

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

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| Application address: Part of Former Ordnance Survey Site, Romsey Road SO16 4GR | | | |
| Proposed development: Redevelopment of the site to provide 193 dwellings (113 houses and 80 flats) within 2, 3 and 4 storey buildings and conversion of Crabwood House with associated access, parking and landscaping works (As amended by plans received 27.02.2012). | | | |
| Application number | 11/01994/FUL | Application type | FUL |
| Case officer | Andy Amery | Public speaking time | 15 minutes |
| Last date for determination: | 13.03.2012 | Ward | Redbridge |
| Reason for Panel Referral: | Major Development | Ward Councillors | Cllr McEwing Cllr Holmes Cllr Pope |

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| Applicant: Taylor Wimpey Auk Limited | Agent: Boyer Planning Ltd |
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| Recommendation Summary | Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report |
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Reason for granting Permission

Notwithstanding the reduction in the number of residential units compared to the originally approved outline scheme (07/01700/OUT) the reduced densities, building heights and increased provision of family houses compared to flats is considered to represent an appropriate mix and scale of development when taking into account all other policies and proposals of the Development Plan as set out below. Other material considerations including traffic generation and highway safety, the setting of the listed building, the provision of open space and play space, loss of existing trees, mitigation for protected species, and the impact of the development on the character of the area and the nearby residential occupiers 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 therefore be granted.

Saved Policies SDP1, SDP4, SDP5, SDP6-13, SDP16-17, SDP21, SDP22, HE1, HE3, HE6, H1, H7 and CLT6 of the City of Southampton Local Plan Review 2006 and Policies CS4, CS5, CS7, CS13, CS15, CS16, CS18, CS19, CS20, CS21, CS22, CS25 of the Core Strategy (January 2010).

| Appendix attached | | | |
|--------------------------|----------------------------------|--|--|
| 1 | Development Plan Policies | | |
| 2 | Original report for 07/01700/OUT | | |

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:

i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);

ii. A financial contribution towards strategic transport projects for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D;

iii. Financial contributions towards the relevant elements of public open space 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);
Amenity Open Space ("open space")
Playing Field;

iv. Subject to a viability report, provision of affordable housing in accordance with policies of the Core Strategy.

v. The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy

vi. The submission, approval and implementation of a Green Travel Plan (GTP) to address the impact of the parking provision so that it can be assessed along with the transport needs of the development

vii. A commitment to local labour and employment initiatives both during the construction phase and post completion;

viii. The submission of a highway condition survey prior to the demolition of the existing buildings and its subsequent reinstatement;

2. That the Planning and Development Manager be given delegated authority to add or vary any of the attached planning conditions and relevant parts of the Section 106 agreement.

3. In the event that the legal agreement is not completed within 3 months (by 17 July) 2012 of the date of this Panel meeting the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1.0 The site and its context

1.1 The site forms the 4.5ha 'west' sector residential phase of the former 9.7ha

Ordnance Survey site which gained planning permission for re-development under outline planning permission 07/01700/OUT.

- 1.2 Ordnance Survey has now vacated the site which is located along the south-western edge of Romsey Road approximately 1.5km from Shirley Town centre and 4.5km from the City centre.
- 1.3 The overall OS site is 9.7ha. In area and originally comprised a total of 51,400sqm of floorspace. Served by 1300 car parking spaces.
- 1.4 The area of the site subject to this application was mainly laid to hard-surfacing and used as car parking.
- 1.5 A significant proportion of the current application site (over 80%) is currently either hard-surface or car parking. Only a small percentage is green and permeable. The majority of the trees on the site are to be retained as is the 'bund' which is to be managed for its bio-diversity value.
- 1.6 The only other building on this part of the site is the Grade II listed Crabwood House which is subject of a separate listed building consent for conversion to flats in a similar manner approved under the original outline proposals.
- 1.7 Since the 1950's and 60's the site occupied by Ordnance Survey has been the subject of change and re-development.
- 1.8 In particular, the 1980's witnessed a significant reduction in the site area operated by Ordnance Survey, with new housing development taking place on parts of the northern and western area of the original site, which now comprise Cowley, Kern and Watts Close. As a result, beyond the OS site itself, the surroundings are almost wholly residential in character. Older, traditional two storey housing along the north-east side of Romsey Road is directly opposite the site whilst there are a small number of retail units and local services located at the junction of Romsey Road and Rownhams Road. Millbrook Community School is located nearby to the north of the site off Green Lane.
- 1.9 It is recognised that the site falls within on of the City's priority neighbourhood renewal areas within which the Council is actively seeking to improve the opportunities for employment, housing, affordable housing, services and facilities.

2.0 Proposal

- 2.1 The proposal comprises the construction of 193 residential units of which, 113 are houses and 80 are flats (15 x 2-bedroom houses, 63 x 3-bedroom houses, 33 x 4-bedroom houses, 14 x 1-bedroom flats, 64 x 2-bedroom flats and 4 x flats over garage (FOG)), served by 230 parking spaces on a 4.25 hectare site. The proposals include the conversion of the Grade II listed building Crabwood House into 8 flats. A separate listed building application for the physical works to that building is to be dealt with under delegated powers. Residential density equates to 45 dwellings per hectare. 96 of the houses meet the definition of 'family houses'.
- 2.2 The original proposals for this area of the site (known as the 'west sector or Phase 2 on the outline scheme) comprised: a new vehicular access from Romsey Road. 306 residential units of which 81 were houses (26 two-bedroom, 32 three-

bedroom, 23 four-bedroom) and 225 flats (85 one-bedroom, 140 two bedroom). The residential density of was 65 dwellings per hectare served by 275 parking spaces. Crabwood House was to be refurbished and was to have been converted into six units.

- 2.3 The layout closely follows the principles established at outline stage with the access from Romsey Road designed to the same specification as previously approved on the outline consent. The most significant difference between the schemes is the reduction in numbers of units and density and the increase in provision of family housing.
- 2.4 The scheme continues to provide on-site provision of open space; children's play space, links to adjacent developments and management of the bund for protected species. The ratio of parking spaces to units has increased from 0.9 spaces per unit to 1.2 spaces per unit.
- 2.5 The proposals represent the first significant phase of the re-development of the whole site. Whilst no plans have been formally submitted for adjoining phases, the scheme does provide links to those phases, which will be expected to be accommodated within any application for future phases.

3.0 Relevant Planning Policy

- 3.1 Having regard to paragraph 214 of the National Planning Policy Framework dated 27 March 2012 the policies and saved policies set out in **Appendix 1** which have been adopted since 2004 retain their full material weight for decision making purposes.
- 3.2 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.3 Major developments are expected to meet high sustainable construction standards in accordance with the City Council's adopted and emerging policies. In accordance with adopted Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13.

4.0 Relevant Planning History

- 4.1 07/01700/OUT: Redevelopment of the site to provide a mixed use scheme comprising refurbishment of Compass House for business use (Class B1); a new business enterprise centre (Class B1) new light/general industrial unit (Class B1/B2); new retail and food & drink use (Classes A1, A3, A4 & A5); new nursing home/clinic/surgery (Class C2/D1); open space and 495 residential units (361 flats and 134 houses) - outline application seeking approval for layout and access. As amended by plans received 26.03.08 and 17.02.10).
- 4.2 The application was considered by the 22 July 2008 Planning Committee and recommended for approval. Following a referral to the Secretary of State who chose not to call the application in for a Public Inquiry the Outline planning consent was issued on 2 October 2010 following completion of the s106 and s278 agreements. The original officer's report is attached as an appendix to this report.

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 also undertaken which included notifying 130 adjoining and nearby landowners, placing a press advertisement (05.01.12) and erecting a site notice (05.01.12). At the time of writing the report **3** representations have been received from surrounding residents.
- 5.2 The applicants have responded to the concerns of the neighbour at 73 Kern Way by agreeing that, 'we will build a 1.8m wall on the boundary adjacent to Kern Close behind plot H-05.' This is a small parking courtyard at the rear of the terrace of houses along the right hand side (northern side) of the entrance road.
- 5.3 A second objector was concerned that there were too many units and the design was 'boring'. It is noted that the proposals have significantly reduced the proposed number of units and resultantly decreased the density of development with increased emphasis on family housing. The design of units has been improved through negotiation with the City urban design team resulting in well proportioned houses and flats of appropriate scale and height with detailing such as recessed windows and the addition of chimneys to the main streets.
- 5.4 **SCC Highways** - No objections subject to conditions. The access arrangements have been previously agreed to serve a greater number of units and remain acceptable. The roads and network of routes across the site need to be constructed to adoptable standards. The amount of car parking is appropriate but no more than one space per unit should be allocated with the remainder being provided as 'visitor' spaces.
- 5.5 **SCC Housing** – As the scheme comprises of 193 dwellings in total the affordable housing requirement from the proposed development is 35% (CS15- sites of 15 + units = 35%). The affordable housing requirement is therefore 68 dwellings (67.55 rounded up).
- 5.6 Policy CS 15 of the adopted Core Strategy sets a hierarchy for the provision of affordable housing as:
1. On-site as part of the development and dispersed amongst the private element of the scheme.
 2. On an alternative site, where provision would result in more enhanced affordable units, through effective use of available resources, or meeting a more identified housing need such as better social mix and wider choice
 3. Commuted financial payment to be utilised in providing affordable housing on an alternative site
- In this case provision would be sought on site.
- 5.7 Planning conditions and or obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative housing provision.
- 5.8 A financial viability study has been submitted to the Council for independent assessment and this may affect the affordable housing requirement.

- 5.9 **SCC Sustainability Team** – As the scheme was negotiated and submitted in 2011 prior to the Core Strategy requirement for Code Level 4 being triggered the scheme needs to achieve Code Level 3 with an additional 20% from renewables. The submitted documentation suggests this can be achieved.
- 5.10 **SCC Policy Team** – No objections to the proposals which are considered to be in accordance with adopted policies.
- 5.11 **SCC Environmental Health (Pollution & Safety)**: No objections subject to conditions.
- 5.12 **SCC Urban Design** – The City Design Team has been involved in the evolution of the design for this site since 2007. Over this long involvement it has been able to support the case officer in securing a very wide range of improvements to the layout. This process has been so successful that City Design Team are able to recommend this scheme in urban design terms as being as close to excellent as the current issues of the economic state of the market and perennial thorny issues such as the provision of sufficient parking without creating a public realm environment over dominated by cars will allow.
- 5.13 In particular the pre-application process has ensured a scheme almost universally laid out in traditional perimeter blocks, which delivers a whole range of urban design benefits. The most important of these is the clarity between public and private space, and the enclosure and informal surveillance of public routes. Another key objective has been the defence of the central open space with its mature parkland character adjacent to Crabwood house from incursion by pavilion blocks of flats which various architects have at one stage or another tried to introduce. In terms of legibility, permeability, relationship to context and retention of and response to existing site assets and the site context the development layout is also very good.
- 5.14 In addition the constructive and positive spirit of collaboration between the SCC team and the Developer team has enabled further last minute refinement. For example the redesigned parking layout on the south eastern corner of the site. This demonstrated to the developer that a rather ugly circular area of parking intruding into the central open space could be more successfully integrated elsewhere without losing spaces. The change also saved one of the key TPO trees and improved the relationship between parking and its related units and improved the surveillance and animation of the important footpath and cycle route into the development at this point.
- 5.15 City Design team and the Highways Planning officer have negotiated an amended layout in the south western corner to facilitate a legible and permeable potential vehicular connection to the Phase 2 site, which would now almost certainly be used for housing. The developer then adopted their own version of this design.
- 5.16 The only weakness of the scheme had been the initially submitted excessively bland traditional style of architecture. However this has been improved through a successful negotiation process between the SCC team and the developer team.
- 5.17 Landscape design: - The developer and their team have again been keen to collaborate with the SCC team to deliver a high quality setting to the buildings.

The landscape design can be commended to the Panel as high quality. Improvements have been negotiated which broaden the interest of the tree planting, improve the play provision and improve the relationship between the shrub and hedge planting areas and adjacent footpaths and parking areas.

- 5.18 **SCC Environmental Health (Contaminated Land):** No objections subject to conditions.
- 5.19 **SCC Ecology** – No Objections. The submitted reports and management plans are very detailed. Conditions should be imposed to ensure the ecological measures are carried out in accordance with the submitted details.
- 5.20 **Environment Agency** – The proposed development will only be acceptable if the following measures as detailed in the Flood Risk Assessment submitted with this application are implemented and secured by way of a planning condition on any planning permission.

Conditions: The Environment Agency requests that the following conditions be attached to any planning permission granted, and that details in relation to these conditions (and on which the Environment Agency would wish to comment) be submitted to and approved in writing by the Local Planning Authority.

