

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 £176 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. When the legal agreement is signed and actioned this application will have complied with the requirements of the SDMP and met the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

7.0 Summary

7.1 Overall the redevelopment of the site for the 9 residential units proposed for this scheme has addressed the previous reasons for refusal and will not result in an adverse impact on the amenities enjoyed by surrounding occupiers, highway safety issues or to the character and appearance of the area. Therefore the proposals are consistent with adopted local planning policies.

8.0 Conclusion

8.1 As such, the application is recommended for approval subject to securing the matters set out in the recommendations section of this report and the conditions set out below.

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

1(a)(b)(c)(d), 2(b)(d), 4(f) & (qq), 6(c)

ARL for 15/11/2016 PROW Panel

PLANNING CONDITIONS to include:

01. Outline Permission Timing Condition (Performance)

Outline Planning Permission for the principle of the development proposed and the following matters sought for consideration, namely the layout of buildings and other external ancillary areas, the means of access (vehicular and pedestrian) into the site and the buildings, the appearance and design of the structure, the scale and the massing and bulk of the structure of the site is approved subject to the following:

Written approval of the details of the following awaited reserved matters shall be obtained from the Local Planning Authority prior to any works taking place on the site:

- the landscaping of the site specifying both the hard, soft treatments, means of enclosures/boundary treatment and ongoing maintenance

An application for the approval of the outstanding reserved matters shall be made in writing to the Local Planning Authority before the expiration of three years from the date of this Outline Permission

The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last application of the reserved matters to be approved.

Reason:

To enable the Local Planning Authority to control the development in detail and to comply with Section 91 and Section 92 of the Town and Country Planning Act 1990 (as amended).

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

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, the roof of the proposed buildings, and the car parking area. 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.

03. Cantilevered Balconies

Further details of the cantilevered balconies hereby approved (including their materials, design, colour and underside finish) shall be provided and approved in writing by the Local Planning Authority prior to their installation. The approved balconies shall be erected prior to the first occupation of the development and retained to serve the associated flats thereafter.

Reason:

In the interests of good design

04. 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.

05. Car parking layout

Prior to the first occupation of the development the car parking area shown on approved plans for 9 vehicles allocated on a 1 space per flat basis shall be provided, surfaced and marked out as approved. Thereafter they shall be retained to serve the development in line with the approved plan unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In the interest of highway safety and to ensure appropriate car parking provision is provided in the interests of residential amenity.

06. Sightlines specification

Sight lines of 2.4m x 45m measured at the back of footway shall be provided before the use of any building hereby approved commences, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended no fences walls or other means of enclosure shall be erected above a height of 0.6m above ground level within the sight line splays.

Reason:

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

07. APPROVAL CONDITION - Cycle parking (Performance Condition)

Before the development hereby approved first comes into occupation, the storage for bicycles shall be provided and made available for use in accordance with the plans hereby approved. The storage shall thereafter be retained as approved.

Reason:

To encourage cycling as an alternative form of transport.

08. Euro Bin Storage (Performance)

The bin store shall be constructed of masonry under a suitable weatherproof roof, with adequate ventilation. The collection doors are to be of sturdy construction and hinged to open outwards with a minimum opening of 1.4m wide, to have level access avoiding thresholds, and a lock system to comply with SCC standard lock requirements operated by a coded key pad. It must be possible to secure the doors open whilst moving the bins.

Internal lighting to operate when doors are open, and a tap and wash down gulley to be provided, with suitable falls to the floor. Internal doors/walls/pipework/tap/conduits to be suitably protected to avoid damage caused by bin movements.

The access path to the bin store shall be constructed to footpath standards and to be a minimum width of 1.5m. Any gates on the pathway are not to be lockable, unless they comply with SCC standard coded keypad detail.

The gradient of the access path to the bin store shall not exceed 1:12 unless suitable anti-slip surfacing is used, and still shall not exceed 1:10.

A single dropped kerb to the adjacent highway will be required to access the refuse vehicle with the Euro bin.

