

Southampton City Planning & Sustainability
Planning and Rights of Way Panel meeting 17 January 2012
Planning Application Report of the Planning and Development Manager

Application address: Admirals Quay, Ocean Way, Ocean Village			
Proposed development: Erection of three buildings of 9 - storeys, 16 - storeys and 26 - storeys to provide 299 flats (37 x 1-bedroom, 225 x 2-bedroom and 37 x 3 - bedroom) and 2764 square metres of commercial floorspace comprising retail (Class A1) and/or cafes/restaurants (Class A3) and/or drinking establishments (Class A4) with associated storage and parking.			
Application number	11/01555/FUL	Application type	FUL
Case officer	Richard Plume	Public speaking time	15 minutes
Last date for determination:	09.01.2012	Ward	Bargate
Reason for Panel Referral:	Referred by the Planning and Development Manager as an application of strategic importance	Ward Councillors	Cllr Bogle Cllr Noon Cllr Willacy
Applicant: Mikella Ltd		Agent: Luken Beck Ltd	

Recommendation Summary	Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report.
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The Local Planning Authority is satisfied that the application site on the waterfront is an appropriate location for tall buildings and that the detailed design treatment is satisfactory. Furthermore the LPA is satisfied that the proposed development would not have a detrimental impact on the setting of listed buildings nearby or on the character and appearance of the adjoining Canute Road Conservation Area. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should be granted.

Policies - SDP1, SDP6, SDP7, SDP9, SDP10, SDP13, HE1, HE3, HE6, CLT5, CLT6, CLT11, CLT14, H1, H2, H7, REI7 and MSA1 of the City of Southampton Local Plan Review (March 2006) and Policies CS1, CS3, CS4, CS6, CS12, CS13, CS14, CS15, CS16, CS19, CS20, CS23, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (January 2010).

Appendix attached			
1	Development Plan Policies	3	City Design Manager comments
2	Relevant Planning History		

Recommendation in Full

Conditionally approve

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 SPG relating to Planning Obligations (August 2005 as amended).
- ii. A financial contribution towards strategic transport projects for improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D.
- iii. Financial contributions towards open space improvements required by the development in line with policies CLT5, CLT6 of the City of Southampton Local Plan Review (March 2006), Policy CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended).
- iv. Provision of affordable housing in accordance with Core Strategy Policy CS15.
- v. A financial contribution towards public realm improvements in accordance with the adopted SPG relating to Planning Obligations (August 2005 as amended).
- vi. Submission and implementation of a Training and Employment Management Plan committing to adopting local labour and employment initiatives in line with Core Strategy Policies CS24 and CS25.
- vii. 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.
- viii. Obligations to ensure the permanent provision of public access to the promenade, raised terraces and public square.
- ix. Submission, approval and implementation of a Waste Management Plan.
- x. Submission and implementation of a Travel Plan.
- xi. Obligations to prevent residential occupiers of the development using the public car parking spaces on a permanent basis.
- xiii. Submission and implementation of a Flood Management Plan.

That the Planning and Development Manager be given delegated powers to vary relevant parts of the Section 106 agreement and to vary or add conditions as necessary as a result of further negotiations with the applicant and analysis of the viability appraisal.

1. The site and its context

- 1.1 The development known as Admirals Quay is the site bounded by Channel Way, Ocean Way and Canute Road. A predominantly residential development, with two ground floor bars/restaurants, has been built following previous planning permissions, within five buildings ranging in height from four storeys to ten storeys. The current application relates to the south western part of the Admirals Quay site,

an area of approximately 1 hectare which is a vacant site, partly used for car parking, but also includes a single-storey building formerly used as a sales office but now occupied as a cafe and beauty salon. The application site extends up to the Ocean Village Marina and is accessed from Ocean Way which is a privately owned and maintained road.

- 1.2 The surroundings of the application site are mixed in terms of uses, building heights, age and design. To the east of the site is a four storey office block and car parking with the Royal Southampton Yacht Club building beyond. To the north and east of Channel Way are the 2, 3, 4 and 5-storey flats and houses of Alcantara Crescent, Asturias Way and Andes Close.
- 1.3 Canute Road to the north of the site contains a mixture of warehousing, offices and residential within predominantly 3 and 4-storey buildings. At the corner of Canute Road and Royal Crescent Road is a partially constructed building which has permission for 88 flats and to the east of that site there is outline planning permission for a part 6-storey and part 7-storey building. On the south side of Canute Road, adjacent to the application site, is a single-storey former dock building, Ironside House now in use as two restaurants. Although not included in the application site these restaurants take their access from the car park which does form part of the site of this proposal.
- 1.4 To the west and south of the site, wrapping around the marina, are separate office buildings of 3 and 4-storeys, two cinemas and 3 and 4-storey flats and houses. Within this area are extensive car parks to serve the commercial uses and for public use on a pay and display basis.
- 1.5 Canute Road to the west of the site is a conservation area containing several listed buildings on the road frontage. These are former commercial buildings which reflect the growth in importance of the docks being former banks, hotels and dock-related buildings. The conservation area extends to include Bank House, a 2-storey Victorian office building on the corner of Canute Road and Ocean Way. Car parking for these offices is included within the existing car park on the application site.

2. Proposal

- 2.1 The application proposes to develop the last remaining part of the Admirals Quay site with a residential development above ground floor commercial units. Three new buildings are proposed: a 26-storey building at the south-western end of the site (Building 1 - overall height 80 metres AOD); a 16-storey building in the central part of the site (Building 2 - overall height 46 metres AOD); and a 9-storey building at the eastern end of the site adjoining the completed part of Admirals Quay (Building 3 - overall height 27 metres AOD). The only existing building on the site, the single-storey cafe building will be demolished.
- 2.2 The development would provide 299 flats of which the mix of units would be 37 x one bedroom, 225 x 2 bedroom and 37 x 3 bedroom units. The existing number of flats at Admirals Quay is 292, the previous planning permission would have taken the total number to 522, the current proposal would increase the total number of flats to 591. The commercial units to be provided at ground floor level would be used for retail purposes (Class A1) or restaurants/cafes (Class A3) or drinking establishments (Class A4). The total floorspace of these units is 2,764 square metres. 8 commercial units are proposed ranging in size from 112 square metres to 372 square metres. The applicant accepts that the amount of Class A1 floorspace should be restricted to 750 square metres to comply with Local Plan policies which seek to limit the size of retail development outside of existing centres.