- 5.21 The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) ref: CP/11/0721, by MJA Consulting and the following mitigation measures detailed within the FRA:
1. *Limiting the surface water run-off generated by the 1 in 100 year critical storm 30% climate change allowance so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.*
 2. *Implementation of the SuDS techniques as detailed in section 6.3 of the FRA.*
 3. *Finished floor levels are set no lower than 150mm above surrounding ground levels as detailed in section 5.8 of the FRA.*

Reason

1. *To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.*
 2. *To reduce the risk of flooding to the proposed development and future occupants.*
- 5.22 Advice: The Environment Agency is very supportive of the overall 1.266 Ha reduction in impermeable area across the site. This will help to reduce the risk of surface water flooding.
- 5.23 **Archaeology** – There have previously been discussions regarding the potential archaeological requirements for the site, and an archaeological evaluation was carried out on the site at the request of my predecessor. The results of this evaluation suggested that the archaeological potential for the site was mainly confined to the northern part of the area. Although there is the potential for archaeology to survive, there is unlikely to be anything on the site that will require

preservation in-situ and prove to be an overriding constraint to development. Consequently, the required archaeological works can best be secured by condition. Also, Crabwood House (Grade II Listed) will also need recording before conversion into flats. Should planning consent be granted for the site, I would recommend that the conditions be attached.

5.24 **Southern Water** – No objections.

5.25 **Heritage Conservation**- the proposed new layout (of Crabwood House) is far more sympathetic to the building. The retention of the fireplaces is especially welcome. There will still be a requirement for archaeological recording during the works, but this *should* be confined to a Watching Brief during demolition.

6.0 Planning Consideration Key Issues

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

6.2 Principle of Development

The principle of developing this area of the site has already been established with the outline consent 07/01700/OUT.

6.3 Design (Policy CS13 / Residential Design Guide)

6.3.1 The layout of the development follows the principles established at the outline stage with a hierarchy of street patterns and character area worked around a central area of open space and the 'bund' to the rear. The scheme needs to comply with the design requirements of policies SDP10 to SDP12 to provide an attractive landscaping setting appropriate to its context, be safe and secure, and accessible to and from the surrounding area for all pedestrians including people with mobility and sensory difficulties.

6.3.2 The scale, proportions and heights of buildings have also been generally reduced across the site with the majority of units at 2, 2.5 and 3 storey height.

6.3.3 The design is considered to be a good quality development which complies with the provisions of SDP 6 to SDP 9 with regards to scale, massing and appearance. The proposals are considered to be appropriate and responsive to the established character of the surrounding area (SDP9 and CS13).

6.3.4 Housing Mix and Type (Policy CS16)

The proposals include for 50% family homes as part of the development. This significantly exceeds the development plan policy target (and is in line with paragraph 5.2.10 where in lower density areas a higher percentage of family homes could be appropriate). This is to be welcomed and supported.

6.3.5 Density (Policy CS5)

Policy CS5 sets out what density targets housing development should provide in

an area of low accessibility such as this (PTAL band 2). The proposals provide a lower density solution that previously approved at the outline stage and accord with the density requirements set out in CS5. With the removal of minimum densities from PPS3 which has been carried through into the National Planning Policy Framework this is also a material consideration. However, a lower density would not achieve the balance between delivering new housing and make most efficient use of the site and respecting the character of the area.

6.3.6 Impact on Surrounding residential amenity (SDP1, H7/ CS13)

The site at the present time is mainly hard surfaced open car parking and therefore its development with houses and flats will have an impact on immediate neighbours.

6.3.7 The layout responds to the adjoining housing schemes in Kern Close, Watts Close and Cowley Close which comprise mainly two with some three storey development in terms of building heights, window positions, boundary treatment and landscaping to ensure the impact that does occur will not be harmful.

6.3.8 The majority of the trees along the boundary of the site are to be retained (more are to be retained than on the original outline scheme) and additional planting undertaken.

6.3.9 The existing 'bund' is retained and acts as a screen to those properties in Cowley Close to the west of the site.

6.3.10 Parking (Policies LPR SDP5 / CS19)

It is noted that the proposed number of parking spaces is within the maximum standards set out in the council's Parking Standards SPD. The Highways team have confirmed that they are satisfied with the level of parking provision for the residents will be suitable without causing a detrimental impact on highway safety. The proposal provides a ration of 1.2 spaces per unit compared to 0.9 spaces on the outline scheme.

6.3.11 Affordable Housing (Policy CS15)

The CS15 affordable housing target is 35% but the previous outline permission was able to offer 25% affordable units. The council must be satisfied that the viability report provides robust evidence to justify provision of affordable housing at 25%. This matter is dealt with in the recommendation section of the report which delegates the agreed percentage of Affordable Housing on conclusion of the viability assessment.

6.3.12 Open Space and Trees (Policies LPR CLT5 / CS21)

The quantity and quality of the private and public amenity space provided meets the requirements of paragraph 2.3.14 and section 4 of the RDG.

6.3.13 The area of open space adjacent to Crabwood House is around 0.4 ha and the bund to the south-west part of the site appears to have a useable amenity area of about 0.25 ha. The top of the bund area is considered suitable as useable open space and the private amenity space standards are met. The proposal is broadly in line with the development plan.

- 6.3.14 There is no objection to the proposed configuration/layout of open space on site.
- 6.3.15 The loss of trees follows the principles established at outline stage and does result in three important trees being lost. However, the scheme retains more trees than was previously shown and includes additional tree planting which has been agreed with the landscape design and tree officers.

7.0 Summary

- 7.1 The principle of residential development on this area of the former OS site has been established. This application seeks to reduce the original number of units proposed from 306 to 193 and in doing so seeks to deliver a scheme with emphasis on the delivery of family housing.
- 7.2 Appropriate connections are made to ensure a joined up scheme with later phases of development on the OS site.
- 7.3 The off-site highway works are being carried out to the specification previously agreed for the higher density scheme and therefore road capacity has been accounted for and highway safety will not be prejudiced. The ratio of parking spaces to number of units has been increased.
- 7.4 The scheme includes two areas of useable open space; a children's play area and includes management of habitat for protected species.
- 7.5 The layout ensures each residential unit has access to refuse and cycle storage and that collection points are appropriately located.
- 7.6 The scheme has been submitted with significant detailing to all aspects and performance conditions have been imposed to ensure the scheme is carried out in accordance with those negotiated details.

8.0 Conclusion

- 8.1 The proposals are acceptable and are supported.

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

1 (a), (b), (c), (d), 2 (b), (c), (d), 4 (f), (g), (i), (k), (vv), 5 (e), 6 (c), (f), 7 (a), 8 (a), (i), (j), 9 (a), (b)

AA for 17/04/2012 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 - Materials [Performance Condition]

The materials and finishes to be used for the external walls and roofs in the construction of the buildings hereby permitted shall be in accordance with the details shown on the 'materials plan' drg no A-02-004 Rev P-01 received 9 March 2012.

The approved bricks are: Hanson 'Atherstone' Red and Hanson 'Oakthorpe Red Multi'.

The approved roof tiles are: 'Natural Slate' (to Crabwood House and adjoining 'Wing', Redland 'Cambrian Slate' (Slate Grey), Forticrete 'Gemini' (Sunrise Blend)

The approved render is: Prorend (Rough finish) colour RAL 9003 for all houses and flats other than Crabwood House and adjoining wing; Prorend (Smooth finish) colour RAL 9003 for Crabwood House and adjoining wing.

The bricks for the boundary walls throughout the development must match those on the house to which the wall defines the curtilage.

Reason:

To enable the Local Planning Authority to control the development in detail in the interest of the visual amenities of the locality and to endeavour to achieve built form of high visual quality and satisfactory visual relationship of the new development to the existing.

03. APPROVAL CONDITION - Window design detail - Performance Condition

All windows shall be designed and constructed so as to achieve a minimum 100mm set back (reveal) when measured from the building facade immediately adjacent to the window to the front edge of the frame of the window.

REASON

In the interests of good quality design.

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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:

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

Class B (roof alteration),

Class D (porch),

Class E (curtilage structures), including a garage, shed, greenhouse, etc.,

Class F (hard surface area)

Reason:

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

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

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings, other than those expressly authorised by this permission shall be inserted in the external walls of any of the units within the development hereby permitted without the prior written consent of the Local Planning Authority.

Reason:

To protect the amenities of the adjoining residential properties.

06. APPROVAL CONDITION - Cycle and Refuse Storage - Performance Condition

The cycle and refuse stores to be provided to serve the houses and flats must be provided in a condition ready for use prior to first occupation of the unit they are to serve and thereafter retained and maintained for that purpose.

With the exception of for purposes of collection on collection day all bins must kept within the allocated refuse store area(s).

REASON: To ensure appropriate facilities are provided for the benefit of future occupiers and in the interests of visual amenity.

07. APPROVAL CONDITION - Landscaping - Performance Condition

All hard and soft landscaping including parking spaces, parking courtyards and other private hard surfaced areas; new planting, including tree planting, tree protection and tree works; must be undertaken in accordance with the following plans:

Landscape Masterplan Plan (doc ref JSL 1870_810A) and accompanying plan Drg 100 Rev C.

Soft Landscape Specification (doc ref JSL 1870)

Tree Survey Report (doc ref 1870)

Arboricultural Method Statement (doc ref JSL 1870)

Softwork Layout(s) (sheet 1 of 3) Drg 501 Rev A, (sheet 2 of 3) Drg 502 Rev A, (sheet 3 or 3) Drg 503 Rev A.

Tree and Shrub 'palette' Doc ref JSL 1870-550 Rev B dated February 2012.

Tree Protection and Arboricultural Method Statement Plan Drg No 701 Rev C

Tree Pit in hard paved area Drg No 401

All planting must be undertaken within the first planting season following first implementation of the that phase of development within which the landscaping is to be implemented OR prior to the occupation of any units with that phase or sub-phase as may be subsequently agreed with the Local Planning Authority in writing.

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 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.

08. APPROVAL CONDITION - Boundary Treatment and Means of Enclosure - Performance Condition

All boundary treatment and means of enclosure shall be undertaken in accordance with the following plans and documents:

Enclosures and Street Furniture Drg 101 Rev B
Enclosures Details Drg 402 Rev A.

All boundary treatment, including means of enclosure separating gardens (not shown in the above documents and plans) must be provided prior to first occupation of any of the units within the phase or sub-phase of the development to which they relate.

REASON

In the interests of amenity, security and the character of the area.

09. APPROVAL PLAN - Bio-diversity - Performance Condition

All works undertaken on the site, including to Crabwood House, tree works and habitat management must be carried in accordance with the recommendations and conclusion set out in Section 5 of the Biodiversity Survey and the management prescription for the Bund set out in Section 6 of the Biodiversity Survey.

Prior to first occupation of any units within phase one of the development (as defined on the approved phasing plan) a minimum of 5 Bat boxes shall be provided and fitted to retained parkland trees in accordance with details first agreed by the Councils ecologist.

Prior to first occupation of units C1 and D1 within Phase 2 of the development Bat boxes shall be fitted to the flank elevations of those units (facing the bund) in accordance with details first agreed by the Councils ecologist.

REASON

To ensure appropriate measure are taken to protect and enhance habitat for protected species on the site.

10. 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.

11. APPROVAL CONDITION - Amenity Space Provision and Access - (Performance Condition]

The external amenity space serving the units of the development hereby approved, and access to it, shall be properly laid out and made available prior to the first occupation of the unit to which it is to serve

In the case of communal space serving flats, the amenity area shall be laid out and made available use prior to first occupation of any of the flats it is to serve and shall thereafter be retained with access to it at all times for the use of the occupants of all flat units to which it is serve.

REASON:

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

12. APPROVAL CONDITION - Use of garage - domestic ancillary use [Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 the garage hereby approved shall be made available and used at all times for the parking of domestic vehicles related to the residential use of the unit it is to serve and associated ancillary storage relating and incidental to the enjoyment of the occupation of that unit At no time shall the garage be used for the parking of commercial vehicles or used for any trade, business, manufacturing or industrial purposes whatsoever and shall not be incorporated into the unit as part of the domestic living accommodation.

Reason:

To ensure that sufficient off-street car parking is available in the interests of highway safety and to protect residential amenity.

13. APPROVAL CONDITION- Unsuspected Contamination [Performance Condition]

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

Reason:

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

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

Clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall only be permitted for infilling and landscaping on the site. Any such materials imported on to the site must be accompanied by documentation to validate their quality and be submitted to the Local Planning Authority for approval prior to the occupancy of any unit on that phase or sub-phase of the site for which such material has been used.

Reason:

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

15. APPROVAL CONDITION - Contractors Compound (Performance Condition)

No commencement of work pertaining to this permission shall be carried out on the site unless and until the approved area for use as a contractors compound within the site (as shown on Drg No 4589:700 Rev A) has been formed and available to accommodate all temporary contractors buildings, plant and storage of materials and vehicles associated with the development. The contractors' compound shall be retained for these purposes throughout the period of work on the site;

Reason:

To avoid undue congestion on the site and consequent obstruction to the access in the interests of road safety.

16. 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.

17. APPROVAL CONDITION – Energy (Pre-Occupation Condition)

Written documentary evidence demonstrating that the development will at minimum achieve a reduction in CO2 emissions of 20% over part L of the Building Regulations shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of any of the units on the development hereby granted. Technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

REASON:

To reduce the impact of the development on climate change and finite energy resources and to comply with adopted policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

18. APPROVAL CONDITION - Code for Sustainable Homes - Residential Development [Pre-Occupation Condition]

Written documentary evidence demonstrating that the development will achieve at minimum Level 3 of the Code for Sustainable Homes, shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of any of the units on the development hereby granted, unless an otherwise agreed timeframe is agreed in writing by the LPA. The evidence shall take the form of a post construction certificate as issued by a legitimate Code For Sustainable Homes certification body.