The site management must contact SCC refuse team 8 weeks prior to occupation of the development to inspect the new stores and discuss bin requirements, which are supplied at the developer's expense. E mail waste.management@southampton.gov.uk

Reason:

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

09. Refuse storage collection point

The refuse bins associated with this development shall be located in the approved refuse storage at all times apart from collection day unless agreed otherwise in writing by the Local Planning Authority.

Reason:

To prevent a detrimental impact on the character of the area.

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

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.

11. Energy & Water (Pre-Commencement)

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).

12. 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).

13. Sustainable Drainage Systems (Pre-Commencement)

Prior to the commencement of development a specification for the proposed sustainable drainage system (including green roofs) shall be submitted to the Local Planning Authority. A sustainable drainage system to the approved specification must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter. In the development hereby granted consent, peak run-off rates and annual volumes of run-off shall be no greater than the previous conditions for the site.

Reason: To conserve valuable water resources, in compliance with and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010) and to prevent an increase in surface run-off and reduce flood risk.

14. Land Contamination investigation and remediation [Pre-Commencement & Occupation]

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

1. A 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.

15. Use of uncontaminated soils and fill [Performance]

Clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall only be permitted for infilling and landscaping on the site. Any such materials imported on to the site must be accompanied by documentation to validate their quality and be submitted to the Local Planning Authority for approval prior to the occupancy of the site.

Reason:

To ensure imported materials are suitable and do not introduce any land contamination risks onto the development.

16. Unsuspected Contamination [Performance]

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified, no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority.

Reason:

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

17. No storage under tree canopy [Performance Condition]

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

Reason:

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

18. Tree Retention and Safeguarding [Pre-Commencement Condition]

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

agreed in writing by the Local Planning Authority following which it shall be removed from the site.

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

19. 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.

20. Arboricultural Method Statement [Performance]

The development hereby approved shall be carried out in accordance with the submitted Arboricultural Method Statement (see above condition) including the tree protection measures throughout the duration of the demolition and development works on site.

Reason:

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

21. Site Levels [pre-commencement]

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

Reason:

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

22. Amenity Space Access [Pre-Occupation Condition]

The external amenity space serving the development hereby approved, and pedestrian access to it, shall be made available as a communal area prior to the first occupation of the development hereby permitted and shall be retained with access to it at all times for the use of the flat units.

Reason:

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

23. Construction Management Plan (Pre-Commencement)

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Plan for the development. The Construction Management Plan shall include details of:

- (a) parking of vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials, including cement mixing and washings, used in
- (d) constructing the development;
- (e) treatment of all relevant pedestrian routes and highways within and around the site
- (f) throughout the course of construction and their reinstatement where necessary;
- (g) measures to be used for the suppression of dust and dirt throughout the course of
- (h) construction;
- (i) details of construction vehicles wheel cleaning; and,
- (j) details of how noise emanating from the site during construction will be mitigated.

The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason:

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

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

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

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

Reason:

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

25. 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.

Note to Applicant - Public sewerage system

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS4	Housing Delivery
CS6	Housing Density
CS13	Fundamentals of Design
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
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
SDP6	Urban Design Principles
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
SDP22	Contaminated Land
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 - September 2013)

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

1. REASON FOR REFUSAL: Inappropriate Design

The proposed design would fail to establish a high quality, context sensitive, development in this location. Specifically, this would be by reason of:

- (a) The failure to incorporate any architectural features which are characteristic of the local area in the proposed design resulting in a bland appearance that would fail to relate appropriately with the character of the surrounding area;
- (b) An excessive amount of site coverage (more than 50%) by buildings and hard standing resulting in an overdevelopment which does not respond to existing spatial characteristics including building-to-plot ratios resulting in a cramped form of development.
- (c) The creation of residential scheme with a vehicle dominated site frontage along Coxford Crescent detrimental to the overall appearance of the streetscene.
- (d) The impact of the loss of 5 on site trees protected by the Southampton (78 Warren Crescent) Tree Preservation Order 2006 on the visual amenity of the surrounding area which, following the removal of this mature boundary screen, now has very limited landscaping with limited space for appropriate replacements

Note: The removal of TPO trees at this address has been passed to Planning Enforcement to investigate further.