- 2.3 The proposed external materials for Buildings 1 and 2 are: a mixture of glazed curtain walling; oxidised copper panels; silver grey 'Trespa' cladding; terracotta rainscreen cladding; glazed balconies; grey powder coated windows and louvres to the ground floor units. For Building 3 the materials would be similar to that of the completed part of Admirals Quay: render and red facing brickwork, grey aluminium windows, glass and stainless steel balustrades and balconies.
- 2.4 Vehicular access would be in the same position as at present with access from both Ocean Way and Channel Way. Car parking would be provided as a continuation of the existing ground level car park for Building 3, with an additional level above. For the other buildings, the vehicular access would be from the Ocean Way end of the site with car parking beneath the building at lower ground floor level and surface level parking at the rear of the building. The total number of parking spaces is 265 for the flats (i.e. an average of 0.89 spaces per flat) and 37 spaces for general public use. Servicing for the commercial units and refuse collection would be at the rear of the buildings from the existing car park.
- 2.5 The proposal incorporates pedestrian routes through the site as previously approved: a raised footpath link between two of the buildings connecting the marina to Canute Road and a walkway alongside the marina. In addition, there would be a raised outdoor seating area for the restaurants at the south-western end of the site which would be accessible by both steps and a ramp. The amenity areas for the flats would be in the form of private balconies and shared outdoor areas between the blocks above the commercial units and car parking as carried out on the earlier phase of the development.
- 2.6 The planning application is accompanied by a series of background reports: Design and Access Statement; Transport Assessment; Flood Risk Assessment; Heritage Statement; Wind Microclimate Assessment; Sustainability Strategy and Ecology Report.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**. The application site is not an allocated site for development in the Local Plan. However, it directly adjoins land to the south and west which is allocated under Policy MSA 11. This policy allocation promotes a mix of uses including offices, a marine innovation centre, water based leisure and A3 uses, hotel, marina related events and residential. Some of the land subject of this site allocation has now been developed with a public multi-storey car park on land to the west of Ocean Way, and a mixed residential and commercial development of up to 11-storeys in height on the former boatyard site which is south of the Harbour Lights Cinema. There is an outstanding planning permission for a 225 bedroom hotel in a 15-storey building on the Promontory and adjoining car park. There is also a current planning application on this land for a 6-storey hotel building and 80 flats above ground floor commercial units which has recently been received.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with adopted Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The City Centre Urban Design Strategy (CCUDS) has been approved by the Council as supplementary planning guidance to the Local Plan and should be taken into account in the determination of this application. Key aims of the strategy are to enhance 'arrival' and movement through the city; to improve the visual quality and coherence of the city centre and achieve a high quality environment for

Southampton. The strategy seeks to develop the character area concept within the city centre (the application site is within the Waterfront Character Area). Within this area the design objectives are: to improve the connectivity of the waterfront to the rest of the city and increase opportunities for pedestrian access to the waters edge; to create new public spaces to provide attractive settings for key buildings; to build up the architectural mass and scale towards the water's edge; and create active building frontages along key sections of the waterfront. In the specific context of the application site, CCUDS recommends the incorporation of a proposed architectural landmark element on that part of the site where the current application proposes a 26-storey building.

4. Relevant Planning History

4.1 The Admirals Quay site was previously occupied by Canutes Pavilion which comprised a range of shops, food and drink and amusement uses with associated public car parking of 526 spaces.

4.2 A list of the subsequent planning decisions is included within Appendix 2 to this report. Of most relevance to the current application is the planning permission granted in April 2007 (reference 05/00231/FUL) which granted permission for new buildings ranging in height from 6-storeys to 12-storeys to provide 230 flats above ground floor commercial uses. This permission would bring the total number of flats at Admirals Quay to 522 with total car parking provision of 632 spaces of which 482 would be for the flats and the remainder would be for general public use.

5. Consultation Responses and Notification Representations

5.1 Pre-application consultation was carried out by the applicant including a public exhibition on 4 June 2011. Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (27.10.2011) and erecting site notices (20.10.2011). At the time of writing the report **34** representations have been received from surrounding residents. Of these comments, 28 responses are opposed to the development and 6 are in favour.

5.2 The comments opposing the application can be summarised as follows:

- The proposals are not in the long term interests of Ocean Village or the city generally;
- A 26-storey building would be too tall and would become a blot on the skyline;
- Tower blocks are not attractive places to live;
- Such tall buildings would cast long shadows particularly in the winter months making the marina a dark and dismal place to live;
- There would be a loss of light and privacy to adjoining occupiers;
- Will exacerbate existing traffic problems in the area which is a significant issue every weekend;
- There is already a surplus of small flats in Southampton - this increased number will result in additional buy-to-let properties and student occupation which which would be out of character with Admirals Quay.
- There is not the demand for this number of additional restaurants in the area.
- The area lacks the necessary infrastructure such as health services, supermarkets, car parking etc.
- 299 additional flats would exacerbate existing parking problems - there is already a lack of practical and affordable parking. The location of the multi-

storey car park is not convenient for residents and visitors.

These comments are addressed later in this report.

5.3 The comments supporting the application can be summarised as follows:

- There is a definite need for additional retail, restaurants and flats to improve the vibrancy of the area;
- The proposals would further enhance the Ocean Village area and improve the experience for residents and visitors;
- Would provide additional employment opportunities and an increase in more affordable small flats for sale.

5.4 **English Heritage** - The final development site in Ocean Village is not one where a 26-storey tower can be placed without full scrutiny and the deployment of agreed views. The submission should conform to Local Plan Policy SDP 9 which has yet to be demonstrated. The site on the north side of the dock can accommodate substantial development and there would be limited impact on the listed dock walls. However, the wholly unexpected scale of the western tower, at 26-storeys brings quite different considerations into play. As the city has no adopted tall buildings policy these exceptional schemes fall to be considered under SDP9. This policy states that if such designs are overbearing and their impact is consequently unacceptable they will be refused. A 26-storey building can be presumed to be overbearing if it is proposed in the immediate context of much lower historic buildings, unless it has been positively demonstrated not to have this impact. In the context of the Canute Road Conservation Area, views from the north side of Canute Road will need to be provided and the more distant views from Platform Road near God's House Tower should also be assessed. The cafe building currently on the site undoubtedly contributes to the character of the dock area: it is now one of the few survivors from its industrial past and creates valuable human scale. This building merits at least adequate recording if it is not to survive. English Heritage conclude that the application should be better supported in accordance with Council policies and if not it should be refused. The applicant has subsequently provided additional information to address these comments and any updated comments will be provided at the Panel meeting.