REASON:

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

19. APPROVAL CONDITION - Connections to adjacent developments - Performance Condition

The sections of boundary treatment coloured yellow on the approved means of enclosure plan which are to be provided on a temporary basis at those sections of the boundary which are designed and approved to form linking routes to adjacent development and shall be removed so as to enable those links and routes to be permanently opened and used without obstruction on completion of the adjacent development.

REASON

To ensure that the comprehensive re-development of the site provides the appropriate and necessary integration and permeability required to serve the area.

20. APPROVAL CONDITION - Flood Risk Mitigation - Performance Condition

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) ref: CP/11/0721, by MJA Consulting and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1 in 100 year critical storm 30% climate change allowance so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. Implementation of the SuDS techniques as detailed in section 6.3 of the FRA.
3. Finished floor levels are set no lower than 150mm above the surrounding ground levels as detailed in section 5.8 of the FRA.

REASON

To prevent flooding by ensuring satisfactory storage/disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

21. APPROVAL CONDITION - Construction traffic access/ egress arrangements (Pre-Commencement Condition)

Prior to works commencing on the site details of the means of access for vehicles associated with construction (and demolition) of the structures on the site shall be submitted to and agreed with the Local Planning Authority.

Reason:

In order to protect the residential amenity of nearby properties

22. APPROVAL CONDITION - Temporary Screen During Construction [Pre-occupation of phase 1 and Performance Condition]

Prior to first occupation of any unit on Phase 1 details of the height, alignment, materials and finished treatment of a temporary screen to be erected so as to separate the Phase 1 and Phase 2 and to be maintained throughout the construction phase shall be submitted to and agreed in writing by the Local Planning Authority. Details of the height, alignment, materials and finished treatment of a temporary screen to be erected, so as to separate the 'sub' areas of Phase 2 prior to occupation of any unit within a completed 'sub-area' shall similarly be submitted to and agreed in writing by the Local Planning Authority.

Reason

In the interests of the visual amenities of the adjoining residents and the character of the area.

23. APPROVAL CONDITION - Sightlines specification [Pre-occupation and Performance Condition]

Sight lines of 2.4m by 70m measured at the kerblines shall be provided before the first occupation of any unit on the development hereby approved and notwithstanding the provisions of the Town and Country Planning General Development Order 1995 no fences walls or other means of enclosure including hedges shrubs or other vertical structures shall be erected above a height of 0.6m above carriageway level within the sight line splay

Reason

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

24. APPROVAL CONDITION - Stopping up existing access [Performance Condition]

Any redundant access to the site shall be stopped up and abandoned and the footway, and verge crossings and kerbs shall be reinstated before the development is brought into use.

Reason:

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

25. APPROVAL CONDITION - Glazing - soundproofing from external traffic noise [Performance Condition]

All units on Phase 1 shall be constructed to provide appropriate mitigation from traffic noise from Romsey Road.

Unless otherwise agreed in writing, that scheme shall specify either:- Outer pane of glass - 10mm

Air gap between panes - 12mm

Inner pane of glass - 6 mm

or, with secondary glazing with a -
Outer pane of glass - 6mm
Air gap between panes - 100mm
Inner pane of glass - 6.4 mm

There must be no trickle vents installed in any case. For ventilation purposes in all cases, provision of acoustically treated 'BBA' approved mechanically powered ventilation should be the preferred option. However, provision of acoustic trickle vents will be acceptable. Once approved, that glazing shall be installed before any of the flats are first occupied and thereafter retained at all times.

Reason:

In order to protect occupiers of the flats from traffic noise

26. APPROVAL CONDITION - Structural Stability Measures [Phase 2 Pre-Commencement Condition]

Prior to any works on Phase 2 which would impact on the base of the bund including excavation and foundation design or new retaining walls designed to protect and maintain the stability of the bund shall be approved in writing before the development hereby permitted commences and such structures shall be permanently maintained for that purpose.

Reason:

To ensure the structural stability of the bund is not compromised as a result of the development.

27. APPROVAL CONDITION - Restriction on the use of the bund (Pre-commencement condition)

Prior to commencement of any development relating to Phase 2 details of the management of the bund in terms of security and access shall be submitted to and be approved in writing by the Local Planning Authority. These details shall include timings of use and details of how the area is going to be secured outside hours of access. The approved scheme shall be carried out in accordance with these details.

Reason

To ensure that these facilities are available to serve occupants and the public.

28. APPROVAL CONDITION - Provision of Open Space/Play Space (Pre-occupation condition)

Unless a different timescale is first agreed in writing by the Local Planning none of the residential units in Phase 1 hereby permitted shall be occupied until such time as the rights of way, areas of open space and children's play space shown within that phase on the approved 'phasing plan and rights of way plan' received 19 March 2012 have been made ready and available for use as public open space.

The rights of way and access to the bund to be provided within Phase 2 of the development shall be made available as routes and public open space on completion of 'sub-area' Area D of Phase 2 of the development or first occupation of any of the units within that phase, whichever is the sooner.

Reason

To ensure that the these facilities are available to serve occupants of units hereby approved and the public.

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

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

Reason:

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

30. APPROVAL CONDITION – Archaeological building-recording [Crabwood House Pre-Commencement Condition]

No development shall take place within Crabwood House 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 development process.

31. 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.

32. APPROVAL CONDITION - Parking Allocation (Performance condition)

No more than 1 space per residential unit shall be allocated to any one residential unit. All additional parking shall remain as casual visitor parking. No on highway parking shall be allocated for individual use or to a specific unit.

Reason

To ensure all those units shown to be provided with parking are allocated parking and to ensure parking for visitors is provided to minimise overspill parking.

33. APPROVAL CONDITION - Construction details of roads - Performance Condition

All roads, pavements, shared surfaces and routes not within individual private plots and the drainage associated with those works shall be constructed to an adoptable standard.

REASON

To ensure the development is served by appropriate infrastructure.

NOTE TO APPLICANT

The detail of construction/drainage etc. and extent of areas for adoption shall be covered by a Section 38 agreement. All works to the public highway to accommodate this work shall be expedited in a timescale to be agreed by the Highways Network Management Team, and/or the Section 38 Engineer.

34. APPROVAL CONDITION - Access from Cowley Close - Performance Condition

Vehicular access to and from the site via Cowley Close shall be limited plots A-13, A-14, A-15, A-16 and A-17 and emergency vehicles only. The final design of the bollards and the layout of the section of route preventing through traffic shall be agreed in writing prior to any commencement of development within Phase 2 of the scheme and thereafter be retained and maintained so as to prevent through traffic.

REASON

To avoid rat running through the development in the interest of the safety and amenity of future occupiers.

35. 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.

Informatives:

Note to Applicant - Performance Conditions

Your attention is drawn to the performance conditions above which relate to the development approved in perpetuity. Such conditions are designed to run for the whole life of the development and are therefore not suitable to be sought for discharge. If you are in any doubt please contact the Council's Development Control Service.

S.106 Legal Agreement Informative

A Section 106 agreement relates to this site which includes a requirement for contributions towards: affordable housing, public art, public realm, open space, play space, bio-diversity, phasing, site specific and strategic highways. A full copy of the S106 legal agreement is available on the Public Register held at Southampton City Council.

Southern Water – Water Supply - Informative

A formal application for connection to the water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester (Tel. 01962 858600).

Southern Water – Sewers - Informative

The applicant should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, SO23 9EH (tel. 01962 858600).

Cranes

The applicant's attention is drawn to the requirement within the British Standard Code of Practice for the safe use of cranes for operators to first consult the aerodrome as suggested by BAA in their response to this planning application

Note to Applicant - Pre-Commencement Conditions

Your attention is drawn to the pre-commencement conditions above which require the full terms of the condition to be satisfied before development commences. In order to discharge these conditions you are advised that a formal application for condition discharge is required. You should allow approximately 8 weeks, following validation, for a decision to be made on such an application. If the Decision Notice includes a contaminated land condition you should contact the Council's Environmental Health Department, and allow sufficient time in the process to resolve any issues prior to the commencement of development. It is important that you note that if development commences without the conditions having been formally discharged by the Council in writing, any development taking place will be unauthorised in planning terms and this may invalidate the Planning Permission issued. Furthermore this may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council's Development Management Service

POLICY CONTEXTCore Strategy - (January 2010)

| | |
|------|--|
| CS4 | Housing Delivery |
| CS6 | Housing Density |
| CS7 | Safeguarding Employment Sites |
| 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 |
| CS21 | Protecting and Enhancing Open Space |
| 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 |
| SDP15 | Air Quality |
| SDP16 | Noise |
| NE4 | Protected Species |
| HE3 | Listed Buildings |
| HE6 | Archaeological Remains |
| CLT1 | Location of Development |
| CLT3 | Protection of Open Spaces |
| CLT5 | Open Space in New Residential Developments |
| CLT6 | Provision of Children's Play Areas |
| CLT7 | Provision of New Public Open Space |
| H1 | Housing Supply |
| H2 | Previously Developed Land |
| H3 | Special Housing Need |
| H5 | Conversion to residential Use |
| H6 | Housing Retention |
| H7 | The Residential Environment |
| TI2 | Vehicular Access |

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - August 2005 and amended November 2006)

Other Relevant Guidance

The National Planning Policy Framework March 2012

It should be noted that this document replaced all the following that were considered at pre-application, post submission and initial assessment stages of this planning application

PPS1 Delivering Sustainable Development (February 2005)
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December 2007)
Planning Policy Statement: Eco-towns - Supplement to Planning Policy Statement 1 (July 2009)
PPS3 Housing (November 2006)
PPS5 Planning Policy Statement 5: Planning for the Historic Environment (March 2010)
PPS9 Biodiversity and Geological Conservation (August 2005)
PPG13 Transport (April 2001)
PPG15 Planning and the Historic Environment (September 1994)
PPG16 Archaeology and Planning (November 1990) PPG17 Planning for Open Space, Sport and Recreation (July 2002)
PPS22 Renewable Energy (August 2004)
PPS23 Planning and Pollution Control (November 2004)
PPG24 Planning and Noise (October 1994)
PPS 25 Development and Flood Risk (December 2006)

APPLICATION TYPE: Outline Application
APPLICATION NO: 07/01700/OUT
APPLICANT: Kier Property Developments Ltd.
AGENT: David Maddox
SITE ADDRESS: Ordnance Survey, Romsey Road
PROPOSAL: Redevelopment of the site to provide a mixed use scheme comprising refurbishment and extension to Compass House for business use (class B1); a new business enterprise centre (class B1); new light/general industrial unit (class B1/B2); new retail and food and drink use (classes A1, A3, A4 & A5); new nursing home/clinic/surgery (class C2/D1), open space and 495 residential units (361 flats and 134 houses) – Outline Application seeking approval for layout and access. (Departure) (Major Application)

RECOMMENDATION:

Delegate the Development Control Manager to grant conditional planning approval subject to:-

1. The Secretary of State not requiring the application to be called-in for determination.
2. Amendments to the layout of the eastern sector to ensure the provision of continuous cycle and pedestrian route(s) to adoptable standards.
3. The applicant entering into a Section 106 Legal Agreement to secure:
 - i. Either a financial contribution towards site specific transport contributions for highway and pedestrian facility improvements in the vicinity of the site or provision to implement an agreed series of works under S.278 of the Highways Act in line with policies SDP3, SDP4 and IMP1 of the City of Southampton Local Plan Review (March 2006) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
 - ii. Strategic Highway contributions
 - iii. Provision of affordable housing in accordance with policies H9, H10 & H11 of the Local Plan
 - iv. Provision of Public Open Space in accordance with policy CLT 5
 - v. Provision of on site Children's Play Space and contributions towards improvements to existing off site children's play space
 - vi. The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy
 - vii. The submission, approval and implementation of a Green Travel Plan (GTP) to address the impact of the parking provision so that it can be assessed along with the transport needs of the development
 - viii. A commitment to local labour and employment initiatives both during the construction phase and post completion;

- ix. The submission of a highway condition survey prior to the demolition of the existing buildings and its subsequent reinstatement;
- x. The funding of any Traffic Regulation Orders required for the above measures and to enable the development to be implemented.
- xi. A Phasing agreement

OR

- 2. That the DC Manager be authorised to refuse permission if the Section 106 Agreement has not been completed within a reasonable time period of the resolution to grant permission on the grounds of failure to secure the provisions of the Section 106 Agreement.

REPORT

BACKGROUND

Ordnance Survey (OS) is an executive agency of the United Kingdom government. It is the national mapping agency for Great Britain, and one of the world's largest producers of maps. It currently employs around 1100 staff at the Romsey Road site.

Ordnance Survey has a long history in Southampton. Having originally been based at the Tower of London, a serious fire resulted in its relocation to a site at the north end of London Road in the late 19th Century. After the Second World War OS moved to the current site in Romsey Road which at the time was used mainly as allotments but included the existing listed building 'Crabwood House'.

The current headquarter buildings date back to the early 1960's and the existing bund on the western boundary is a legacy of the earth moving required to develop the site.

Over the years the site has been the subject of change, in particular in the late 1980's with new housing development on parts of the northern and western area of the original site (now Cowley, Kern and Watts Close).

A number of ancillary buildings have also been removed to increase the amount of car-parking on the site.

