

Planning and Rights of Way Panel

Tuesday, 1st August, 2017
at 6.00 pm

PLEASE NOTE TIME OF MEETING

Conference Room 3 and 4 - Civic
Centre

This meeting is open to the public

Members

Councillor Denness (Chair)
Councillor Savage (Vice-Chair)
Councillor Barnes-Andrews
Councillor Claisse
Councillor Hecks
Councillor Murphy
Councillor Wilkinson

Contacts

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PUBLIC INFORMATION

ROLE OF THE PLANNING AND RIGHTS OF WAY PANEL

The Panel deals with various planning and rights of way functions. It determines planning applications and is consulted on proposals for the draft development plan.

PUBLIC REPRESENTATIONS

Procedure / Public Representations

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

The Southampton City Council Strategy (2016-2020) is a key document and sets out the four key outcomes that make up our vision.

- Southampton has strong and sustainable economic growth
- Children and young people get a good start in life
- People in Southampton live safe, healthy, independent lives
- Southampton is an attractive modern City, where people are proud to live and work

SMOKING POLICY – The Council operates a no-smoking policy in all civic buildings

MOBILE TELEPHONES:- Please switch your mobile telephones to silent whilst in the meeting

USE OF SOCIAL MEDIA:- The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting.

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Any person or organisation filming, recording or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so.

Details of the Council's Guidance on the recording of meetings is available on the Council's website.

FIRE PROCEDURE – In the event of a fire or other emergency a continuous alarm will sound and you will be advised by Council officers what action to take.

ACCESS – Access is available for disabled people. Please contact the Democratic Support Officer who will help to make any necessary arrangements.

Dates of Meetings: Municipal Year 2017/18

| 2017 | |
|--------------|-------------|
| 20 June | 3 October |
| 11 July | 24 October |
| 1 August | 14 November |
| 22 August | 5 December |
| 12 September | |

| 2018 | |
|-------------|----------|
| 9 January | 13 March |
| 30 January | 3 April |
| 20 February | 24 April |

CONDUCT OF MEETING

TERMS OF REFERENCE

The terms of reference of the Planning and Rights of Way Panel are contained in Part 3 (Schedule 2) of the Council's Constitution

BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

RULES OF PROCEDURE

The meeting is governed by the Council Procedure Rules as set out in Part 4 of the Constitution.

QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 3.

DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Pecuniary Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

- (i) Any employment, office, trade, profession or vocation carried on for profit or gain.
- (ii) Sponsorship:
Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
- (iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.
- (iv) Any beneficial interest in land which is within the area of Southampton.
- (v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.
- (vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.
- (vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:
 - a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or
 - b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

OTHER INTERESTS

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

- Any body to which they have been appointed or nominated by Southampton City Council
- Any public authority or body exercising functions of a public nature
- Any body directed to charitable purposes
- Any body whose principal purpose includes the influence of public opinion or policy

PRINCIPLES OF DECISION MAKING

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

2 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

3 STATEMENT FROM THE CHAIR

4 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)

(Pages 1 - 6)

To approve and sign as a correct record the Minutes of the meetings held on 11 July 2017 and to deal with any matters arising, attached.

CONSIDERATION OF PLANNING APPLICATIONS

5 PLANNING APPLICATION -15/00306/FUL - FORMER REDBRIDGE SIDINGS

(Pages 11 - 36)

Report of the Service Lead, Planning, Infrastructure and Development recommending that the Panel delegate approval in respect of an application for a proposed development at the above address.

6 PLANNING APPLICATION -17/00325/FUL - LAND TO REAR OF THE BROADWAY PORTSWOOD ROAD

(Pages 37 - 60)

Report of the Service Lead, Planning, Infrastructure and Development recommending that the Panel delegate approval in respect of an application for a proposed development at the above address.

7 PLANNING APPLICATION -17/00583/FUL- LAND TO REAR OF 65/67 RADSTOCK ROAD

(Pages 61 - 92)

Report of the Service Lead, Planning, Infrastructure and Development recommending that the Panel delegate approval in respect of an application for a proposed development at the above address.