5.5 **SCC Heritage Team** - In terms of the impact on the historic environment, the English Heritage comments are noted. However, the City Centre Action Plan (currently in draft) identifies the waterfront as a suitable location for individual tall buildings which this application seeks to achieve. The 26-storey tall element of the proposal, which is intended to be a landmark building, will clearly be visible from all around the city. The issue then for the impact on the conservation areas near the site will be one of quality of design and selection of materials, rather than of appropriateness of location. The detailed discussions on the final palette of materials will take place after the decision is made. It will be these details that ultimately determine whether the building will be a successful landmark structure or merely a tall building adjacent to the water. The heritage statement which accompanies the application pays limited regard to archaeology which could be of significant importance in this area. Due to the archaeological potential of the area, as long as a phased programme of archaeological works (beginning with an archaeological evaluation) is carried out in advance of the development, there is unlikely to be anything on the site that will prove to be an overriding constraint to development. The required archaeological works can best be secured by conditions.

5.6 **SCC City Design Team** – (Summary of comments, full comments are reproduced

as Appendix 3 to this report): Subject to the resolution of certain detailed issues, the proposal offers a suitable scale and quality of development that will enhance the legibility and 'sense of place' of Ocean Village as one of the few locations in the city where currently the public can enjoy the waterfront. CABE/English Heritage's Tall Building Guidance requires that tall buildings should be of 'excellent design quality' – this development promises to meet this criteria but this will ultimately hinge on the highest quality glazing, cladding materials and fittings etc being used as well as excellent architectural detailing.

- 5.7 **SCC Environmental Health (Pollution & Safety)** - there are no objections to this application providing conditions are imposed to control the environmental impact of the development.
- 5.8 **SCC Environmental Health (Contaminated Land)** - Annex 2 of PPS23 considers the proposed land use as being sensitive to the affects of land contamination. Records maintained by Environmental Health Services indicate that the subject site is located on/adjacent to the following existing and historical land uses - Docks & Wharf, Warehouse and Garage (on site); former Landfill (approx 10m West). These land uses are associated with potential land contamination hazards. There is the potential for these off-site hazards to migrate from source and present a risk to the proposed end use, workers involved in construction and the wider environment. Therefore, to ensure compliance with Annex 2 of PPS23 and Policies SDP1 and SDP22 of the Local Plan Review this department would recommend that the site be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site.
- 5.9 **SCC Ecology** –The ecology report requires additional work to address the following impacts: recreational impacts on European/international sites on the coast and New Forest; noise impacts, arising from piling, impact on bird species which are interest features of the Solent and Southampton Special Protection Area (SPA) and Ramsar site; noise impacts, again from piling, impacting on Atlantic salmon which are a secondary feature of the River Itchen Special Area of Conservation (SAC); collision risk for birds - this should include water fowl covered by the Solent and Southampton Water SPA/Ramsar. Additional information on these issues have been provided and any further comments will be reported verbally to the meeting.
- 5.10 **BAA** – There are no aerodrome safeguarding objections to this proposal provided that a condition is applied to any planning permission covering a bird hazard management plan.
- 5.11 **Environment Agency** – have no objection to the proposal as submitted. The proposed design of the building is such that there will be commercial development at a lower level with a floor level of 3.9m AOD. Residential development is then proposed to start above this with a floor level of 8.75m AOD and above. Over the 100 year development life of the building, some of the commercial units, No's 1 and 6 – 8, may experience some flooding if the design event of 4.2m AOD were to occur. A semi-basement car park is proposed at a finished floor level of 2.45m AOD. It is therefore likely that the car park area will be subject to flooding over the lifetime of the development. The measures proposed within section 3.9 of the FRA adequately address these issues. PPS 25 and the associated Practice Guide (paragraphs 7.23 to 7.31) places responsibilities on LPA's to consult their Emergency Planners with regard to specific emergency planning issues relating to new development. In all circumstances where warning and evacuation are significant measures in contributing to managing flood risk, we will expect LPA's to formally consider the emergency planning and rescue implications of new development in making their decisions. Information that would need to be included in any flood warning and evacuation plan should be fed from the FRA, utilising the

best data available such as from the Southampton SFRA 2.

5.12 **Southern Water** – Initial investigations indicate there is currently inadequate capacity in the local network to provide foul and surface water sewage disposal to service this development. The proposed development would increase flows to the public sewerage system. Existing properties and land may be subject to a greater risk of flooding as a result. Additional off-site sewers, or improvements to existing sewers will be required to provide sufficient capacity to service the development. Southern Water have no objections subject to the imposition of a condition and informative.

5.13 **City of Southampton Society** - make the following comments: the traffic problem is more serious than the plans imply. At peak times when there are cruise ships in port, the congestion is quite serious and 30 extra vehicles per hour could cause chaos. The height of the build at 26 storeys is too high - probably not acceptable to the aviation authorities since aircraft approaching the airport usually fly north up the River Itchen. 20 storeys would be more acceptable. We would recommend a public viewing platform at the top of the tower to be included in the proposals.

5.14 **SCC Highways** - The principle of this form of development has been established by previous approvals on the site. The increase in the number of flats, compared to the previous approvals is not sufficient to have a material impact on traffic flows. Amendments are needed to the cycle parking and refuse storage arrangements to make them acceptable (note revisions have subsequently been submitted).

6. **Planning Consideration Key Issues**

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

- The principle of the development and the mix of uses proposed;
- Design issues, including the height and form of the development and the impact on the setting of adjoining listed buildings and conservation areas;
- Transportation issues;
- Sustainability and environmental impact;
- Regeneration issues.

6.2 **Principle of Development**

The Admirals Quay site has been the subject of several permissions over the last 10 years which have approved mixed use developments of a similar nature to that now proposed. The 2001 permission was partly implemented with the construction of the buildings fronting Canute Road. At that time it was intended to limit the height of buildings to 6-storeys but this was because of a restrictive covenant rather than a planning restriction. Once the covenant was lifted, taller buildings were proposed fronting the marina and again this has partly been implemented with two blocks of flats and ground floor restaurants/bars. The proposed development would continue the same theme with three further blocks of flats above a series of commercial units. These units would be occupied as either retail or food and drink uses which will enhance the vitality of the Ocean Village marina by introducing active frontages at two levels with associated outdoor seating areas.