Ordnance Survey consider the existing buildings on the site no longer suitable to meet their modern day requirements and has recently gained planning consent to relocate to a site just beyond the Southampton City boundary at Adanac Park. Their new site is 1500m to the north west of the existing site close to the junction of the M271 and Brownhill Way and within 400m of the City boundary

SITE AND SURROUNDS

The site is located along the south-western edge of Romsey Road at the brow of a hill when approaching from Shirley Town centre which is 1.5km away. It is 4.5km from the City centre.

At 9.7ha. in area it currently comprises a total of 51,400sqm of floorspace, the majority of

which is housed within four main buildings of between 4 and 6 storeys in height. There are currently 1030 parking spaces available. A significant proportion of the site (over 70%) is currently either building footprint or hard-surface car parking. Only a small percentage is green and permeable.

There are currently 3 vehicle access points. Two main access points from Romsey Road and Wimpson Lane with a third very limited access to a temporary car park from Cowley Close.

In the region of 2000 people are employed at the site, consisting of 1100 by OS and a further 900 by HM Customs & Excise and Mearsk whom occupy, and will continue to occupy Compass House; a four storey office building centrally located along the Romsey Road frontage.

One of the key features of the site are the protected trees particularly in the western sector, which form a landscape frontage to Romsey Road and an attractive backdrop to Crabwood House (listed building) and Compass House. However, many of these trees are currently surrounded by parking and hard-standing as is the two storey listed building.

There is a gradual change in levels across the site which is greater than first perceived due to the large site area. The levels fall from north-east to south-west towards the most obvious landscape feature of the site. The 'artificial' bund was created from spoil during the original development of the site and now acts as a landscape screen and backdrop between the site and the adjacent houses built in the 1980's. The bund has access to a level area at the summit and has protected species on it's slopes.

The surroundings are almost wholly residential in character. The older, traditional two storey housing along the North-east side of Romsey Road faces the site, whilst similar scale and aged houses in Maybush Lane back onto the site along the southern boundary.

To the north and west are the more modern housing estate properties comprising Cowley Close, Watt's Close and Kern Close.

There are a small number of retail units and local services located at the junction of Romsey Road and Rownhams Road. Millbrook Community School is located nearby to the north of the site off Green Lane.

It is recognised that the site falls within one of the City's priority neighbourhood renewal areas within which the Council is actively seeking to improve the opportunities for employment, housing, affordable housing, services and facilities.

APPLICATION DETAILS

It should be understood that the current planning application is for **Outline** consent only with matters of **layout** and **means of access** for consideration. All other aspects of the scheme (appearance, scale and landscaping) would be for consideration of any future planning application(s).

Key Information:

| | |
|--------------------|--|
| Site Area | 9.7 ha |
| No. Dwelling Units | 495 |
| Type/Size of Unit | 130 x one bedroom flats 231 x two bedroom flats |

| | |
|------------------|---|
| | 26 x two bedroom houses 85 x three bedroom houses 23 x four bedroom houses Refurbishment and extension of Compass House (B1) 14,300sqm Business Enterprise Centre (B1) 2,787sqm Light / general industrial unit 7,432sqm Retail and food and drink uses 1,226sqm Nursing home (72 bed) Surgery (Veterinary/doctors surgery/clinic) |
| Accessibility | Medium |
| Area Designation | Major Employment site and housing site (north west corner) |
| Change of Use | B1/B2 to residential-led mixed use |

The application is supported by a comprehensive set of documents which are available to be viewed on the Council's web site and include :

Design and Access Statement (amended June 2008)

Transport Assessment

Ecology Report

Tree Report

Daylight and Sunlight Study

Air Quality Assessment

Noise Report

Flood Risk Assessment

Sustainability Statement

Archaeological Evaluation

Geotechnical (ground condition) Report.

The application can be separated into 3 distinct Sectors:

Sector 1 comprises Compass House and is proposed to be 100% commercial/employment in nature.

Sector 2 is the **West Sector**. This area is 100% residential and benefits from Crabwood House (the listed building), the majority of the protected trees and the bund. It is currently used for extensive areas of car-parking.

Sector 3 is the **East Sector**. This area would be a mix of employment and residential uses. At the present time this area is occupied by the existing OS office buildings and car-parking.

Due to the complex logistics of re-locating to new premises each sector will become available for re-development in a managed programme of phasing in the order set out above.

Phase 1 - Sector 1

The application seeks to retain the existing Compass House for office purposes. The principle of further extending the building by increasing it from four to five storeys in height and adding 1,736sq m is sought. This would bring the total floor area to 14,300sq m and enable employment for approximately 900 people with 350 parking spaces provided to serve the building.

Given the current and intended future occupiers of the building (HM Customs) security is

an important aspect of the layout. Secure boundaries are required between this area of the site and the east and west sectors. Conditions will be required to control appearance of means of enclosure.

The existing vehicular access on Romsey Road would be modified to serve Compass House and the residential and retail elements of the east sector rather than the rest of the site as at present. Access control measures, similar to those used at present would be utilised to prevent access to the site by residents and others.

The retention and extension of Compass House is an important element of the overall site as it ensures retention of existing employment on the site and provides the opportunity for additional employment at both construction and occupation stage.

Phase 2 - West Sector

The West sector would comprise:

A new vehicular access from Romsey Road.

306 residential units of which 81 would be houses (26 two-bedroom, 32 three-bedroom, 23 four-bedroom) and 225 flats (85 one-bedroom, 140 two bedroom).

Residential density of 65 dwellings per hectare. (Minimum is 50 dph).

275 parking spaces.

A refurbished and converted listed building (six units)

Creation of a public parkland area incorporating children's play activities.

Retention of the bund to be managed as open space and a bio-diversity area.

Retention of existing protected trees.

Vehicular access from Cowley Close to serve 15 units.

New pedestrian and cycle connections with Cowley Close and Kern Close.

A cycle and pedestrian route connecting to the East Sector.

Phase 3 - East Sector

The East sector would comprise:

Shared vehicular access from Romsey Road for the residential units

189 residential units of which 53 would be houses (all three bed) and 136 flats (45 one-bed, 91 two bed)

Residential density of 70 dwellings per hectare (minimum is 50 dph)

1 226sq m of A1, A3, A4, A5 uses at ground floor level of Block H (4 storey fronting Romsey Road) and Block J (6 storey corner landmark building)

Health/doctors surgery on ground floor of part of block H (4 storey fronting Romsey Road)

72 bed nursing home on upper floors of Block H.

2 787sq m business centre with access from Wimpson Lane

7 432sq m light/general industrial unit (currently proposed to be the new print works for OS) with access from Wimpson Lane.

Cycle and pedestrian link to west sector.

Central landscaped courtyard for residential occupiers.

KEY ISSUES

Principle of Mixed use development given policy allocation for Employment Uses
Transport and Accessibility, Highway safety and Car Parking
Impact on amenities of existing nearby residents
Quality of layout and impact on local character
Setting of the listed building
Sustainability
Ecology
Flood Risk
Protected Trees

PLANNING POLICY ASSESSMENT

Planning Policy Background

Revised Deposit Local Plan (February 2003)

Policy RE10 of the Revised Deposit Local Plan Revised (RDLP) allocated four sites including Ordnance Survey as Major Employment Sites which were of importance to the city economy. The supporting text stated that these were home to international companies and provided significant employment opportunities. Therefore, should they come forward for redevelopment during the lifetime of the plan, they would be subject to comprehensive redevelopment for employment-led mixed use development. If part of the Ordnance Survey site came forward for redevelopment, the supporting text stated that planning permission would only be granted for light industrial, research and development and ancillary office, Class B1 (a), (b) and (c).

Inspector report (February 2005)

The Inspectors report into objections to the RDLP was received in February 2005. This set out her considerations of the objections received on the RDLP at the Public Local Plan Inquiry into the plan and recommended changes. Following the receipt of the Inspectors Report the council responded to the recommendations and published Proposed Modifications to the plan. The Local Plan Review was adopted in March 2006.

The Inspector recommended deleting the allocation of Ordnance Survey as a Major Employment site in policy RE10 (ii) and in the supporting text. This was in response to concerns about the poor accessibility of the site. The Inspector did not agree that a mixed use scheme would necessarily be a suitable long term prospect for the site with or without employment uses.

The city council did not accept the Inspectors reasoning on the deletion of Ordnance Survey for major employment and addressed the issue of accessibility. It stated that accessibility could be improved by redevelopment (through the use of a Travel Plan); it was higher than peripheral employment sites outside the city boundary and higher than initially thought (medium instead of low accessibility). The city council also argued that the site was well positioned to offer local employment opportunities for Millbrook (a deprived area in the city), it was one of the few large B1 sites in the city and the deletion is premature before an assessment of industrial sites was carried out.

Adopted Local Plan Review (March 2006)

The Adopted Local Plan Review (March 2006) retained the Ordnance Survey allocation as

a Major Employment Site in policy REI 9 (iv). Part of the Ordnance Survey site (0.75 Ha) is already allocated for residential development in policy H1, the rest is allocated for light industrial, research and development and ancillary office uses. Due to these allocations, redevelopment of the larger site for residential development would be a departure from the Local Plan Review and a strong case must be made that the site is not suitable for employment uses in order to justify this.

Market feasibility studies: King Sturge (August 2006) & Savills (September 2006)

Proposals were submitted for a mixed use redevelopment of the site following the relocation of Ordnance Survey to Adanac Park with residential uses as the dominant land use. These proposals were accompanied by a report by King Sturge on the site's suitability for employment development which concluded that this site is not a prime employment site.

In response to the King Sturge report, Southampton City Council instructed Savills to consider its findings and provide advice on market feasibility for employment development on this site. Savills agreed that the conclusions of the King Sturge report were sound and based on robust arguments. Whilst there were differences in points of detail between the two consultants the conclusions are consistent and as follows:

- There is a healthy demand for and a strong supply of appropriately located employment accommodation and sites to meet the needs of potential occupiers for the foreseeable future.
- The site fails to meet any of the criteria that occupiers, developers and funding institutions would apply in assessing the site's potential
- The proximity of residential uses surrounding the site makes it inappropriate for warehousing, general industrial purposes or large scale light industrial uses
- It is not an established industrial area and has poor road links both in the immediate vicinity and to the motorway network
- The site is unsuitable for offices as it does not provide adequate local amenities for staff, is not readily accessible by public transport, and lacks prominence
- There is potential for small scale light industrial and office development that meets the needs of the local market in this part of Southampton

Conclusion

Following the findings of the above reports on market feasibility, the principle of a predominantly residential led mixed use redevelopment on this site is accepted. As this site is not within a designated local centre in the Local Plan Review, the retail development proposed should be provided in units not exceeding 750 sqm.

Departure

The majority of the site is currently designated for employment uses REI 9. As the proposals seek a mixed use redevelopment this represents a departure from the adopted local plan. The application has therefore been advertised as a departure and must be referred to the Secretary of State for consideration.

Environmental Impact Assessment

Given the scale of development proposed, a Screening Request was made by the applicants in accordance with the requirements as set out in the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The Local Planning Authority issued its Screening Opinion on 18 February 2008 that an EIA would not be required in this instance.

Planning Policy Guidance PPG4 – Industrial & Commercial Development (1992)

PPG4 encourages new commercial development in areas which minimise the length and number of trips and which is supported by public transport.

PPS 6 Sequential Test (Planning for Town Centres)

This document promotes vitality and viability of centres and identifies retail and office uses as typically town centre uses to which key criteria should be applied in terms of site selection.

The Local Planning Authority have given advice that there would be no requirement to apply the sequential test approach to site selection in this case as the site is currently occupied by and specifically allocated for employment led uses. Furthermore the identified retail units are less than the threshold figure of 750sq m.

It coming to this view regard was had to need, appropriate scale, the assessment and availability of other sites, the impact on existing centres and the sites accessibility.

It is considered that the development proposals satisfy these criteria.

Planning Policy Guidance PPG13 - Transport (2001)

The Government is committed to reducing the need to travel by the private car as part of an integrated transport policy. Land use planning has a key role to play in delivering this strategy. PPG13 explains that by *“influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel”*.

One element of this approach is the implementation of maximum car parking standards, as set out at Policy SDP5 and Appendix 1 of the adopted City of Southampton Local Plan Review (2006).

A further element is the improvement to existing or provision of new facilities that encourage other modes of transport than the private car including bus stops, cycle routes and pedestrian permeability.

These principles have been adopted and enshrined within the proposals.

Summary

The housing provision on the western sector is located around the listed Crabwood House (to the west of Compass House). The proposals involve two perimeter blocks to the north east and south west of Crabwood House. The frontage provided by the perimeter block along Romsey Road is more in keeping with the style of properties in the area.

The properties to its rear are generally either perimeter blocks or blocks enclosed by the boundary of the site or the existing bund. Careful consideration should be given to the detailed designs of the two blocks of properties closest to Compass House and the light /

general industrial unit to the south of the site to ensure that private space is well defined and is not overlooked to provide some privacy in accordance with the RDG.

There are no objections to the proposals on policy grounds notwithstanding the current site allocation.

A schedule of the relevant national guidance and Local Plan policies is provided at **Appendix 2** of this report.

CONSULTATION AND NOTIFICATION

A publicity exercise in line with department procedures was undertaken, which included written notification to 357 local residents, adjoining businesses, four site notices were posted around the site (01.11.07) and an advert was published in the local press (01.11.07). The application has been advertised as a Departure.