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PLANNING AND RIGHTS OF WAY PANEL
MINUTES OF THE MEETING HELD ON 11 JULY 2017

Present: Councillors Denness (Chair), Savage (Vice-Chair), Hecks, Murphy, Wilkinson and Shields
Apologies: Councillors Barnes-Andrews and Claisse

12. **APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

It was noted that following receipt of the temporary resignation of Councillor Barnes-Andrews from the Panel, the Head of Legal and Democratic Services, acting under delegated powers, had appointed Councillor Shields to replace them for the purposes of this meeting.

13. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

RESOLVED: that the minutes for the Panel meeting on 20 June 2017 be approved and signed as a correct record.

14. **OBJECTION TO THE INCLUSION OF T13 & T14 IN THE SOUTHAMPTON (HOLY SAVIOURS CHURCH) TREE PRESERVATION ORDER 2016**

The Panel considered the report of the Head of Service seeking confirmation of tree preservation order

Reverend Angus Parker (objecting) and Councillor Lewzey (ward councillor objecting) were present and with the consent of the Chair, addressed the meeting.

RECORDED VOTE to confirm the Tree Perseveration Order
FOR: Councillors Denness, Hecks, Murphy, Savage and Wilkinson
ABSTAINED: Councillor Shields

RESOLVED that the Panel confirmed The Southampton (Holy Saviours Church) Tree Preservation Order 2016 (Appendix 1) without modifications.

15. **PLANNING APPLICATION - 17/00732/FUL - 70 SWIFT ROAD**

The Panel considered the report of the Service Lead, Planning, Infrastructure and Development recommending delegated authority be granted in respect of an application for a proposed development at the above address.

Demolition of existing public house Class (A4) and erection of 6 x 4 bed semi-detached dwellings with associated car parking, cycle and refuse storage.

Nick Billington (agent) and Councillor Payne (ward councillors) were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that since the publication of the paper a further 3 objections had been received. It was also noted that a car parking Survey and a set of shadow diagrams had been submitted. The Panel sought clarification that the once constructed the properties could not be used as houses of multiple occupation and were given an assurance that an additional condition would be added to safeguard against this possibility, set out below.

The Panel then considered the recommendation to delegate authority to the Service Lead: Planning, Infrastructure and Development to grant planning permission. Upon being put to the vote the recommendation was carried.

RECORDED VOTE to grant planning permission

FOR: Councillors Denness, Hecks, Murphy, Shields
and Wilkinson

ABSTAINED: Councillor Savage

RESOLVED that the Panel:

- (i) Delegated approval to the Service Lead – Planning, Infrastructure and Development Manager to grant planning permission subject to any amendments set out below and the completion of a S.106 Legal Agreement to secure:
 - a. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - b. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer
 - c. Either a scheme of measures or a financial contribution towards SDMP to mitigate against the pressure on European designated nature conservation sites in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2010
 - d. An obligation to preclude future residents being issued with car parking permits.
- (ii) In the event that the legal agreement is not completed or progressing within a reasonable timeframe after the Planning and Rights of Way Panel, the service lead – Infrastructure, Planning and Development will be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement, unless an extension of time agreement has been entered into.
- (iii) That the Service Lead, be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the scheme's viability is tested prior to planning permission being issued and, following an independent assessment of the figures, it is no longer viable to provide the full package of measures set out above then a report will be brought back to the Planning and Rights of Way Panel for further consideration of the planning application.

Additional Conditions:

RESTRICTED USE (C3 FAMILY DWELLINGS) (PERFORMANCE)

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) or any Order revoking, amending, or re-enacting that Order, the development hereby approved shall be used only for C3 dwelling house purposes and not for any other purpose, in particular as an HMO (C4 use) without further grant of planning permission.

REASON: In the interest of the amenities of neighbouring occupiers.

16. **PLANNING APPLICATION - 16/01125/FUL - REAR OF 4-8 MILLBROOK ROAD EAST**

The Panel considered the report of the Service Lead, Planning, Infrastructure and Development recommending delegated authority be granted in respect of an application for a proposed development at the above address.