6.3 The residential accommodation provides a mix of unit sizes but with an emphasis on two bedroom flats. The number of 3 bedroom family sized units (at 12% of the total) is below the city wide target of 30% but the policy does allow for this target to be varied depending on the established character of the neighbourhood and the viability of the scheme. As this is a city centre location and the accommodation is

within tall buildings this reduced amount of family housing can be justified, particularly as the last planning permission included only two family sized units out of 230 flats. The application would maximise the use of a previously developed site with a density of approximately 300 dwellings per hectare. The layout of the proposed flats is considered to be acceptable with the vast majority of the flats being dual aspect.

6.4 Design Issues

Members attention is drawn to the detailed comments of the Council's City Design Manager in Appendix 3 to this report. There are a wide variety of architectural styles and building heights surrounding the Ocean Village Marina. Buildings vary in scale from 2 and 3-storey houses to the recently completed 11-storey block of flats on the Boatyard site. This development would be significantly larger than other buildings in the area and the 26-storey building would, at 80 metres AOD, be the tallest building in the city. The permission granted for this site in 2007 included buildings of up to 12-storeys in height (43 metres AOD) and there is an outstanding permission for a 15-storey hotel building on the Promontory (57 metres AOD). Other approved tall buildings in the wider area include a 25-storey building for hotel and residential use on the Cedar Press site in Royal Crescent Road (76 metres AOD) and three tall buildings on the former Vosper Thornycroft site at Woolston which are 18, 21 and 25-storeys (61 metres to 82 metres in height AOD). There is therefore a precedent for tall buildings in this part of the city. However, proper consideration needs to be given to whether the application site is an appropriate location for such tall buildings given the nature of the surroundings which, as English Heritage have pointed out, include important heritage assets in Canute Road which adjoins the application site. Although the city does not have a skyline/tall buildings strategy as such, there are a series of policies and supplementary design documents which support this waterside location as a suitable location for tall buildings. This includes Local Plan Policy SDP9 which is permissable of tall buildings on the waterfront and 'CCUDS' which is referred to in paragraph 3.3 of this report. Furthermore, the City Centre Masterplan and the emerging City Centre Action Plan which will soon be published for public consultation similarly support tall buildings on the city's waterfront. Ocean Village is one of the few areas of publicly accessible waterfront in the city and consequently is considered to be an appropriate location for a landmark feature which will help to create a new sense of place.

6.5 In terms of the detailed design, the proposal continues the theme set by previous approvals with three distinct buildings linked with two levels of commercial space at ground and upper ground floor levels. Building 3 at the eastern end of the site is of a similar footprint, size and shape to that of the 2007 approval. This is because of the need to limit the impact on the adjoining block of flats. Further away from the existing buildings, proposed buildings 1 and 2 adopt a different treatment in terms of building shape and particularly external materials. These two buildings would be taller than the previous scheme but would be more slender in profile and with a wider separation between them. The footprint of building 1 has been amended and as a consequence would relate better to both the adjoining open space and as an arrival feature when entering the Ocean Village estate from Canute Road.

6.6 As pointed out by English Heritage, the application site is close to important heritage assets, listed buildings and the conservation area in Canute Road. There is no doubt that a development of this large scale would have a significant impact and be visible from many viewpoints within the city. However, with the appropriate detailing and use of good quality external materials it does not necessarily follow that this impact would be harmful. Other developments in the city and elsewhere

have demonstrated that new tall buildings can be accommodated close to historic settings. Subject to further details and good quality external materials it is considered that this development would not adversely affect the setting of listed buildings or the character and appearance of the Canute Road Conservation Area.

6.7 Transportation

This is a city centre site which is well served by public transport and can therefore accommodate a high density form of development of this nature. The previously approved development was for 230 flats and the increase in the number of flats now proposed (69 extra) would not have a significant impact in traffic terms. The Council's highways team are satisfied that the level of trips to the site can be accommodated without adverse impact on the city's highways network.

6.8 In terms of car parking provision, the existing development at Admiral's Quay has provision of slightly less than one space per dwelling. A significant part of the site also includes public car parking on a 'pay and display' basis. The previous agreements were that a total of 150 parking spaces would be available as public car parking for visitors and users of the marina facilities. 113 such spaces have been provided and the remaining 37 public spaces will be provided as part of this application. The level of parking provision for the new flats, 265 spaces for 299 flats is a similar proportion as the last permission. Although the car parking standards have recently been revised, these new standards do not cover the city centre area where the former Local Plan standards continue to apply. A strict application of those maximum standards would mean that 172 spaces could be provided. In these circumstances the amount of car parking proposed is considered to be acceptable.

6.9 Sustainability and environmental impact

The applicant has submitted BREEAM and Code for Sustainable Homes pre-assessments for this mixed use development which show a commitment to meeting Code Level 3 and the potential for meeting BREEAM very good standard. However, in the case of the commercial units it is likely that the fitting out of these units will be carried out at a later stage and therefore the applicant is unable to meet the standard condition for BREEAM certification. The sustainability assessment shows that by incorporating exhaust air heat pumps and a high efficiency building fabric there would be a reduction of Co2 emissions of 17% relative to the 2010 Building Regulations. These measures are welcomed and would meet the requirements of Core Strategy Policy CS20.

6.10 The applicants flood risk assessment demonstrates that the majority of the Admirals Quay site is within Flood Zone 1 which means the land is at low risk of flooding and the site is therefore suitable for this form of development. The Environment Agency are satisfied with the findings of the flood risk assessment. Recommended measures can be secured through a condition and a site specific flood management plan can form part of the Section 106 agreement. The applicant has also carried out an assessment of the local wind microclimate using computer technology. Overall the wind conditions are predicted to be comfortable with only two points falling outside this desired category by a small amount. These areas are close to the corner of Buildings 1 and 2 where they are exposed to the prevailing southerly winds. However, these areas are provided with undercrofts to offer some shelter. The marina promenade and the car parking to the north will be sheltered by the proposed buildings. The design of the outside seating areas is such that people will have some choice of where to sit depending on the wind direction. Overall, it is considered that the wind impact is not significant enough to require design changes.