Furthermore, in accordance with the Council's guidance the applicants undertook their own public exhibition in October 2007. A copy of their Statement of Community Engagement forms part of the application submission.

Representations

At the time of writing the Council has received **18** letters of objection. Any further comments will be reported verbally at the Panel meeting. Across the 18 representations 17 broad issues were raised (the numbers in brackets identifies the number of respondents raising the issue):

1. Highway Safety (8)
2. Increase in Traffic (6)
3. Visual Impact (3)
4. Lack of on-site parking (2)
5. Noise disturbance (2)
6. Height of Buildings (4)
7. Concerns about new access from Kern Close (2)
8. Loss of privacy and disturbance due to use of the bund (1)
9. Whole site should be residential not any commercial (3)
10. More affordable housing units should be provided (1)
11. Should be more houses and less flats (2)
12. No new retail should be provided as it will impact on existing local shops (2)
13. The vehicular access off Cowley Close should be deleted (1)
13. Dispute over boundary line along north-west boundary (Kern Close) (1)
14. Over-shadowing and loss of light (1)
15. Over-development (1)
16. Customs and Excise should re-locate closer to the docks area. (1)

It can be seen that the majority of objections and concerns raised relate to highway safety, and the increase in traffic as a result of the proposals.

Highway Safety and Increase in Traffic

A fully detailed transport assessment has been submitted with the application and the Highways department has been involved with the scheme from the very early on in per-application discussions.

There will be an increase in trip generation across the site as a result of the proposals notwithstanding a significant reduction in car-parking numbers on the site. In total it is predicted that an additional 38 vehicle trips will be generated in the morning peak period compared to existing with a reduction of 90 vehicles entering the site during the same period. In the evening period an additional 168 movements entering the site will be generated and a reduction of 38 vehicles leaving the site.

A comprehensive package of off-site highway improvements are proposed along Romsey Road and Wimpson Lane in addition to the creation of a new vehicular access in Romsey Road to serve the west sector housing area to manage and control vehicles entering and leaving the site and to avoid significant increases in congestion at peak times.

Highway Officers confirm that the proposals are acceptable on highway safety and capacity grounds.

Lack of On-site Parking

A total of 974 parking spaces are provided across the site. 350 for Compass House as at present, 275 to serve 306 units in the west sector, 189 to serve the 189 units in east sector, 53 to serve the commercial/retail, 30 to serve the nursing home and 87 for the industrial unit (print works). This compares to the 1030 parking spaces on site at present.

This level of parking in a medium accessibility area is above the maximum normally allowed. Regard has been had to the fact that part of the western sector is within low accessibility which allows scope to increase the parking ratio. Regard has also been made to the nature of the surrounding road network and the need to limit the potential of over-spill parking.

The figure reached is considered to be reasonable balance to serve the development and also prevents the parkland setting of the western sector from being dominated by cars.

Visual impact and building heights causing over-shadowing / loss of light

The residential blocks along the northern boundary with Watts Close and Kern Close are restricted to 2 and 3 storey heights (indicatively). This will ensure no significant or harmful loss of light or over-shadowing occurs given the proposed alignment (end wall on) and layout of the proposed units. However, it should be noted that matters of scale and height/massing and appearance are reserved.

Noise Disturbance

Overall, surrounding occupiers will be aware of noise and disturbance during a what will be a lengthy and phased re-development period. Conditions can be imposed during the preparation and construction phases to mitigate this impact.

On occupation, there is likely to be greater activity associated with residential use than at present, including cars, lights, and general domestic noise. These are all aspects of day to day behaviour. To introduce residential activity into a residential area alongside employment and other uses is not unreasonable and whilst it will alter the current environment it is not considered it will cause harm.

Access from Kern Close

The cycle and pedestrian route proposed to connect the site with Kern Close is essential

to integrate the surrounding residential areas and provide safe and convenient access to the open space/play space and proposed facilities without having to walk (or drive) around the whole perimeter of the site as at present. More linking routes were sought but were unable to be delivered due to land ownership issues.

Loss of privacy and disturbance due to use of the bund

The use of the bund for open space is an important aspect of the scheme but it is recognised that access needs to be controlled to daylight hours to avoid undue disturbance and loss of privacy

Whole site should be residential

The site is allocated for employment use. Whilst a case can be made for a mixed use scheme to benefit the wider community, a significant element of employment led uses is essential to creating a sustainable neighbourhood. A re-development for just residential use cannot be justified.

More Houses should be provided and less flats

An appropriate mix of unit sizes and types is provided across the site. The family housing element is between 25 - 30% whilst one bed units only comprise 15% of the total number of units.

More affordable housing should be provided

The affordable housing percentage is the maximum able to be secured under current policies. The delivery of 124 units including family housing will be of significant benefit for those in housing need in this area.

No new retail as this will impact upon existing local businesses

The retail units will be of less than 750m sq per unit and therefore no sequential approach is required. It is important to ensure local communities are sustained by a range of uses and services. The provision of retail units within a scheme of this scale will be of benefit to the wider neighbourhood.

The vehicular access from Cowley Close should be deleted

The access from Cowley Close will only serve 15 residential units and will not result in significant increases in traffic using the Close or Green Lane. Appropriate controls within the site and design measures will ensure no vehicles can travel from Cowley Close through the site. Full access will be limited to pedestrians and cyclists bringing similar benefits to the new link in Kern Close for local residents.

Boundary Dispute at rear of Kern Close

This is not a matter for planning control. The applicants have been made aware of the representation but are satisfied that the correct re-line application area and accompanying ownership certificates have been served.

Over-development

The residential densities across the site range from 65dph to 70dph. For a medium accessibility area this is not excessive and not significantly above the minimum 50dph required to avoid a call in for under-development on sites of over 1ha. The site provides more than the minimum area of open space and above the maximum level parking without detracting from the character of the layout. Building heights are considered appropriate and respect both the large scale of the site and its current buildings together with the scale of surrounding housing. The proposals exhibit no features normally associated with over-development.

HM Customs should be made to re-locate

HM Customs are a long standing occupant of the site and their decision to remain is welcomed in terms of employment opportunities in the local area

Consultations

Conservation Officer - Supportive of the improved setting for the listed building, the rationalisation of parking in front of the listed building and the new road alignment which creates greater sense of open space alongside Crabwood House.

Archaeologist – The site lies within an area of archaeological importance as defined by Local Plan Policy HE6. The archaeological report is noted and no objection is raised subject to the attached planning conditions.

Ecologist – Supports and welcomes the retention of the bund and important trees on the site. The path around the base of the rear of the bund should not have public access but allow entry for maintenance only. The banks of the bund provide habitat for protected species and should be the subject of a detailed management plan and contributions towards future maintenance once adopted.

Sustainability - In accordance with adopted Local Plan Policy SDP13 (Resource Conservation) the applicants have submitted a sustainability assessment as part of their Sustainability Statement. The building will be built to a 'Very Good' BREEAM level, and a feasibility study will consider the potential to link into the City's Combined Heat and Power system (CHP). However, in the event that this is not feasible a free-standing system should be considered to serve the site. A minimum of 10% of energy should be provided from renewables.

Planning conditions and the S.106 legal agreement can be used to secure these agreed targets. The provision of Sustainable Urban Drainage Systems (SUDS) is not possible on this site due to the extensive basement parking level. The Council's Sustainability Officer is supportive of the proposals

City Design – In overall terms is supportive of the proposals. Given this is only an outline scheme for access and layout detailed comments are limited.

However, the **west sector** has been completely re-designed as a result of the detailed negotiations with the City design team. The resultant layout of perimeter blocks within a home-zone streetscape and emphasis on retaining existing natural features provides a distinctive and attractive living environment. The exact alignment of the road surface and the parking layouts should be conditioned within the agreed layout of the building blocks, particularly in the area around Block G and the Listed Building.

Detailed conditions are also required to control the appearance and form of the buildings - in particular the taller blocks (i.e. Block W). The alignment of connecting paths and surface treatment needs to be conditioned to ensure a high quality home-zone approach is delivered.

The **east sector** follows the more formal layout and form of the existing buildings. The 'landmark' building which addresses the road junction is of an appropriate height. Some concern remains to the detailed aspects of car parking under the residential Block K and the layout of the business centre (Block L) with regard to its appearance when viewed from Wimpson Lane. However, these are detailed matters that can be addressed and dealt with at the detailed application stage.

Environmental Health (Contamination) - have raised no objection subject to the use of planning conditions to secure a contaminated land survey (*despite the applicant's detailed submission on this issue*).

Environmental Health (Pollution & Safety) – The site is not likely to have a significant impact on the existing environment in terms of increasing noise levels.

Environmental Health (Air Quality) – No objection raised subject to mitigation measures, such as new cycle and pedestrian routes, to reduce the reliance on the car. Whilst the site is not within a currently identified AQMA it is expected that traffic generation associated with the development will have an impact on the Romsey Road/Winchester Road/Tebourba Way AQMA.

Neighbourhood Renewal Team - supports the application as it will seek to retain some employment uses on the site located within one of the priority neighborhoods of the city.

Given that the area has higher, than the city average, levels of training and economically inactive residents, we consider that this development could potentially assist the area's regeneration by providing jobs and training for local people.

To that end we would like to request, through section 106 agreement:

- That the developer endorses the principle of employing and training local residents and submits an employment and training management plan
- That safe walking and cycling links with the existing public transport network are developed to help maximise the potential for local employment and reduce the pressure to park cars on site and in the existing nearby residential areas.

Public Arts Officer – has been involved on the scheme from pre-application stage. Whilst there are no specific details at this stage agreement has been reached with regard to the level of contribution to be secured in the S106 agreement. A short list of artists to work on the project will be drawn up and the applicants will work with the Public Arts Officer to identify the artist who will work up the public art element of the scheme.

Open Spaces- The areas of open space on the site to be adopted for public use have been agreed and are in excess of the minimum required. These include a parkland setting behind the listed building which benefits from mature trees and will incorporate cycle/pedestrian paths and integrated children's play activities. The top of the bund will also remain accessible to the public, with measures to control hours of access, and be maintained as public open space. This provides a range of different spaces within the site for the benefit of occupiers and the local community. Contributions will be sought towards sports pitch provision off-site.

Children's Play Space- The scale of the scheme would normally require the equivalent provision of two children's play spaces. In negotiation with the open spaces team, the children's play space officer and the city design team the applicants have agreed to provide a range sensory/tactile play activities throughout the open space area rather than the standard fenced off equipment. This is in line with current national guidance and will be the subject of a condition to ensure delivery of a high quality experience for those using the open space.

Highways – have been involved throughout the pre-application stage. A range of off-site improvements has been agreed. The on site layout and parking is acceptable to the highways team notwithstanding parking in excess of the maximum standards. The road layout across the whole site is to an adoptable standard subject to minor changes in the East Sector. The inclusion of a network of cycle and pedestrian routes which also link to adjoining housing areas is fully supported. There are no objections to the proposals on highways grounds.

Housing- 124 affordable units will be provided comprising 35 one bed flats, 58 two bed flats, 6 two bed houses, 19 three bed houses and 6 four bed houses. The Housing team support the proposals which will deliver much needed affordable family homes into the area in addition to smaller units.

Communities & Regeneration – Support this development as it provides much need employment and housing opportunities to this area of the City.

Hampshire Constabulary – note that the application is only at outline stage and will comment in greater detail at either the reserved matters or full application stage. Lighting, natural surveillance, clear demarcation between public and private realm, control of access are all matters for consideration as part of the overall layout.

South East England Regional Assembly (SEERA) - raise no objections. It is stated that the proposals do not conflict with or prejudice Regional Spatial Strategy (RPG9) or policies in the draft South East Plan. SEERA requests the Council be satisfied that the whole site is not required for employment purposes and that an appropriate mix of residential units, including affordable housing is secured. It is also expected that appropriate contributions towards and provision of supporting infrastructure including sustainable transport, renewable energy etc together with mitigation for noise, air quality, drainage and biodiversity will be incorporated into the proposals.

South East England Development Agency (SEEDA) – Supportive of this application and in particular welcome the housing mix, including affordable units, and employment and training opportunities offered by the proposals. The potential for up to 1370 jobs to be provided on the site is a significant contribution to the local economy.

The Environment Agency – The site is within Flood Zone 1 (low risk) and is significantly above the 1:200 year high or medium AOD levels. However, the Environment Agency originally objected to the proposals on the grounds that no definitive calculations relating to surface water drainage had been undertaken.

The applicant has submitted Flood Risk Assessment (FRA) which gives a commitment to the use of SUDS, an increase in the percentage of permeable areas on the site and a net reduction in surface water flows.

On the basis of the FRA the Environment Agency have withdrawn their objection and

requested a number of conditions be imposed.

BAA – No comments received however it is advisable to impose a note or attach planning conditions in relation to bird management and the use of cranes given the height of buildings and the number of blocks proposed.

Southern Water –No objection raised in principle but identify that the applicant will be required to demonstrate that the use of any open systems (e.g. ponds/swales etc) designed to hold surface water and regulate release do not intend or be designed to be linked to the public sewer system.