Erection of a 7-storey building to provide 12 flats (4 x 1-bedroom, 8 x 2-bedroom) and two floors of offices with associated parking and landscaping.

Dene Seanor and Dave Jobbins (objecting), and Kerry Futter (agent) were present and with the consent of the Chair, addressed the meeting.

The Panel considered the recommendation to delegate authority to the Service Lead: Planning, Infrastructure and Development to grant planning permission. Upon being put to the vote the recommendation was lost.

A further motion to refuse to delegate approval to the Service Lead: Planning, Infrastructure and Development for the reasons set out below was then proposed by Councillor Denness and seconded by Councillor Hecks.

RESOLVED to refuse planning permission for the reasons set out below:

Reasons for Refusal

1. **Overdevelopment and cramped appearance of the site**

Due to the small footprint of the site and land level changes the proposal results in an overdevelopment of site with a cramped appearance, which leads to the development being located unacceptably close to the boundary with the adjacent industrial estate. Furthermore, the proximity to the industrial estate, and particularly an existing chimney on the site's boundary provides harm to the outlook that the future occupiers would enjoy to the detriment of their amenity. As such the proposal is contrary to policies; SDP1, SDP7 and SDP9 of the City of Southampton Local Plan Review (Amended 2015), CS13 of the adopted Local Development Framework Core Strategy (2015) and paragraphs 2.2.1-2.2.2 of the approved Residential Design Guide Supplementary Planning Document (2006).

2. Impact on noise due to proximity of development to adjacent industrial estate
Further to the above, the siting of the development adjacent to the industrial estate leads to a development that potentially harms future occupiers' residential amenities in terms of noise, disturbance and potential harm from pollution, particularly if the chimney is repaired on a like for like basis and becomes operational once more. This is exacerbated further by the failure of the applicant to provide an acoustic report to enable officers to fully assess the impact of the development in term of noise. Additionally, the proposal may prejudice the current and future occupiers of the industrial units due to potential conflict with working hours, which could result in noise complaints, that could lead to calls to restrict the industrial units activities impacting on the local economy. As such the proposal is contrary to policies SDP1, SDP7 and SDP16 of the City of Southampton Local Plan Review (Amended 2015), CS7 and CS13 of the adopted Local Development Framework Core Strategy (2015) and paragraph 123 – bullet point 3 of the National Planning Policy Framework (2012), which seeks to protect existing business and residential amenity.
3. Failure to enter into S106 agreement

In the absence of a completed Section 106 Legal Agreement, the proposals fail to mitigate against their direct impacts and do not, therefore, satisfy the provisions of Policy CS25 of the adopted Local Development Framework Core Strategy (2015) as supported by the Council's Developer Contributions Supplementary Planning Document (2013) in the following ways:-

- (i) Site specific transport works for highway improvements in the vicinity of the site which are directly necessary to make the scheme acceptable in highway terms have not been secured in accordance with Policies CS18, CS19, and CS25 of the Southampton Core Strategy (2015) and the adopted Developer Contributions SPD (2013);
- (ii) As the scheme triggers the threshold for the provision of affordable housing, it is expected to deliver affordable housing to assist the City in meeting its current identified housing needs as required by Policy CS15 of the adopted Core Strategy (2015) and the adopted Developer Contributions SPD (2013);
- (iii) In the absence of a mechanism for securing a (pre and post construction) highway condition survey it is unlikely that the development will make appropriate repairs to the highway, caused during the construction phase, to the detriment of the visual appearance and usability of the local highway network;
- (iv) Restrictions to prevent future occupiers benefitting from parking permits in surrounding streets;
- (v) The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013);
- (vi) In the absence of either a scheme of works or a contribution to support the development, the application fails to mitigate against its wider direct impact with regards to the additional pressure that further residential development will place upon the Special Protection Areas of the Solent Coastline. Failure to secure mitigation towards the 'Solent Disturbance Mitigation Project' in order to mitigate the adverse impact of new

residential development (within 5.6km of the Solent coastline) on internationally protected birds and habitat is contrary to Policy CS22 of the Council's adopted LDF Core Strategy as supported by the Habitats Regulations; and

- (vii) Off site contributions to mitigate the loss of trees on 2 for 1 basis where it is considered necessary to provide off site replacements due to site constraints on available space for planting. This would be assessed following the submission of a tree replacement plan. These contributions are as required by saved policies SDP1, SDP12 of the Local Plan Review (2015) and CS22 of the Core Strategy (2015) as supported by the relevant paragraphs of section 4.8 of the Residential Design Guide SPD (2006).