6.11 In terms of the impact on neighbour amenity, the impact at the eastern end of the

site would be no different than would arise with the previous approval. The taller buildings would cast a longer shadow at certain times of the year but the orientation is such that the marina promenade and other public areas would still receive adequate sunlight. The 4 -storey block of flats which adjoins to the north would be affected to some degree but there would also be some improvements for these neighbours due to the change in the orientation of Building 1 and the increased gap between the buildings which will provide for an improved outlook across the marina.

6.12 Regeneration

The proposed development offers significant regeneration benefits to this part of the city centre. The application site is something of an eyesore and is surrounded by hoardings. Completing the development would enhance Ocean Village as a visitor attraction, incorporate public realm enhancements and provide both jobs and new housing. Development of this site raises particular issues relating to economic viability. A financial viability appraisal of the development has been submitted and is in the process of being independently assessed. A verbal update on the viability position will be provided at the meeting. Because of the particular circumstances associated with this development it is likely that the proposed development will not fund the normal package of Section 106 benefits. The applicant has made it clear that no affordable housing provision will be possible (the normal policy requirement of 35% would mean 105 affordable units should be sought). It is probable that the Section 106 obligations will concentrate on improvements to open space and site specific transport works.

7. Summary

7.1 The redevelopment of this important site will make a major contribution to the regeneration of this part of the city centre and add significantly to the vitality and viability of the Ocean Village waterfront. The completion of the Admirals Quay development in a similar form to the original concept is welcomed. A publicly accessible waterside location is an appropriate location for tall buildings. The design of the development is appropriate for its context and the setting of adjoining listed buildings and the conservation area would be adequately addressed. The highways and servicing arrangements are acceptable and the pedestrian environment will be significantly improved as a result of the new public realm treatment.

8.0 Conclusion

It is recommended that planning permission is granted subject to a Section 106 agreement, to be varied as necessary by the Planning and Development Manager following the outcome of the viability assessment, and conditions listed in this report.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), 1(b), 1(c), 1(d), 2(b), 2(d), 3(a), 4(d), 4(f), 4(r), 4(z), 4(vv), 6(a), 6(c), 7(a), 7(e), 7(f), 7(g), 7(n), 7(w), 9(a), 9(j), 10(a) and 10(b).

RP2 for 17/01/2012 PROW Panel

PLANNING CONDITIONS

01. APPROVAL CONDITION - Full Permission Timing Condition - Physical works

The development works hereby permitted shall begin not later than three years from the date on which this planning permission was granted.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

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

Notwithstanding the information shown on the approved drawings and application form no development works shall be carried out unless and until a written schedule of external materials and finishes has been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented only in accordance with the agreed details. These shall include full details of the manufacturers, types and colours of the external materials to be used for external walls, windows, doors and the roof of the proposed buildings. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include presenting alternatives on site.

Reason:

To enable the Local Planning Authority to control the development in detail in the interests of amenity by endeavouring to achieve a building of visual quality.

03. APPROVAL CONDITION - Landscaping, lighting & means of enclosure detailed plan [Pre-Commencement Condition]

Notwithstanding the submitted details before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted, which includes:

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise);
- iv. details of any proposed boundary treatment, including retaining walls; and
- v. a landscape management scheme.

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

of planting.

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

Reason:

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

04. APPROVAL CONDITION - 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.

05. 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.

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

Prior to the commencement of any development a written construction environment management plan shall be submitted to and approved by the LPA. The plan shall contain method statements and site specific plans to prevent or minimise impacts from noise, vibration, dust and odour for all operations, as well as proposals to monitor these measures at the site boundary to ensure emissions are minimised beyond the site boundary. All specified measures shall be available and implemented during any processes for which those measures are required.

Reason:

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

07. APPROVAL CONDITION - Piling [Pre-Commencement 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 piling/foundation design risk assessment and method statement for the preferred piling/foundation design/designs shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure the selected piling method can be justified on the grounds of structural, geotechnical, contamination, noise, vibration and practicability and ensure any adverse environmental impacts are identified and appropriate mitigation measures are proposed
Condition Informative 1

Guidance is provided in the Environment Agency's publication NC/00/73, Piling and Penetrative Ground Improvements Methods on Land affected by Contamination:

Guidance on Pollution Prevention, section 6.5

Condition Informative 2

Guidance suggests maximum vibration of 1mm/sec Peak Particle Velocity (measured in any one direction) at the foundations of the nearest occupied residential building and a maximum vibration of 3mm/sec Peak Particle Velocity (measured in any one direction) at the foundations of an occupied commercial building.

08. 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 scheme of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development.

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

authority.

Reason:

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

09. 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.

10. APPROVAL CONDITION - Use of uncontaminated soils and fill [Pre-Commencement 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.

11. 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.

12. APPROVAL CONDITION – Archaeological investigation [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a phased

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.

13. APPROVAL CONDITION – Archaeological work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the archaeological investigation is completed.

14. APPROVAL CONDITION – Archaeological damage-assessment [Pre-Commencement Condition]

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

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

15. APPROVAL CONDITION – Archaeological building-recording [Pre-Commencement Condition]

No development, including demolition of the existing building, shall take place within the site until the implementation of a programme of archaeological building 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 the building is initiated at an appropriate point in demolition procedure.

16. APPROVAL CONDITION - Sustainability statement implementation [Pre-Occupation Condition]

Prior to the first occupation of the development hereby granted consent, the approved sustainability measures as set out in the applicants submission dated 23 December 2011 shall be implemented unless otherwise agreed in writing by the Local Planning Authority.

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).

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

No development shall commence 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.

18. APPROVAL CONDITION - Foul Drainage (Performance Condition)

The proposed foul drainage system shall be fully sealed.

Reason:

As requested by Southern Water to prevent the ingress of flood water into the sewerage network.

19. APPROVAL CONDITION - Refuse facilities (Pre-Occupation Condition)

The refuse storage facilities, which shall include recycling facilities, as shown on the approved drawings shall be provided before the use to which the facility relates has been provided. The storage areas shall be retained thereafter.

REASON

To ensure suitable refuse and recycling facilities are provided and in the interests of visual amenity.

20. APPROVAL CONDITION - Bird Hazard Management Plan (Pre-Commencement Condition)

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on the buildings within the site which may be attractive to nesting, roosting and "loafing" birds (possible different management strategies during the breeding season and outside the breeding season). The Bird Hazard Management Plan shall be implemented as approved upon the completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

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

For information: The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs, ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season, gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when

requested by BAA Airfield Operations Staff. In some instances, it may be necessary to contact BAA Airfield Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

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

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

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

REASON

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

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

The development hereby approved shall not be first occupied until visitor cycle facilities have been provided in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority.