PLANNING CONSIDERATIONS

The proposed scheme has to be assessed in terms of the **Key Issues** (identified above) together with whether the proposed development is acceptable in terms of the provisions of the Local Plan and the Council's supplementary planning guidance.

Principle of Mixed use development given policy allocation for Employment Uses

The application is a departure from the adopted Local Plan in that it proposes a mixed use development on a site which is specifically allocated for employment uses (REI 10).

The background to the present allocation, including issues raised at the Public Inquiry, and the subsequent market feasibility studies are all set out in the Planning Policy Assessment section of this report. The key independent findings that have been accepted by the Council are that:

- There is a healthy demand for and a strong supply of appropriately located employment accommodation and sites to meet the needs of potential occupiers for the foreseeable future.
- The site fails to meet any of the criteria that occupiers, developers and funding institutions would apply in assessing the site's potential
- The proximity of residential uses surrounding the site makes it inappropriate for warehousing, general industrial purposes or large scale light industrial uses
- It is not an established industrial area and has poor road links both in the immediate vicinity and to the motorway network
- The site is unsuitable for offices as it does not provide adequate local amenities for staff, is not readily accessible by public transport, and lacks prominence
- There is potential for small scale light industrial and office development that meets the needs of the local market in this part of Southampton

Justification therefore exists for a mixed use proposal that delivers both employment opportunities and affordable housing on a scale that is appropriate for the sites location.

The fact that existing employment from the site will remain within the immediate sub-area and therefore continue to benefit the neighborhood should also be a consideration.

The overall impact for the area is a net increase in employment opportunities whilst delivering an appropriate mix of housing on a brownfield site. This would be served by improved highway infrastructure, a new network of cycle and pedestrian routes, a new public park and play space and a range of supporting services and facilities to help achieve a locally sustainable neighbourhood.

Transport and Accessibility, Highway safety and Car Parking

The site is located within a medium accessibility area and is served by public transport

connecting it with Shirley Town centre and the City Centre.

A range of off-site highway improvements are proposed including:

- improvements to the existing junction between Romsey Road, Wimpson Road and Rownhams Road, including a new pedestrian phase.
- a new pedestrian crossing point in Romsey Road opposite the pedestrian entrance to the open space on the west sector.
- widening of Wimpson Lane to enable a left turn lane to be created and relocation of an existing bus-stop.

Contributions are also sought to provide an improved network of off-site cycle routes linking the site to local facilities and Shirley town centre.

The site will have the benefit of four access points rather than the three at present.

The new access into the west sector housing area satisfies the adopted standards of the Council in terms of highway safety. The capacity of Romsey Road sufficient to accommodate the additional trips generated by the scheme.

Existing access points in Romsey Road and Wimpson Lane will be modified and improved.

The on site highway layout has been designed in consultation with City Design team, the councils tree officers, the open space team as well as the Highway Officers. Whilst the exact alignment will be subject to conditions, the layout meets the criteria of a pedestrian priority home-zone layout which respects the open spaces and trees within the development and creates attractive streetscapes. Subject to minor changes in the east sector the layout is designed to be capable of full adoption , including the network of cycle/pedestrian routes.

Car parking is provided in excess of the maximum standards for a medium accessibility zone. Parking is slightly less than one space per unit. All houses have one parking space and all two bedroom flats also have one space per unit. In allowing in excess of the maximum standards regard has been had to the character of the surrounding area and the need to limit over-spill parking in the surrounding network of roads.

Parking for the office accommodation, retail, food and drink uses, business centre and industrial unit are all in accordance with the adopted standards.

Impact on amenities of existing nearby residents

Re-development of the site will clearly impact upon surrounding residential occupiers.

a- With regards to the Western Sector

The retention of the bund along the western boundary of the site will screen residents in Cowley Close from the new building works. The proposed access from Cowley Close is limited to serve 15 units only and will not significantly add to traffic movements through Cowley Close. The use of the bund for open space is an important aspect of the scheme but it is recognised that access needs to be controlled to daylight hours to avoid undue disturbance and loss of privacy. Conditions can control this aspect of the scheme.

Residents in Watts Close and Kern Close who currently look out over large areas of car-parking will be subject to increased visual impact from the new residential blocks. The

layout of the units have been positioned to avoid direct overlooking and the scale of units along the northern boundary of the site adjacent to Kern and Watts Close limited to 2 and 3 storeys in height to minimise their impact and ensure no significant overshadowing. Notwithstanding concerns relating to the proposed cycle/pedestrian link from Kern Close this is an important aspect of the scheme to improve permeability and accessibility throughout the area.

With the exception of the residential blocks (Blocks N and W) in the centre of the site, which are proposed to be 5 storey in height to complement the 5 storey Compass House onto which they back, all other blocks are at 3 storey in height. Only part of Block J at the entrance of the site has 4 storeys to create a balance to the 5 storey Compass House at the centre of the Romsey road frontage and the 6 storey building at the south-eastern corner of the site.

The three storey block fronting Romsey Road (Blocks L, M and Y) are of an appropriate scale given to site area the scale of existing building on the site presently. City Design encouraged additional storey heights in this location; however, the applicant felt this would not respect the character or scale of the houses on the opposite side of Romsey Road. the scale and height of the buildings indicated, whilst not for formal consideration at this stage, would not cause harm to the amenity of existing residents. It is noted that the rear of this perimeter block (Block K) is 2 storeys to respect the setting of the adjacent listed building.

b -With regards Compass House

The impact on nearby residents will not be significantly greater than existing. An additional storey height is proposed and will be the subject of a full application.

c -With regards the Eastern Sector

An existing 6 storey 1960's office block will be replaced by a perimeter block comprising 3 and 4 storey elements. The visual impact on the residents of Wimpson Lane who back on to this section of the site will therefore be reduced. Again, privacy distances are respected and as the new development is to the north of existing houses at this point, there will be no over-shadowing. The 6 storey landmark building is of much slimmer proportions than buildings currently on the site and is shaped to address the corner without dominating the length of the actual street frontage.

The industrial unit in the south-west corner of the site is intended to be utilised by the Ordnance Survey and maintains an appropriate employment mix on the site. It is noted that there is already a large scale building operated by the OS on this footprint.

Overall, surrounding occupiers will be aware of noise and disturbance during a what will be a lengthy and phased re-development period. Conditions can be imposed during the preparation and construction phases to mitigate this impact.

On occupation, there is likely to be greater activity associated with residential use than at present, including cars, lights, and general domestic noise. These are all aspects of day to day behaviour. To introduce residential activity into a residential area alongside employment and other uses is not unreasonable and whilst it will alter the current environment it is not considered it will cause harm.

Quality of layout and impact on local character

The proposals are outline only, with only the layout of the buildings for consideration at this

stage (in addition to means of access). The layout of the West Sector in particular has been the subject of very detailed and lengthy negotiations involving the City Design Team. The layout now creates the perimeter block and home-zone approach advocated by the Residential Design Guide and Local Plan policies. The layout is supported by the City design team and has careful regard to existing natural features, the setting of the listed building and the privacy and amenity of adjacent occupiers.

At an average density of approximately 65dph across the whole site the development is not excessive nor does it exhibit features of over-development. Open space is provided in excess of minimum standards and parking is provided in excess of maximum standards whilst retaining the existing bund and the important protected trees.

The provision of a landmark building at the junction of Romsey Road and Wimpson Lane will provide a focal point to the new development.

The layout is considered to enhance the visual character of the area and create a good quality living environment with a distinctive sense of place which will be a significant improvement on the existing 1960's office buildings set within a landscape of car-parking.

Setting of the listed building

The listed building is currently surrounded by car-parking. The current layout results in the building now sitting within the open space parkland setting which is fully supported by the Conservation Officer.

Sustainability

As the scheme is outline only, there are no specific energy conservation measures worked up in detail. However, there is a commitment from the applicants for the development to achieve BREEAM rating Very Good and to generate a minimum of 10% of energy needs from renewables. Conditions can be used to ensure delivery of these matters at reserved matters stage.

Ecology

The applicant has liaised closely with the City Ecologist. Whilst the majority of the site has little ecological value the agreement to retain the bund (originally to be removed and developed with housing) and establish a long term management plan for protected species and to encourage bio-diversity is fully supported. Furthermore, additional planting throughout the site and particularly along the boundaries create wildlife corridors

Flood Risk

The Environment Agency have confirmed satisfaction with the Flood Risk Assessment. The applicant has made a commitment to incorporating SUDS to mitigate surface water run off and has demonstrated an increase in landscaped and permeable areas of the site.

Protected Trees

The applicant has worked with the tree officers in negotiations to retain and safeguard the important trees on the site and utilise them as focal points within the development and as part of the formation of the parkland open space. Additional trees are proposed to be planted at a required ratio of two for every tree lost.

Summary

Notwithstanding the current allocation of the site for employment purposes, independent analysis of employment sites undertaken on behalf of the City Council demonstrates the site fails to meet the key criteria for such an allocation on location and accessibility grounds. It is also demonstrated that sufficient brownfield sites exist in the city to accommodate foreseeable employment demand.

Whilst it is a departure from the current local plan allocation, a mixed use scheme including employment and residential uses on the site is not therefore considered to prejudice the Council's ability to deliver employment sites and opportunities.

The existing employer will be relocating 1000 jobs to a site on the edge of the city. This is unlikely to result in the need for staff re-locations and will continue to have economic benefits for the western area of the city in particular. In addition to the existing 900 jobs to be retained at Compass House a further 400 jobs are expected to be created on-site bringing a significant net gain of employment opportunities to the surrounding area. The requirement in the S106 for training and employment, including during the construction stage, will add to these opportunities for local people.

The provision of residential units within a wholly residential area, viewed in context with the economic/employment issues set out in the report, is considered appropriate. The delivery of a range of unit types including much needed affordable family housing is strongly supported at local and regional level.

The application results in a significant reduction in car parking on the site compared to the existing situation. Whilst the mix of units is anticipated to increase the overall number of trips to and from the site there is sufficient capacity on the road network to accommodate this. Off-site highway improvements and new access points will ensure highway safety is not compromised. It is noted that parking is provided a little in excess of the maximum normally allowed for a medium accessibility location. However, regard has been had to ensure minimising the impact of parking in the vicinity of the site.

The scheme creates a network of pedestrian and cycle routes which improve local connectivity and will give safe access for surrounding occupiers through the site to the new public open space and the proposed local services/facilities. At the moment the site acts as a physical barrier requiring people to walk or cycle around and along the busy road network to bus stops and local shops.

The layout of the west sector, with its refurbished listed building, the parkland area of public open space, children's activity areas and the retention of the bund and protected trees will create a quality residential environment with a distinctive sense of place.

CONCLUSION

The application is recommended for delegated approval to the Development Control Manager, subject to the Secretary of State not wishing to have the application called-in and the completion of a Section 106 legal agreement as detailed above.

Corporate Awareness Considerations

The planning assessment made on this planning application proposal has taken into account the relative importance of Council initiatives and corporate aims as considered appropriate to the formulation of the recommendation reached. The current application

proposes a mix of residential and employment led uses with supporting local facilities. In addition it will deliver improvements to existing and provision of new infrastructure.. A minimum of 1300 people will be employed at the site, which is consistent with the Council's wider employment aims and will bring benefits to one of the City's priority neighbourhoods. The scheme will also look at the feasibility of linking into the City's Combined Heat and Power (CHP) system, which again assists the Council in achieving its sustainability agenda. The applicant's have agreed to enter into a S.106 Legal Agreement to mitigate against the scheme's direct impacts, and the current proposal before the Panel has been assessed on its own intrinsic planning merit and is, therefore, subject to the suggested recommendation.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1 (a), (b), (c), 2 (c), 6 (a), (c), (d), (m), 7(a), (c), (k), (o), (v) and 8 (a)
SH for 29-04-08 PROW Panel

Application 08/00149/FUL

POLICY CONTEXT

Although the site is allocated under Policy MSA14 within the City of Southampton Local Plan Review - Adopted Version March 2006, the Plan also contains general policies applicable to this development. This application needs to be assessed in the light of the following local planning policies.