17. **PLANNING APPLICATION - 17/00664/FUL - 137-143 SOUTH EAST ROAD**

The Panel considered the report of the Service Lead, Planning, Infrastructure and Development recommending that conditional planning permission be granted in respect of an application for a proposed development at the above address.

The installation of new refrigeration plant and AC unit, external cold-room, barrier rail, access door, relocated existing AC unit and cycle racks.

Dave Ross (local resident objecting), Councillor Hecks (ward councillor objecting) were present and with the consent of the Chair, addressed the meeting.

The Panel expressed concern that the new equipment should cause any additional noise

The Panel then considered the recommendation to grant conditional planning permission. Upon being put to the vote the recommendation was carried.

RECORDED VOTE *to* grant planning permission

FOR: Councillors Denness, Shields and Wilkinson

ABSTAINED: Councillors Murphy and Savage

RESOLVED that the Panel approved conditional planning approval subject to the conditions set out within the report and the amended condition set out below.

Amended Condition

CONDITION 2 – NOISE

The development shall be implemented in accordance with the details outlined in the submitted 'Noise Impact Assessment' (dated 13/04/2017), with suitable noise mitigation installed and operated in accordance with the noise levels set out in the report. The development shall be maintained and operated in accordance with these details as such thereafter unless otherwise agreed in writing with the Local Planning Authority.

REASON: To protect the amenities of nearby occupiers.

NOTE: Councillor Hecks withdrew from the Panel for this item to make a presentation as Ward Councillor.

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INDEX OF PLANNING APPLICATIONS FOR DECISION

DATE: 1st August 2017 - 6pm Conference Rooms 3 and 4, 1st Floor, Civic Centre

| Main Agenda Item Number | Officer | Recommendation | PSA | Application Number / Site Address |
|-------------------------|---------|----------------|-----|--|
| 5 | SH | DEL | 15 | 15/00306/FUL Former Redbridge Sidings |
| 6 | AL | DEL | 15 | 17/00325/FUL Land to rear of The Broadway Portswood Road |
| 7 | AG | DEL | 5 | 17/00583/FUL Land to rear of 65/67 Radstock Road |

PSA – Public Speaking Allowance (mins); CAP - Approve with Conditions: DEL - Delegate to Officers: PER - Approve without Conditions: REF – Refusal: TCON – Temporary Consent: NOBJ – No objection

Case Officers:

SH – Stephen Harrison

AL – Anna Lee

AG – Andy Gregory

Southampton City Council - Planning and Rights of Way Panel

Report of Planning & Development Manager

Local Government (Access to Information) Act 1985

Index of Documents referred to in the preparation of reports on Planning

Applications:

Background Papers

1. Documents specifically related to the application
 - (a) Application forms, plans, supporting documents, reports and covering letters
 - (b) Relevant planning history
 - (c) Response to consultation requests
 - (d) Representations made by interested parties

2. Statutory Plans
 - (a) Hampshire, Portsmouth, Southampton and New Forest National Park Minerals and Waste Plan (Adopted 2013)
 - (b) Amended City of Southampton Local Plan Review (Adopted March 2015)
 - (c) Local Transport Plan 2006 – 2011 (June 2006)
 - (d) Amended City of Southampton Local Development Framework – Core Strategy (inc. Partial Review) (adopted March 2015)
 - (e) Adopted City Centre Action Plan (2015)
 - (f) Community Infrastructure Levy Charging Schedule (2013)
 - (g) Bassett Neighbourhood Plan (Adopted 2016)