REASON

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

23. APPROVAL CONDITION - Safety and Security measures (Pre-development condition)

No development shall commence until a scheme of safety and security measures, including CCTV equipment, has been submitted to and approved in writing by the Local Planning Authority. The approved measures shall subsequently be implemented in accordance with the scheme before the development is first occupied unless otherwise approved in writing by the Local Planning Authority.

REASON

In the interests of safety and security and crime prevention.

24. APPROVAL CONDITION - Hours of Use - food/drink establishments [Performance Condition]

The food and drink uses / drinking establishments hereby permitted shall not operate (meaning that customers shall not be present on the premises, no preparation, sale or delivery of food or drink for consumption on or off the premises) outside the hours of 0730 to midnight on any day.

Reason:

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

25. APPROVAL CONDITION – Delivery times (Performance Condition)

No deliveries to the commercial premises hereby approved shall take place outside the hours of 0730 to midnight on any day.

REASON:

To safeguard the amenities of future occupiers of the residential accommodation

26. APPROVAL CONDITION - Restriction on retail development - Performance Condition.

The development hereby approved shall provide no more than 750 square metres gross external floorspace (including mezzanine floors) of retail use (Class A1).

Reason:

To restrict the amount of retail floorspace on the site in accordance with Policy CS3 of the Southampton Core Strategy (2010)

27. APPROVAL CONDITION - Extract Ventilation - control of noise, fumes and odour [Pre-Commencement Condition]

No development shall take place until a written scheme for the control of noise, fumes and odours from extractor fans and other equipment serving the commercial units have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and findings.

Reason:

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

28. APPROVAL CONDITION - Public realm details (Pre-Occupation Condition)

The development hereby approved shall not be occupied until details of the treatment to the public realm surrounding the buildings has been submitted to and approved in writing by the Local Planning Authority. These details shall include surface treatment, seating and any means of enclosure together with details of measures to control deliveries to the premises. The approved measures shall subsequently be implemented unless otherwise agreed in writing by the Local Planning Authority. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 or any subsequent amending order, no gates, walls, fences or other means of enclosure shall be installed on the open areas surrounding the buildings without the prior written approval of the Local Planning Authority.

REASON

To ensure satisfactory treatment of these important areas of public space.

29. APPROVAL CONDITION - Details of lighting (Pre-Commencement Condition)

No development shall commence until details of external lighting to the buildings and external areas of the development have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON

In the interests of ensuring a satisfactory appearance to the development and the safety and security of the area.

30. APPROVAL CONDITION - Public seating areas (Pre-Occupation Condition)

The commercial units hereby approved shall not be first occupied or open to the public until details of the external areas to be used for seats and tables has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with these approved details and no other areas of the promenade or public areas shall be used for such outdoor seating without the prior written consent of the Local Planning Authority.

Reason:

To maintain appropriate public use and access within and through the development.

31. APPROVAL CONDITION - Provision of public spaces (Pre-Commencement Condition)

No development shall commence until a programme of phasing for the provision of the promenade and other public spaces has been submitted to and approved in writing by the Local Planning Authority. The works shall subsequently be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure the provision of public space as part of the development.

32. APPROVAL CONDITION - Access to amenity space (Pre-occupation Condition)

The residential accommodation shall not be first occupied until the communal amenity areas serving that part of the development has been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The works shall be carried in accordance with these approved details and retained thereafter for occupiers of the development.

Reason:

To ensure appropriate access to amenity space for occupiers of the flats.

33. APPROVAL CONDITION - Flood resistance measures (Pre-Commencement Condition)

The development shall incorporate flood resistance and flood resilient measures as specified in the applicants Flood Risk Assessment further details of which shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The approved measures shall be incorporated in accordance with these approved details.

Reason:

To ensure adequate flood protection measures are incorporated into the design.

34. APPROVAL CONDITION - Balcony/balustrade detail (Pre-Commencement Condition)

No development of Building 3 shall commence until details of screening to the balconies of that building have been submitted to and approved in writing by the Local Planning Authority. The approved screening details shall be installed before the flats to which the balcony screens are first occupied and permanently retained thereafter.

Reason: To limit potential overlooking of adjoining flats.

35. APPROVAL CONDITION - Relocation of historic plaques (Pre-Occupation Condition)

The development shall not be first occupied until the existing historic plaques have been relocated on the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure the retention of these important historic features.

36. APPROVAL CONDITION - Approved Plans

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

Reason:

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

POLICY CONTEXTCore Strategy - (January 2010)

CS1	City Centre Approach
CS4	Housing Delivery
CS5	Housing Density
CS6	Economic Growth
CS12	Accessible and Attractive Waterfront
CS13	Fundamentals of Design
CS14	Historic Environment
CS15	Affordable Housing
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS23	Flood Risk
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (March 2006)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Urban Design Context
SDP8	Urban Form and Public Space
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP16	Noise
SDP22	Contaminated Land
NE4	Protected Species
HE1	New Development in Conservation Areas
HE3	Listed Buildings
HE6	Archaeological Remains
CLT1	Location of Development
CLT5	Open Space in New Residential Developments
CLT6	Provision of Children's Play Areas
CLT11	Waterside Development
CLT14	City Centre Night Time Zones and Hubs
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment
REI7	Food and Drink Uses (Classes A3, A4 and A5)

MSA1 City Centre Design
MSA11 Land at Ocean way, Maritime Walk and fronting Alexandra Docks

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - August 2005 and amended November 2006)
Parking Supplementary Planning Document (2011).

Other Relevant Guidance

PPS1 Delivering Sustainable Development (February 2005)
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007)
PPS3 Housing (2010)
PPS4 Planning for Sustainable Economic Growth (December 2009)
PPS5 Planning for the Historic Environment (March 2010)
PPG13 Transport (2011)
PPG24 Planning and Noise (1994)
PPS 25 Development and Flood Risk (2006)

Relevant Planning History

2001 - planning permission granted for redevelopment to provide 392 flats and food and drink uses in 3 to 6-storey blocks with landscaping, open space and car parking of 474 spaces (Reference 01/00258/FUL).