City of Southampton Local Plan Review – Adopted Version (March 2006)

| | |
|---------|---|
| SDP1 | Quality of Development |
| SDP2 | Integrating Transport & Development |
| SDP3 | Travel Demands |
| SDP4 | Development Access |
| SDP5 | Parking |
| SDP7 | Urban Design Context |
| SDP8 | Urban Form & Public Space |
| SDP9 | Scale, Massing & Appearance |
| SDP10 | Safety & Security |
| SDP12 | Landscape & Biodiversity |
| SDP13 | Resource Conservation |
| SDP15 | Air Quality |
| SDP 16 | Noise |
| SDP22 | Contaminated Land |
| H1 | Housing Supply |
| H2 | Previously Developed Land |
| H3 | Special Housing Need |
| H7 | Residential Environment |
| H8 | Housing Density |
| H9 & 10 | Affordable Housing |
| H11 | Location of Affordable Housing |
| H12 | Housing type and Design |
| RE1 | Retail outside existing centres |
| REI 9 | Major Employment Sites |
| TI 2 | Vehicular Access |
| HE3 | Listed Buildings |
| HE6 | Archaeology |
| CLT5 | Open Space |
| CLT6 | Childrens Play Space |
| CLT1 | Location of Development |
| MSA10 | Ordnance Survey (allocated for employment led uses) |
| IMP1 | Provision of Infrastructure |

Supplementary Planning Guidance

The following SPG also forms a material consideration in the determination of this planning application: Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - August 2005 as amended November 2006)

Other Relevant Guidance

| | |
|-------|---|
| PPS1 | Delivering Sustainable Development (2004) |
| PPS6 | Planning for Town Centres |
| PPG4 | Industrial & Commercial Developments (1992) |
| PPG13 | Transport (2001) |
| PPS25 | Flood Risk (2007) |

RECOMMENDATION: S106

CONDITIONS for 07/01700/OUT

00. Reason for Granting Planning Permission

Notwithstanding the application is a departure from the local plan with regard to the loss of a major employment site to a mixed-use development the development is acceptable taking into more recent background reports relating to the viability of the site as a major employment location and taking into account all other policies and proposals of the Development Plan as set out below. Other material considerations including traffic generation and highway safety, the setting of the listed building, the provision of open space and play space, protected species, the proposed mix of uses and the impact of the development on the character of the area and the nearby residential occupiers 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 therefore be granted.

| | |
|-----------------|-------------------------------------|
| Policies - SDP1 | Quality of Development |
| SDP2 | Integrating Transport & Development |
| SDP3 | Travel Demands |
| SDP4 | Development Access |
| SDP5 | Parking |
| SDP7 | Urban Design Context |
| SDP8 | Urban Form & Public Space |
| SDP9 | Scale, Massing & Appearance |
| SDP10 | Safety & Security |
| SDP12 | Landscape & Biodiversity |
| SDP13 | Resource Conservation |
| SDP15 | Air Quality |
| SDP 16 | Noise |
| SDP22 | Contaminated Land |
| H1 | Housing Supply |
| H2 | Previously Developed Land |
| H3 | Special Housing Need |
| H7 | Residential Environment |
| H8 | Housing Density |
| H9 & 10 | Affordable Housing |
| H11 | Location of Affordable Housing |
| H12 | Housing type and Design |
| RE1 | Retail outside existing centres |
| REI 9 | Major Employment Sites |
| TI 2 | Vehicular Access |
| HE3 | Listed Buildings |

| | |
|-------|---|
| HE6 | Archaeology |
| CLT5 | Open Space |
| CLT6 | Childrens Play Space |
| CLT1 | Location of Development |
| MSA10 | Ordnance Survey (allocated for employment led uses) |
| IMP1 | Provision of Infrastructure |

of the City of Southampton Local Plan Review - Adopted Version (March 2006)

00. Note(s) To Applicant

Development in Accordance Informative

The applicant is advised that all works relating to the siting of the buildings and points of access to the site to which this permission relates must be carried out strictly in accordance with the plans, drawings and other relevant supporting material submitted as part of this application and hereby approved. The local planning authority must be immediately advised of any proposed variation from the approved documents and the prior approval in writing of the Council must be obtained before any such works are carried out on the site. Failure to comply with this advice may render those responsible liable to enforcement proceedings which may involve alterations and/or demolition of any unauthorised building or structures and may also lead to prosecution.

Pre-commencement Conditions Informative

Notwithstanding the requirement of the submission of a further application(s) for the reserved matters your attention is drawn to the pre-commencement conditions above which require the terms of the conditions to be satisfied before development commences. If development commences in contravention of that these conditions, the development taking place will be made unauthorised in planning terms. This may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council.

S.106 Legal Agreement Informative

A Section 106 agreement relates to this site which includes a requirement for contributions towards: affordable housing, public art, public realm, open space, play space, bio-diversity, phasing, site specific and strategic highways. A full copy of the S106 legal agreement is available on the Public Register held at Southampton City Council.

Southern Water – Water Supply - Informative

A formal application for connection to the water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester (Tel. 01962 858600).

Southern Water – Sewers - Informative

The applicant should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, SO23 9EH (tel. 01962 858600).

External Vents/Air Conditioning Units Informative

Other than those shown on the approved drawings no external vents, ducting, air conditioning units or plant shall be installed without the prior written approval of the Local Planning Authority upon submission of a formal planning application

Cranes

The applicants attention is drawn to the requirement within the British Standard Code of Practice for the safe use of cranes for operators to first consult the aerodrome as suggested by BAA in their response to this planning application

Approved Plans Informative

The development hereby approved shall be implemented solely in accordance with the following drawings detailing siting of buildings and means of access to the site:

01. APPROVAL CONDITION - Outline Permission Timing Condition

Outline Planning Permission for the principle of the development proposed and the following matters sought for consideration, namely:

the layout of buildings only;
the means of access (vehicular and pedestrian) into the site;

are approved subject to the following:

- (i) 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 layout of the roads and pedestrian/cycle routes within the site and detailed siting of associated areas including car parking and street furniture,
the means of access to the buildings,
the appearance and architectural design specifying the external materials to be used,
the scale of the buildings indicating massing and building bulk,
and the landscaping of the site specifying both the hard, soft treatments and means of enclosures.
- (ii) 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
- (iii) The development hereby permitted shall be begun [either before the expiration of five years from the date of this Outline permission, or] before the expiration of two years from the date of approval of the last application of the reserved matters to be approved [whichever is the latter].

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. Building Heights Approval Condition

The storey heights shown for each block of accommodation (including residential and employment led) shall not exceed the heights indicated on the plans and schedules set out within the Revised Design and Access Statement received 11 June 2008.

Reason

To ensure the scale and massing of the buildings is appropriate for the character and context of the site

03. APPROVAL CONDITION - Residential - Permitted Development Restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:

Class A (enlargement of a dwelling house), including a garage or extensions,
Class B (roof alteration),
Class C (other alteration to the roof),
Class D (porch),
Class E (curtilage structures), including a garage, shed, greenhouse, etc.,
Class F (hard surface area)
Class G (heating fuel store)
or Class H (satellite antenna or dish)

Reason:

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

04. Provision of Open Space/Play Space

Approval Condition - Pre-occupation

Unless a different timescale is first agreed in writing by the Local Planning none of the residential units hereby permitted shall be occupied until such time as the areas of open space on the 'western sector' , including the childrens' play structures , have been implemented in full and made available for use.

Reason

To ensure that these facilities are available to serve occupants and the public.

05. APPROVAL CONDITION - Additional Details Required Condition

Details of the following particulars of the proposed development in addition to the submission of Matters Reserved from the Outline Planning Permission hereby approved shall be submitted to and approved in writing by the Local Planning Authority (or on behalf of the Secretary of State for the Environment on appeal) :

[A] Details of the treatment to the boundaries of the site, and all screen walls or fences within the proposed development;

[B] Details of the means of refuse disposal and siting of refuse disposal points and recyclable material storage and collection points;

[C] Detailed plans specifying the areas to be used for contractors vehicle parking and plant; storage of building materials, and any excavated material, huts and all working areas required for the construction of the development hereby permitted;

[H] Detailed plans showing the proposed phasing of the development;

[I] Detailed cross-sections of the site showing existing levels and proposed finished levels, position of access roads, car parking areas and buildings and position of trees on the site;

06. APPROVAL CONDITION - No other windows or doors other than approved

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings other than those expressly authorised by any approval of reserved matters application for the appearance of the building.

Reason:

To protect the amenities of the adjoining residential properties

07. Parking Allocation

Approval Condition

No more than 1 space per residential unit shall be allocated to any one residential unit.

Reason

To ensure all those units shown to be provided with parking are allocated parking

08. APPROVAL CONDITION - Samples details of building materials to be used [Pre-Commencement Condition]

No work for the construction of the buildings hereby permitted shall commence unless and until details and samples of the materials and finishes to be used for the external walls and roof of the building have been submitted to and approved in writing by the Local Planning Authority.

Reason:

To enable the Local Planning Authority to control the development in detail in the interest of the visual amenities of the locality and to endeavour to achieve a building of high visual quality.

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

The external amenity space courtyard serving the eastern sector residential development hereby approved, and pedestrian access to it, shall be made available as a private 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 surrounding flat units and Nursing Home only. Details of the security measures, including gates, and the management of times during which the area is available for use shall be first agreed in writing by the Local Planning Authority.

REASON:

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

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

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

Reason:

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

11. APPROVAL CONDITION - Tree survey plan [Pre-Commencement Condition]

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

Reason:

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

11. APPROVAL CONDITION - Tree survey plan [Pre-Commencement Condition]

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

Reason:

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

12. APPROVAL CONDITION - replacement trees [Performance Condition]

Any trees to be felled pursuant to this decision notice will be replaced with species of trees to be agreed in writing with the Local Planning Authority at a ratio of two replacement trees for every single tree removed. The trees will be planted within the site or at a place agreed in writing with the Local Planning Authority. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The replacement planting shall be carried out within the next planting season (between November and March) following the completion of construction.

If the trees, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, they will be replaced by the site owner / site developer or person responsible for the upkeep of the land in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason:

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

13. APPROVAL CONDITION - no storage under tree canopy

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

14. APPROVAL CONDITION - vegetation retention and protection [Pre-Commencement Condition]

No development, including site works of any description, shall take place on the site unless and until the bund, including all the existing bushes, shrubs, and hedgerows which are to be retained on it, has been protected by a fence the height, design and alignment of which is to be approved in writing by the Local Planning Authority. Within the area so fenced off the existing ground levels shall be neither raised or lowered and no materials, temporary buildings, plant machinery, rubble or surplus soil shall be placed or stored thereon without the prior written approval of the Local Planning Authority. If any trenches for services are required in the fenced off areas they shall be excavated and backfilled by hand and any roots encountered with a diameter of 25mm or more shall be left un-severed.

Reason:

To ensure the retention and maintenance of vegetation on the bund which is an important feature of the area

15. APPROVAL CONDITION - Wildlife buffer corridor area [Pre-Commencement Condition]

A landscape buffer zone of at least 2 metres width alongside the southern boundary of the site (backing onto houses in Maybush Road on site shall be established in accordance with details which shall be submitted to and approved in writing by the Local Planning Authority before development commences. The planting within the buffer zone shall create a continuous habitat from the southern edge of the bund to the junction of the site in Wimpson Lane and shall be planted with species and managed to complement the bund habitat.

Reason:

To provide undisturbed refuges for wildlife using the site

16. APPROVAL CONDITION - Construction traffic access/ egress arrangements (Pre-Commencement Condition)

Prior to works commencing on the site details of the means of access for vehicles associated with construction (and demolition) of the structures on the site shall be submitted to and agreed with the Local Planning Authority.

Reason:

In order to protect the residential amenity of nearby properties

17. APPROVAL CONDITION - Wheel Cleaning Facilities

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

Reason

In the interests of highway safety.

18. APPROVAL CONDITION - Sightlines specification [Pre-Commencement Condition]

Sight lines [shown on the Approved drawing/ of **m by **m measured at the kerbline / and of **m by **m 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 Development Order 1988 no fences walls or other means of enclosure including hedges shrubs or other vertical structures shall be erected above a height of [0.6m / 0.75m] above carriageway level within the sight line splays

Reason

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

18. APPROVAL CONDITION - Sightlines specification [Pre-Commencement Condition]

Sight lines at all vehicle access/egress points shall be provided in accordance with details agreed in writing by the Local Planning Authority before the use of any building hereby approved commences, and notwithstanding the provisions of the Town and Country Planning General Development Order 1988 (and unless otherwise agreed in writing by the Local Planning Authority) no fences walls or other means of enclosure including hedges shrubs or other vertical structures shall be erected above a height of [0.6m / 0.75m] above carriageway level within the sight line splays

Reason

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

19. APPROVAL CONDITION - Stopping up existing access [Pre-Commencement Condition]

Any redundant access to the site shall be stopped up and abandoned and the footway, and verge crossings and kerbs shall be reinstated before the development is brought into use.

Reason

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

20. APPROVAL CONDITION - Road Construction [Pre-Commencement Condition]

No development hereby permitted shall be commenced until the Local Planning Authority have approved in writing:-

A specification of the type of construction proposed for the roads, cycleways and footpaths including all relevant horizontal cross-sections and longitudinal sections showing existing and proposed levels together with details of hardsurface materials to be used, street lighting, signing, white lining or other demarcation of the alignment of the roadway and the method of disposing of surface water.

A programme for the making up of the roads to a standard suitable for adoption by the Highway Authority

A plan and programme showing the timetable (and interim arrangements between development phases or during construction) to ensure a continuous, unencumbered network of footpaths and cycleways through the site.

Reason

To ensure that the roads [cycleways] and footpaths are constructed in accordance with standards required by the Highway Authority

21. 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

22. APPROVAL CONDITION - Glazing - soundproofing from external traffic noise [Pre-Commencement Condition]

Works pursuant to this permission shall not be commenced until a scheme for protecting the proposed flats and houses from traffic noise from Romsey Road and activity associated with the proposed adjacent commercial units has been submitted to and approved by the local planning authority in writing.

Unless otherwise agreed in writing, that scheme shall specify either:- Outer pane of glass - 10mm

Air gap between panes - 12mm

Inner pane of glass - 6 mm

or, with secondary glazing with a -

Outer pane of glass - 6mm

Air gap between panes - 100mm

Inner pane of glass - 6.4 mm

There must be no trickle vents installed in any case. For ventilation purposes in all cases, provision of acoustically treated 'BBA' approved mechanically powered ventilation should be the preferred option. However, provision of acoustic trickle vents will be acceptable. Once approved, that glazing shall be installed before any of the flats are first occupied and thereafter retained at all times.