The proposed development would have a poor quality design which would be out of keeping with the character of the surrounding area. As such the development would be contrary to Policies SDP7 (i)/(ii)/(iii)/(iv)/(v), SDP8 (i), SDP9 (i)/iv) of the adopted City of Southampton Local Plan Review (March 2015); policy CS13 of the adopted Local Development Framework Core Strategy Development Plan Document (Revised 2015); and the relevant sections of the adopted Residential Design Guide SPD (September 2006), paying particular attention to paragraphs 3.7.8, 3.9.1, 3.9.2, 3.9.5, 3.9.6, 3.10.2, 3.10.4, 3.10.6, 3.10.7, 3.1.08, 3.10.12, 3.10.13, 3.10.14, 3.10.16 and 3.10.17.

REASON FOR REFUSAL: Highways Safety

The proposed parking layout would result in an increase in the number of vehicles reversing onto the public highway (onto Coxford Close). Owing to the proximity of the site to the junction of Warren Crescent and Coxford Close and to the junction of Coxford Close and Bindon Road, this is considered to be an unsafe arrangement which would be detrimental to highways safety by virtue of an increased risk of collisions, and conflicts with passing pedestrians. Furthermore, insufficient detail regarding sightlines has been provided. This development would therefore, be contrary to Policies SDP1(i) and SDP4 of the adopted City of Southampton Local Plan Review (March 2015); policy CS13 of the adopted Local Development Framework Core Strategy Development Plan Document (Revised 2015) as supported by section 5 of the Council's approved Residential Design Guide SPD (2006).

3. REASON FOR REFUSAL: Inadequate Refuse Storage

The proposed scheme fails to incorporate a convenient means of refuse storage which would be easily accessible for refuse collectors. Furthermore, the store shown has been sited immediately in front of a proposed bedroom window serving Plot 6. This proposal would therefore, be contrary to paragraphs 9.2.4, 9.3, 9.3.3 and 9.3.4 of the Residential Design Guide SPD and does not result in a well planned development as required by Policy SDP1(i) of the adopted City of Southampton Local Plan Review (March 2015) .

4. REFUSAL REASON - Lack of Section 106 agreement

In the absence of a Section 106 agreement the development fails to mitigate its impact in the following areas:

- (a) Contributions towards site specific transport improvements in the vicinity of the site in line with Policy SDP4 of the adopted Amended Local Plan Review (2015); Policies CS18 and CS25 of the adopted amended Local Development Framework Core Strategy Development Plan Document (2015); and the adopted Developer Contributions Supplementary Planning Document (April 2013).
- (b) 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.
- (c) Provision of affordable housing in line with Policy CS25 of the adopted amended Local Development Framework Core Strategy Development Plan Document (2015) and the Developer Contributions Supplementary Planning Document (April 2013).
- (d) A scheme of mitigation or financial contribution towards the Solent Disturbance Mitigation Project (SDMP) in accordance with The Conservation of Habitats and Species Regulations 2010 (as amended) and policy CS22 of the adopted amended Local Development Framework Core Strategy Development Plan Document (2015).

Note: This final reason could be addressed following the submission of an acceptable scheme and a completed s.106 legal agreement.

In 2012, conditional approval (ref.12/00160/FUL) was granted for the erection of two separate two storey blocks of residential accommodation comprising 'Block A' with 2 x 1 bed flats and 'Block B' with 2 x 3 bed semi-detached houses, with associated parking and ancillary storage. This scheme related to the whole site.