May 2003 - planning permission granted for redevelopment to provide 359 flats and food and drink uses in 3 to 12-storey blocks with landscaping, open space and car parking. This amended scheme was for a larger site than the 2001 permission. At the time this later application was considered two of the blocks of flats approved in 2001 were under construction so these buildings were not included in this later permission. The total number of flats approved as part of these two permissions was 435 with 550 car parking spaces (reference 02/00175/FUL).

August 2003 - planning permission granted for the use of commercial units 3,4,5 and 6 for retail use (Class A1) in addition to the previously permitted food and drink use (Class A3). This approval related to an area of 851 square metres (reference 03/01049/FUL).

February 2005 - planning permission granted to amend the hours of operation of commercial units 1 and 2 (the existing bars/restaurants) to allow opening between the hours of 0730 and midnight (reference 04/01329/VC).

April 2007 - planning permission granted for redevelopment to provide 230 flats (50 x one bedroom, 178 x two bedroom and 2 x three bedroom units) above ground floor commercial uses in buildings ranging in height from 6-storeys to 12-storeys (reference 05/00231/FUL).

City Design Manager Comments

Relevant policies/guidance:

Local Plan Review 2006 SDP 1, 6, 7, 8 and 9, Core Strategy 2010 CS 1, 5 and 13, City Centre Urban Design Strategy (CCUDS) 2000, City Centre Development Design Guide 2004, City Centre Streetscape Manual 2004, Residential Design Guide 2006, CABE/EH's Tall Buildings Guidance 2007, Skyline Strategy (officer guidance) 2006.

Amount and Use

A key requirement of any new proposal on this site is that it should contribute to and enhance the existing development mix. The proposal does this by providing a continuous frontage of commercial uses providing potential to extend the existing uses of cafes and restaurants, via a linear promenade, creating a greater critical mass and improved offer. These uses, compared to the previous approved scheme no. 05/00231/FUL, are now orientated also towards the main arrival point at the entrance to the marina and to the evening sun, making the development more legible and accessible. The large amount of residential apartments provided will also help to sustain the commercial uses in the vicinity.

Scale

CCUDS advocates increasing scale and mass of development along the waterfront with an architectural landmark on the western end of this site, at the apex and point of arrival at the Ocean Village Marina. The previous approved scheme proposed 3 blocks in a similar architectural form to those that have already been built rising gradually from east to west, from an L shaped block of 8 storeys (Block B), including retail at ground level and residential above, to a long plinth block containing retail with two medium rise residential blocks of 8 and 12 storeys (Block D) on the western end of the site. The current proposal provides three distinct blocks increasing in height from 9 storeys (Building 3), 16 storeys (Building 2) to 26 storeys (Building 1) on the western edge of the site. The emerging City Centre Master Plan, which will go to public consultation in the New Year as a supporting document to the City Centre Action Plan, supports the provision of a string of landmark buildings (which could be tall) along the city centre's waterfront.

Building 1 and 2 are clearly much taller than other buildings in the vicinity, as demonstrated by the photomontages from Woolston and Itchen Bridge although a 25 storey residential tower with hotel was given conditional approval on the Cedar Press site in 2010 and further tower blocks of 13, 15 and 17 storeys exist at Richmond House, Dukes Keep and Mercury Point to the north west of the site. The proposal for a tall building(s) is supported by existing design guidance and that emerging through the preparation of the City Centre Master Plan.

Building 1 has been orientated so that its primary facades orientate towards the approach into Ocean Village from Canute Road, towards the cinema, and towards the proposed hotel promontory site, this is a significant improvement on the previous approved scheme which turns its back on the main approach to the quay side. The scale, mass and orientation of this building successfully addresses the approach to Ocean Village, clearly demarking this building as the fulcrum of the marina and defining the point of arrival. The grandeur and scale of the building is further enhanced by generous pavement widths, appropriate to the height of the building, and by positioning its primary glazed elevation

squarely at the end of the proposed public square, creating an impressive visual end stop to the development surrounding the north and east sides of the marina.

Building 3 has been modelled to create a building of similar scale and mass to the adjoining development block Sirocco and sits comfortably as a counterpoint in relation to this block and the increased scale of Building 2. Both this building and Building 2 address the quay side with their primary elevations, however Building 2 departs from the horizontally emphasised tiered forms of Building 3 and the previously developed blocks to emphasise a more vertical form with the introduction of a large glazed element which forms a strong visual feature and the 'back bone' for more conventionally clad high rise residential apartments. This form is also adopted for Building 1 introducing a new sense of scale and a new 'state of the art' style of architecture to the development which is a welcome break from the general monotony of form and detailing of the previous built blocks.

Any development in this location would create some degree of shading to the quay side due to its orientation towards the south east. The buildings have been designed to try to maximise sun penetration along the quay side, though this will be limited in late afternoon and evenings, however the primary elevations to Building 1 will have full benefit of late afternoon and evening sun looking onto the main public open space to the west of the site.

As Building 1 and 2 are very tall buildings they will have an impact on the microclimate created around the public realm levels, in particular regarding down drafts and wind funnelling between the buildings.

Landscaping

Both the previous and current scheme raised the floor level of the public realm around the perimeter of the buildings in order to provide semi basement parking below the retail accommodation. The proposal takes advantage of this raising of ground level to provide split level terraces to the commercial accommodation. The previous approved scheme provided public access through the site from the quay side between the lower 2 blocks, which did not provide a legible route back to Canute Road. However the current proposal improves this considerably by providing a clearly legible route from the quay side between Building 1 and 2 via the frontage and restaurant entrance to Ironside House to Canute Road. The walled terraces are accessed by ramps and steps, and makes a positive contribution by extending the existing promenade in the same architectural manner and with a proposal to use a similar palette of materials and street furniture that is robust in the maritime environment. A condition is required to ensure that the detailed design of these spaces, hard landscaping, materials and street furniture fits well with the existing palette and is of suitably high quality.

High quality lighting is proposed both wall mounted and column mounted, as well as in bollards. Where possible lights should be wall mounted, and the design consistent with the existing palette and is of suitably high quality.

Detailed landscape plans will be required for the podium gardens, roof terraces and hard landscaping areas. All materials, furniture and fixings should be fit for purpose and use in an exposed maritime environment.