Reason:

In order to protect occupiers of the flats from traffic noise

23. APPROVAL CONDITION -Structural Stability Measures [Pre-Commencement Condition]

Adequate structural and foundation approvals to protect and maintain the stability of the bund to conform to the Local Planning Authority's standards shall be approved in writing before the development hereby permitted commences and such structures shall be permanently maintained for that purpose.

Reason:

To ensure the structural stability of the bund is not compromised as a result of the development.

24. APPROVAL CONDITION - Retaining Walls

Full details of the design and construction method of any retaining walls and/or other structures required to be provided on the site shall be submitted to and approved by the Local Planning Authority in writing before development commences. The wall details as agreed shall be subsequently provided as part of the development works hereby approved.

Reason:

In the interests of visual amenity and the character of the development.

25. APPROVAL CONDITION - Bonfires [Performance Condition]

No bonfires are to be allowed on site during the period of demolition, clearance and construction.

Reason:

To protect the amenities of the occupiers of existing nearby properties

26. APPROVAL CONDITION - Reuse of uncontaminated soils

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

27. APPROVAL CONDITION - Sustainable measures [Pre-Commencement Condition]

No development shall take place until the applicant has provided to the Local Planning Authority for approval in writing a report assessing the feasibility of incorporating the following sustainable design measures into the development:

- Energy minimisation and renewable energy or low carbon technologies
- Water efficiency measures
- Urban Drainage Systems
- Waste management and recycling
- Sustainable construction materials

The report shall include an action plan detailing how these measures will be integrated into the development. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development hereby granted consent.

Reason

To ensure the development minimises overall demand for resources and is compliant with the City of Southampton Local Plan (March 2006) policies SDP13 and SDP6.

28. APPROVAL CONDITION - Renewable Energy (Pre-Commencement Condition)

Prior to development commencing full details of the renewable energy systems to be incorporated to serve the development shall be submitted to and agreed in writing with the Local Planning Authority. The details should include the full specification of the renewable technology proposed and shall include an energy assessment statement setting out the levels of energy savings incorporated within the development calculated in terms of carbon emissions compared to agreed benchmarks for electricity and gas.

Reason:

To reduce the impact of the development on climate change and finite energy resources and to comply with policy SDP13 (vi) of the City of Southampton Local Plan (2006) should be undertaken. Policy EN1 (i) and Policy SH14 (iv) of the Draft South-East Plan

29. APPROVAL CONDITION - BREEAM Standards (commercial development) [Pre-Occupation Condition]

Written documentary evidence demonstrating that the development will achieve at minimum a rating of Very Good against the BREEAM standard (or equivalent ratings using an alternative recognised assessment method), shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent.

Reason:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy SDP13 of the City of Southampton Local Plan (2006). Also to comply with South East Plan policy SH14 (iv).

30. APPROVAL CONDITION - Landscaping detailed plan [Pre-Commencement Condition]

Before the commencement of any site works a detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, and a written specification in relation to hard surfaced and soft landscaping areas, shall be submitted to and approved in writing by the Local Planning Authority.

The landscaping scheme shall specify all trees to be retained and to be lost and shall provide an accurate tree survey with full justification for the retention of trees or their loss. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise) to ensure a suitable environment is provided on the site.

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 scheme 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

31. APPROVAL CONDITION - Hours of Use - food/drink establishments/retail/business/industrial [Performance Condition]

Any food and drink uses / drinking establishments (A3, A4 or A5 uses) that occupy any unit 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 following hours:

| | | |
|---------------------------------------|----------------------------|----------------------|
| Monday to Thursday | 11.00 hours to 23.00 hours | (11.00am to 11.00pm) |
| Friday and Saturday | 11.00 hours to 23.30 hours | (11.00am to 11.30pm) |
| Sunday and recognised public holidays | 11.00 hours to 23.00 hours | (11.00am to 11.00pm) |

Unless otherwise agreed in writing by the Local Planning Authority. A notice to this effect shall be displayed at all times on the premises so as to be visible from the outside.

Any retail (A1) Uses that occupy any unit hereby permitted shall not operate (meaning that customers shall not be present on the premises outside the following hours:

| | | |
|------------------|----------------------------|---------------------|
| Monday to Sunday | 06.00 hours to 23.00 hours | (6.00am to 11.00pm) |
|------------------|----------------------------|---------------------|

Unless otherwise agreed in writing by the Local Planning Authority. A notice to this effect shall be displayed at all times on the premises so as to be visible from the outside.

Any B1(c), B2, B8 uses that occupy any unit hereby permitted shall not operate outside the following hours:

Monday to Saturday 06.00 hours to 22.00 hours (6.00am to 10.00pm)
and at no time on Sunday and recognised public holidays.

Reason:

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

32. APPROVAL CONDITION - Litter bin [Performance Condition]

Litter bin shall be provided within the commercial area of the site in accordance with a scheme agreed in writing for siting, specification and maintenance by the Local Planning Authority prior to first occupation of any of the commercial units .

Reason:

To prevent littering in the surrounding area

33. APPROVAL CONDITION - Restricted Use

Notwithstanding the Town and Country Planning (Use Classes) Amendment Order 1991, the commercial and employment led buildings , including the surgery building and nursing home shall be used only for the purposes indicated in the submitted details and not for any other purpose without the prior written consent of the Local Planning Authority

Reason:

For the avoidance of doubt and to enable the Local Planning Authority to retain control over the development in the interests of the amenities of the area

34. Retail Floorspace Approval Condition

No single retail unit shall have a floorpace exceeding 750sq m.

Reason

To ensure compliance with local and national retail policies.

35. APPROVAL CONDITION - Glazing - Laminated

The windows and other glazed areas to the all the commercial premises at ground level shall be provided in or treated with laminated glazing before the development hereby permitted is first occupied and shall be permanently maintained with such glass.

Reason:

To the interests of safety and security of the users of the premises

36. APPROVAL CONDITION - Rainwater /Grey-water Harvesting (Pre-Occupation Condition)

A feasibility study demonstrating the investigation of the potential for the installation of a rainwater/grey-water harvesting system on site shall be carried out and verified in writing by the Local Planning Authority prior to first occupation of the development hereby granted consent. If the study demonstrates that the installation of such a system would be technically and financially viable, a specification shall be agreed in writing with the Local Planning Authority. A system to the approved specification must be installed and be rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter.

Reason:

To reduce overall water consumption and demand on resources in compliance with SDP13 (vii) of the City of Southampton Local Plan (2006).

37. APPROVAL CONDITION - Water efficiency measures (Pre-Commencement Condition)

A comprehensive water use assessment of all the properties on the site shall be submitted to the Local Planning Authority prior to commencement of the development. The water use assessment shall inform a water management plan including measures and techniques to minimise water consumption during the lifetime of the development. The plan shall state the Internal potable water consumption measures in litres per person per day (l/p/d), and contain clear targets and a monitoring programme. The water management plan shall be submitted to the Local Planning Authority prior to the commencement of the development hereby granted consent.

Reason:

To minimise the impact of the development on water resources and to comply with policy SDP13 (vii) of the City of Southampton Local Plan (2006) Code for Sustainable Homes : Category 2 - Water

38. APPROVAL CONDITION - Drainage Details [Pre-Commencement Condition]

No development approved by this planning permission shall be commenced until details for the surface water drainage have been submitted and approved in writing by the local planning authority. Such details should include provision for all surface water drainage from parking areas and areas of hard-standing to be passed through an oil and grit separator designed to have the capacity and details compatible with the site being drained. Roof water should not pass through the separator.

Reason

No scheme for the drainage has been submitted and the proposed facility will have oils and other chemicals and any spills could pollute controlled waters. The site operator needs to be aware of where the drainage goes

39. APPROVAL CONDITION - Roller Shutters [Pre-Commencement Condition]

The security roller shutter, grilles, shutter housing box and associated guide rails shall be colour treated with a dry powder coating in accordance with details and samples to be submitted to and approved by the Local Planning Authority in writing before development commences.

Reason:

In order to control the appearance of the development in the interests of visual amenity.

39. APPROVAL CONDITION - Roller Shutters [Pre-Commencement Condition]

Any security roller shutter, grilles, shutter housing box and associated guide rails to be installed on the ground floor commercial units display windows or other areas of the building shall be colour treated with a dry powder coating in accordance with details and samples to be submitted to and approved by the Local Planning Authority in writing before development commences.

Reason:

In order to control the appearance of the development in the interests of visual amenity.

40. APPROVAL CONDITION - Delivery times [Pre-Occupation Condition]

No deliveries shall be taken in or dispatched from any of the commercial premises including the nursing home outside the following times;

0700 to 1800

Reason:

To avoid disturbance of local residents.

41. CCTV Approval Condition Pre-commencement

Prior to development commencing details of the number, siting, design and coverage of CCTV cameras shall be submitted to and agreed in writing by the Local Planning Authority.

Reason

In the interests of Security and Public Safety

42. Temporary Screen During Construction

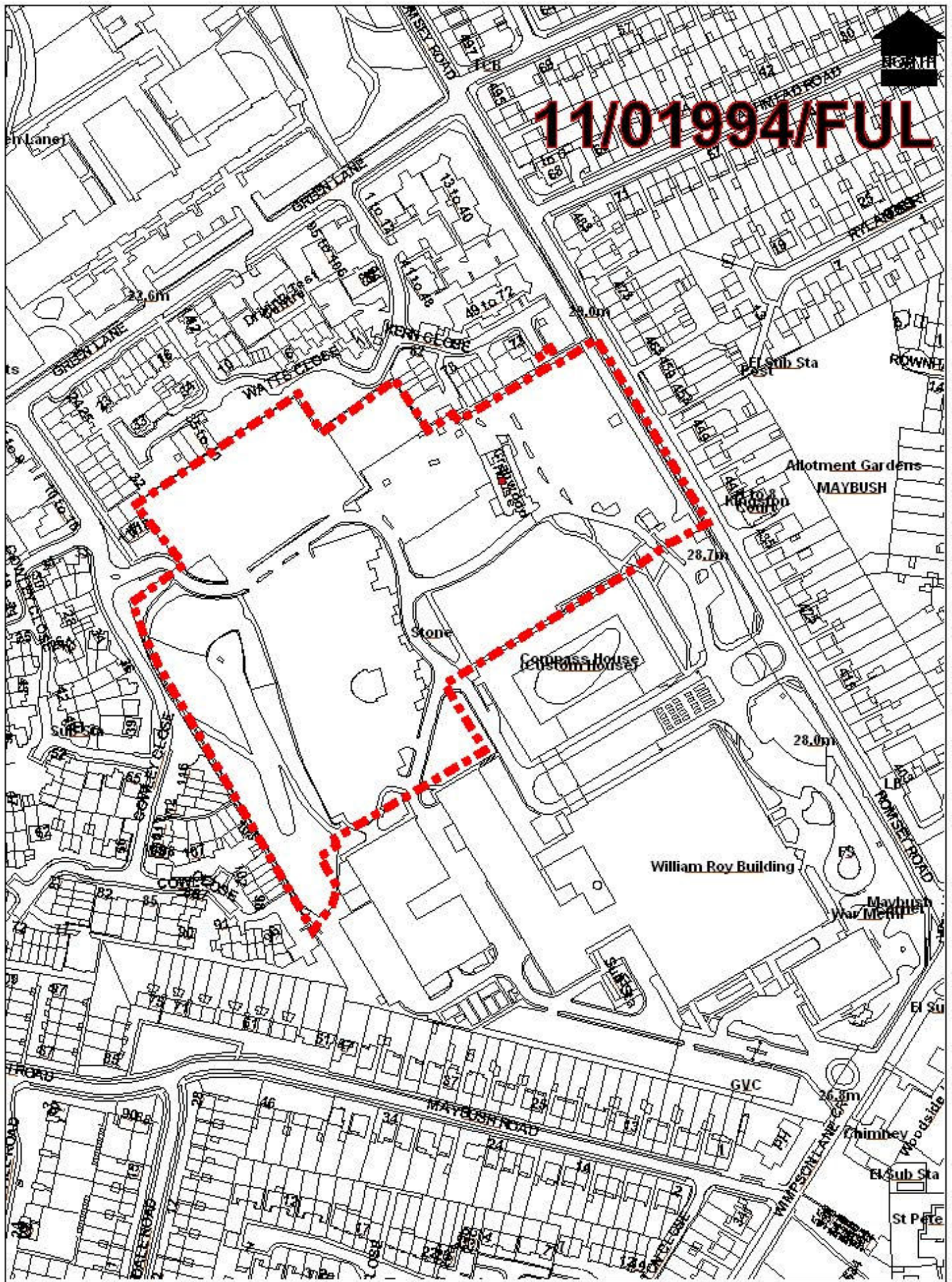
Prior to any development commencing details of the height, alignment, materials and finished treatment of a temporary screen to be erected around the site prior the period of any demolition and to be maintained throughout the construction phase shall be submitted to and agreed in writing by the Local Planning Authority.

Reason

In the interests of the visual amenities of the adjoining residents and the character of the area.



11/01994/FUL



Scale : 1:2500

Date : 03 April 2012

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