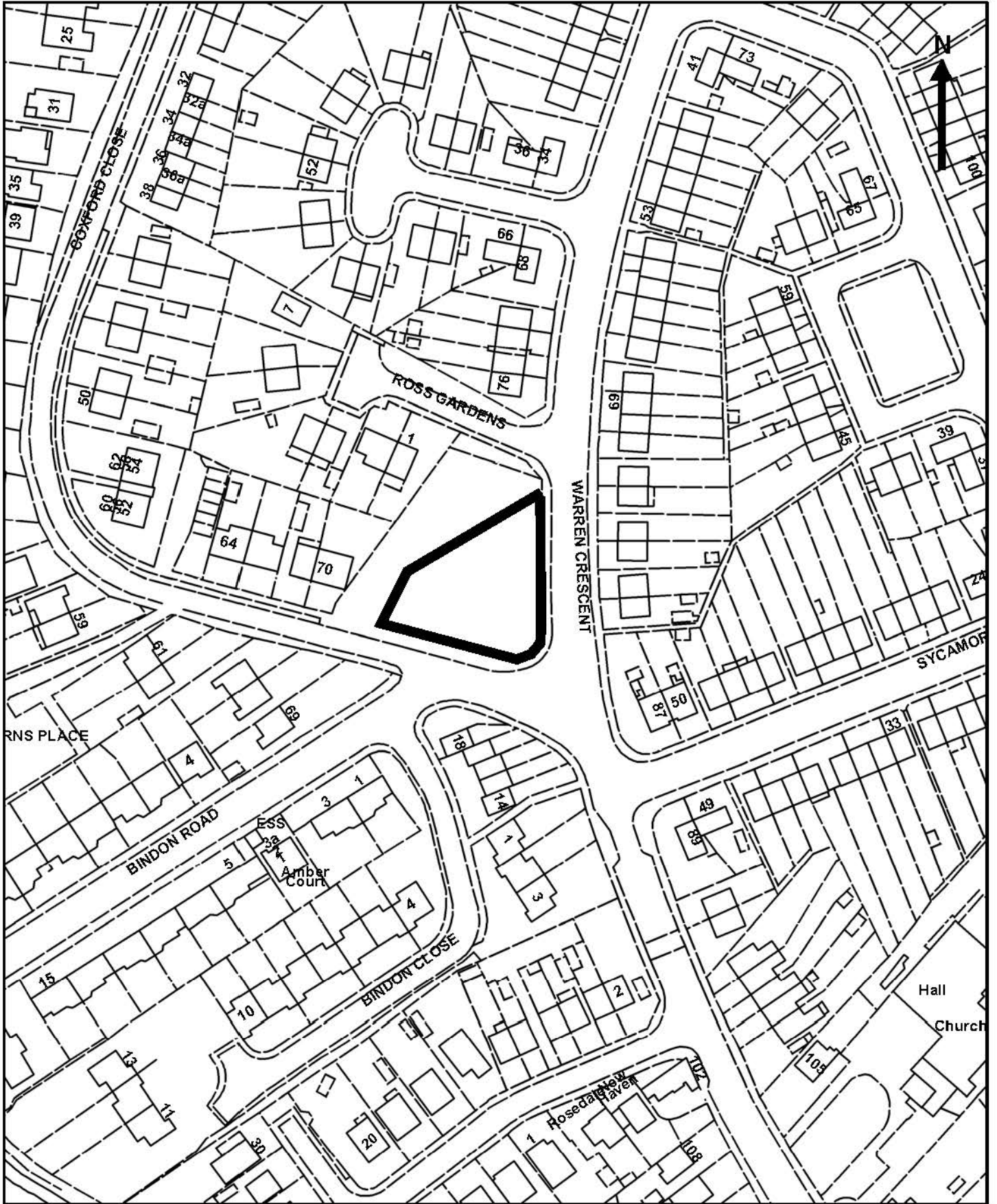
In 2007, conditional approval (ref.07/00933/FUL) was granted for the erection of two separate two storey blocks of residential accommodation comprising 'Block A' with two 1 bed flats and 'Block B' with four 2 beds flats and a single storey extension. Alterations to existing snooker hall (resubmission). This scheme related to the whole site.

In 2007, application ref.07/00163/FUL was refused. This sought permission for the erection of two separate two storey blocks of accommodation: 'Block A' comprising two 2 bed flats and 'Block B' comprising four 2 beds flats and a single storey extension (resubmission). This scheme related to the northern part of the site only.

In 2006, application ref.06/00513/FUL was refused. This sought permission for the part demolition of existing buildings. Erection of a two and three storey block of 8 two-bedroom flats and a single storey extension providing a snooker room to the social club following the partial demolition of the club building. This scheme related to the northern part of the site only.

In 1995, conditional approval (ref.950425/W) was granted for the erection of a detached house.

16/01358/OUT



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