Appearance

All buildings will have significant visual impact on the long distance views from Woolston (Centenary Quay) and the Itchen Bridge as well as medium distance views along Canute Road, in particular, which is a Conservation Area, and the short distance views on the approaches to the site. The current view looking down Canute Road to the east exposes

the long timber boarded west facing elevation of the existing Sirocco building which leans rather intrusively over the small scale of Bank House on the corner of the entrance into Ocean Way and Canute Road. Building 3 will partially block this view potentially reducing the negative visual impact of the Sirocco building however the photomontage on p 136 of the DAS does not clearly show what will be seen of this building. It would be therefore helpful if a CGI could be created much further along Canute Road, close to the railway crossing.

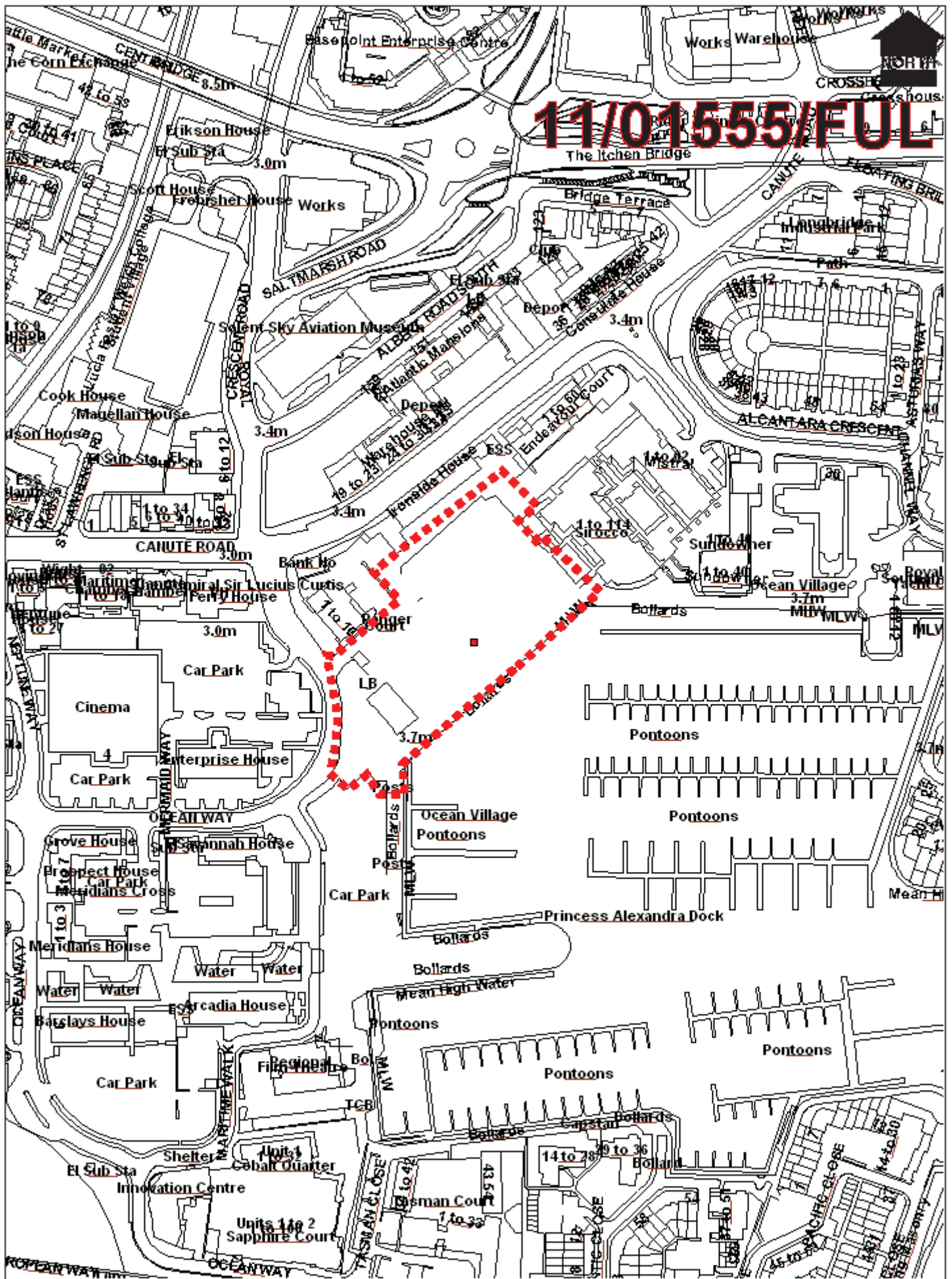
The view from Itchen Bridge shows how Building 1 sits quite comfortably on the skyline, the vertical modelling of the glazed and solid elements, and the glazing itself, reducing its physical mass against the backdrop of the sky. In the CGI Building 2 sits less comfortably adding a bulkiness to the form of Building 1, the glazed element looking more solid in this CGI than it might in reality. In the CGIs the colour scheme proposed for the blocks works reasonably well except for the red terracotta rainscreen which on many of the CGIs stands out inordinately. This is particularly the case in CGI 3 and 4 where the strong terracotta red appears too harsh and potentially too large a scale of building unit when set against the softer reds of the existing development blocks and the historic Bank House with its contrasting Portland Stone quoin stones and detailing.

The use of oxidised copper panelling to emphasise the verticality of primary elevations of Building 1 and 2 works well and this with the proposed glazing system sets an appropriately high quality tone for this location. The secret fix Trespa panelling is also considered appropriate providing that a sophisticated panel arrangement is utilised as depicted.

All materials, furniture and fixings should be fit for purpose and use in a marine environment.

The north entrance to Building 1 does not appear to be fully resolved in relationship to the importance of this elevation on arrival in Ocean Village and its full integration into the streetscene. The residential entrance, although well protected by the undercroft/pilotti arrangement as an entrance to such an important building in the streetscape, by virtue of its height, is very understated and should ideally front onto the main approach from Ocean Way, if this was possible a canopy could be provided to strengthen the legibility of the entrance and reduce impact of down drafts. Equally the entrance to Building 2 is very close to the commercial unit and further thought should be given to give these more visual separation.

Balconies, where provided, appear to be a reasonable size, being at least 2m square, just about large enough for a table for 4 people. However there are several apartments that do not have balconies or roof terrace which is not acceptable. Building 1 has a one bedroom flat west facing on levels 3 to 24 without a balcony. Consideration should be given to including a balcony, possibly by recessing the fenestration to the living room.



11/01555/FUL

Scale : 1:2500

Date : 04 January 2012

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