3. Statutory Plans in Preparation

4. Policies and Briefs published and adopted by Southampton City Council
 - (a) Old Town Development Strategy (2004)
 - (b) Public Art Strategy
 - (c) North South Spine Strategy (2004)
 - (d) Southampton City Centre Development Design Guide (2004)
 - (e) Streetscape Manual (2005)
 - (f) Residential Design Guide (2006)
 - (g) Developer Contributions SPD (September 2013)
 - (h) Greening the City - (Shoreburs; Lordsdale; Weston; Rollesbrook Valley; Bassett Wood and Lordswood Greenways) - 1985-1995.
 - (i) Women in the Planned Environment (1994)
 - (j) Advertisement Control Brief and Strategy (1991)
 - (k) Biodiversity Action Plan (2009)
 - (l) Economic Development Strategy (1996)
 - (m) Test Lane (1984)
 - (n) Itchen Valley Strategy (1993)

- (o) Portswood Residents' Gardens Conservation Area Character Appraisal (1999)
- (p) Land between Aldermoor Road and Worston Road Development Brief Character Appraisal(1997)
- (q) The Bevois Corridor Urban Design Framework (1998)
- (r) Southampton City Centre Urban Design Strategy (2000)
- (s) St Mary's Place Development Brief (2001)
- (t) Ascupart Street Development Brief (2001)
- (u) Woolston Riverside Development Brief (2004)
- (v) West Quay Phase 3 Development Brief (2001)
- (w) Northern Above Bar Development Brief (2002)
- (x) Design Guidance for the Uplands Estate (Highfield) Conservation Area (1993)
- (y) Design Guidance for the Ethelburt Avenue (Bassett Green Estate) Conservation Area (1993)
- (z) Canute Road Conservation Area Character Appraisal (1996)
- (aa) The Avenue Conservation Area Character Appraisal (1997)
- (bb) St James Road Conservation Area Character Appraisal (1996)
- (cc) Banister Park Character Appraisal (1991)*
- (dd) Bassett Avenue Character Appraisal (1982)*
- (ee) Howard Road Character Appraisal (1991) *
- (ff) Lower Freemantle Character Appraisal (1981) *
- (gg) Mid Freemantle Character Appraisal (1982)*
- (hh) Westridge Road Character Appraisal (1989) *
- (ii) Westwood Park Character Appraisal (1981) *
- (jj) Cranbury Place Character Appraisal (1988) *
- (kk) Carlton Crescent Character Appraisal (1988) *
- (ll) Old Town Conservation Area Character Appraisal (1974) *
- (mm) Oxford Street Conservation Area Character Appraisal (1982) *
- (nn) Bassett Green Village Character Appraisal (1987)
- (oo) Old Woolston and St Annes Road Character Appraisal (1988)
- (pp) Northam Road Area Improvement Strategy (1987)*
- (qq) Houses in Multiple Occupation (2012)
- (rr) Vyse Lane/ 58 French Street (1990)*
- (ss) Tauntons College Highfield Road Development Guidelines (1993)*
- (tt) Old Woolston Development Control Brief (1974)*
- (uu) City Centre Characterisation Appraisal (2009)
- (vv) Parking standards (2011)

* NB – Policies in these documents superseded by the Residential Design Guide (September 2006, page 10), albeit character appraisal sections still to be had regard to.

5. Documents relating to Highways and Traffic

- (a) Hampshire C.C. - Movement and Access in Residential Areas
- (b) Hampshire C.C. - Safety Audit Handbook
- (c) Southampton C.C. - Cycling Plan (June 2000)
- (d) Southampton C.C. - Access for All (March 1995)

- (e) Institute of Highways and Transportation - Transport in the Urban Environment
- (f) I.H.T. - Traffic Impact Assessment Guidelines
- (g) Freight Transport Association - Design for deliveries
- (h) DETR Traffic Advisory Leaflets (various)

6. Government Policy Planning Advice

- (a) National Planning Policy Framework (27.3.2012)
- (b) National Planning Policy Guidance Suite

7. Other Published Documents

- (a) Planning for Daylight and Sunlight - DOE
- (b) Coast and Countryside Conservation Policy - HCC
- (c) The influence of trees on house foundations in clay soils - BREDK
- (d) Survey and Analysis - Landscape and Development HCC
- (e) Root Damage to Trees - siting of dwellings and special precautions – Practice Note 3 NHDC
- (f) Shopping Policies in South Hampshire - HCC
- (g) Buildings at Risk Register SCC (1998)
- (h) Southampton City Safety Audit (1998)
- (i) Urban Capacity Study 2005 – 2011 (March 2006)
- (j) Strategic Housing Land Availability Assessment (March 2013)

Agenda Item 5

Planning and Rights of Way Panel 1st August 2017 Planning Application Report of the Service Lead – Infrastructure, Planning & Development

| | | | |
|---|--|-----------------------------|---|
| Application address: Former Redbridge Sidings, Old Redbridge Road, Southampton | | | |
| Proposed development: Change of use of land from open space and landscaping into operational railway use and construction of new railway sidings. | | | |
| Application number | 15/00306/FUL | Application type | Major |
| Case officer | Stephen Harrison | Public speaking time | 15 minutes |
| Last date for determination: | 29.05.2015 | Ward | Redbridge |
| Reason for Panel Referral: | Request by Ward Member and major planning application subject to five or more letters of objection | Ward Councillors | Cllr McEwing Cllr Pope Cllr Whitbread |
| Referred to Panel by: | Cllr Pope | Reason: | Loss of open space and trees without appropriate mitigation |

| | |
|--|-------------------|
| Applicant: Network Rail Infrastructure Limited | Agent: N/A |
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| Recommendation Summary | Delegate to Service Lead – Infrastructure, Planning & Development to grant planning permission subject to criteria listed in report |
|-------------------------------|--|

| | |
|---|-----|
| Community Infrastructure Levy Liable | N/A |
|---|-----|

Reason for Granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered by the Council's Planning and Rights of Way panel on 1st August 2017, including the loss of open space, the loss of mature trees and the impacts of the development upon existing residential amenity – particularly as this scheme enables more freight trucks rather than engines - and are not judged to have sufficient weight to justify a refusal of the application. Where applicable conditions have been applied in order to satisfy these matters. Officers consider that in this instance the loss of the open space, and the subsequent departure to Policy CS21, is acceptable given that:

- The open space will serve a wider benefit in terms of freight movement and its associated economic and environmental benefits in terms of removing HGVs from the highway network. The support of Freightliner and South West Trains has been received on this basis;

- The open space to be lost is currently characterised by mature planting with the more useable parts of the Park to be retained. There will be no change to the waterside access enjoyed by this Park;
- The proposed tree loss, whilst significant, does not affect existing residential outlook across the railway (as this relationship already exists) and is mitigated by their replacement with 236 trees;
- A s.106 contribution towards tree replacement and qualitative improvements to Redbridge Wharf Park; and
- A s.106 contribution towards off-site open space and green infrastructure improvements within the wider Redbridge Ward.

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. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP4, SDP5, SDP11, SDP12, SDP13, SDP16, SDP17, SDP22, NE4, NE6, NE7, HE6, CLT3 and TI2 of the City of Southampton Local Plan Review (2015) and CS6, CS9, CS13, CS14, CS18, CS19, CS20, CS21, CS22, CS23, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (2015).

| | | | |
|--------------------------|---------------------------|--|--|
| Appendix attached | | | |
| 1 | Development Plan Policies | | |

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:
 - i. Financial contributions towards open space and green infrastructure initiatives within Redbridge Ward (and maintenance where appropriate), including on-site improvements and maintenance to Redbridge Wharf Park with a 2:1 tree loss commitment (minimum 236 trees), improved signage to the Park and the re-provision of the cycle track as required by LDF Core Strategy policies CS21 and CS25; and
2. In the event that the legal agreement is not completed within three months of the decision of the Planning and Rights of Way Panel, the Service Lead - Infrastructure, Planning and Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
3. That the Planning and Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

Background

The planning system gives the applicant, Network Rail, 'permitted development' to undertake development relating to the movement of traffic by rail on their operational land (General Permitted Development Order Part 8 Class A refers). There is a nationwide initiative to remove capacity constraints in the rail freight network and where possible Network Rail are utilises their permitted development allowances. Network Rail's 'Freight Utilisation Strategy' (March 2007) identified the Port of Southampton to various destinations

in the West Midlands and West Coast Main Line as a capacity gap requiring further investment. Freight capacity expansion is a necessity for Southampton according to the applicant and their findings as the City currently is a bottleneck for the movement of freight.

In this instance the proposed development is located upon Council owned open space where planning permission is then required as this is not 'operational land' for the purposes of permitted development. Should the Panel support the officer recommendation to approve the Council would then need to advertise its intention to dispose of the land and, if subject to objection, the Council's Cabinet would then decide whether or not to sell the land subject of this planning application.

1.0 The site and its context

- 1.1 This planning application concerns a linear piece of Council land which runs along the southern boundary of the existing railway line, and associated sidings, at Redbridge Station on the edge of the Council's administrative boundary. The land is currently planted with mature trees and forms part of a wider piece of public open space, with a total area of 16,600sq.m, which is triangular in nature with extensive views across the River Test to the south with pedestrian access taken from the Redbridge Station bridge link. The operational port forms the site's eastern boundary.
- 1.2 The land was formerly owned and used for railway sidings but was sold to the Port of Southampton. In 1992 outline planning permission was granted for industrial and storage development to enable disposal by British Rail to the Port of Southampton for its expansion proposals. As part of this decision the Redbridge Wharf Park was transferred to the Council in 2002 with the extension of the footbridge to provide full pedestrian access.
- 1.3 There are a number of designated sites near the proposed development site. European designated sites include the Solent Maritime Special Area of Conservation (SAC) and the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site. UK designated sites include the Eling and Bury Marshes Site of Special Scientific Interest (SSSI), the Lower Test SSSI and the River Test SSSI.

2.0 Proposal

- 2.1 Full planning permission is sought to change the use of land from public open space to operation land for network rail to enable them to increase network capacity by two additional sidings for freight, particularly serving the Port of Southampton. At present the average length of freight trains running from Southampton to the West Midlands and WCML is around 520 metres. The aim of the project is to provide additional sidings to accommodate 775 metre-long trains, and provide for additional manoeuvres to and from the Port of Southampton. This project is just one of 10 such initiatives to improve freight movement across the UK. It is estimated that each additional freight train on the network removes between 43 and 76 HGVs from the highway network, with each tonne transferred reducing carbon emissions by 76%. Currently freight operates across the network on a 24 hour/day operation and the existing sidings form part of that network. This application seeks to extend the existing capacity and improve the logistics of moving freight along the same network as passengers and, if approved, would operate on the same 24 hour/day basis as existing. Network Rail advise that

longer sidings allow for longer trains rather than more diesel engines on the network

- 2.2 Some existing vegetation on the site will be cleared, including significant tree loss, and track formation works will be undertaken to provide for drainage, relocated and new fencing to make ready for the development of operational sidings (formed of ballast, sleepers and rails). Small technical equipment boxes and some signalling equipment will also be installed. In total some 2,008sq.m of designated (1,268sq.m) and undesignated (740sq.m) open space is required with the removal of 118 trees in total followed by appropriate mitigation and replanting. The existing trees range in height from 6 to 12 metres. A comprehensive tree survey has been carried out on all the trees alongside the railway boundary east of the footbridge and in the balance of Redbridge Wharf Park (west of the footbridge). The survey found that the trees along the railway boundary are generally 'spindly', and have co-dependent crowns which are suppressing each other. In total the report identifies that no 'A' category trees will be felled, 5 individual and 9 groups of Category 'B' trees will be lost, and 1 individual and 3 groups of Category 'C' trees will also be removed to facilitate the development. A variety of species including Field Maple, Silver Birch, Oak, Hornbeam, Alder, Holly, Aspen, Rowan, Hawthorn, Hazel and Blackthorn are earmarked for removal. A 2:1 tree planting scheme is proposed as discussed later in this report and secured through a s.106 legal agreement.

3.0 Relevant Planning Policy

- 3.1 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.
- 3.2 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.3 Policy CS21 (Protecting and Enhancing Open Space) explains that *'the Council will retain the quantity and improve the quality and accessibility of the city's diverse and multi – functional open spaces and help deliver new open space both within and beyond the city to meet the needs of all age groups through*
- 1. Protecting and enhancing key open spaces including Southampton Common, central, district and local parks;*
 - 2. Replacing or reconfiguring other open spaces in order to achieve wider community benefits such as improving the quality of open space, or providing a more even distribution across the city;*
 - 3. Safeguarding and, when opportunities arise, extending the green grid (see Policy 22);*
 - 4. Seeking developer contributions to provide high quality, accessible open spaces.'*
- 3.4 The application has been formerly advertised as a departure to Policy CS21 as, if supported, will not retain the quantity of open space in the City.

3.5 Furthermore, Policy CS6 (Economic Growth) and Policy CS9 (Port of Southampton) specifically promote rail freight, and Policy CS18 (Transport Policy) supports freight movements to and from the Port. Providing for a growing and sustainable freight transport network is also supported by the NPPF. In particular paragraph 30 which informs *'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'* and paragraph 31 requires Local Authorities to work with transport providers to provide large scale facilities and the framework lists 'rail freight interchanges' as an example.

4.0 Relevant Planning History

4.1 The land was previously used for railway purposes and is affected by a previous s106 legal agreement (associated with LPA reference no: 931276/24941/W), which enabled the land to be used for port related activities and public open space. It was then sold to the Port of Southampton who in turn transferred the retained open space to the Council in 2002 in order to provide public open space with waterside access.

5.0 Consultation Responses and Notification Representations

5.1 In January 2015 (ahead of the application being formally submitted) letters were sent by the applicant, Network Rail, to key stakeholders who might have an interest in the proposal. These included the City of Southampton Society, the Southampton Commons and Parks Protection Society (SCAPPS) and the Redbridge Residents Association. It is understood that meetings were held with these parties on Monday 9th March 2015.

5.2 The planning application was accompanied by 2 letters of support; with comments made by Freightliner and South West Trains each supporting the investment in local infrastructure capacity.

5.3 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners (258 letters sent – mainly to residents living between Old Redbridge Road and the railway), placing a press advertisement 13th and 27th March 2015 and erecting a site notice 13th and 27th March 2015, and then 16th May 2017 following the conclusion of negotiations on a suitable s.106 mitigation package. At the time of writing the report **16 representations** have been received from surrounding residents, including representations from local amenity groups and Ward Cllr Pope.

5.4 The following is a summary of the points raised by neighbours:

5.5

- Objectors suggest that whilst the project seeks to reduce HGV trips all that will happen is, with the current expected growth of the Port, there will be an increase in both HGV and rail freight leading to further air pollution and noise problems in the locality. This impact will be exacerbated by the removal of 100+ mature trees. The submission cannot commit to a reduction in HGV traffic – as this is not with the gift of Network Rail - and does not explain the impacts of additional freight on air quality or noise

Response

Network Rail have responded to this point by stating that *'the project does not seek to reduce HGVs it is just a benefit and positive output of our project. Due to the increase in the Port Network Rail are assisting in providing more wagons which enables more goods to be carried by the trains and to support the growth in demand of UK trade. There is no additional freight we are just running longer trains. The scheme's aim is to enable freight train lengthening / extra wagons – not to increase the number of trains. We don't hold any specific studies on the impact of the additional freight / additional wagons - from this scheme - on air quality and noise. However there have been some reports which address air quality in general including the Rail Delivery Group's 'Freight Britain' Report (2015) which suggests that in comparison to road, which dominates the market, rail offers significant environmental benefits including:*

- *Reducing CO2 emissions: rail freight reduces CO2 emissions by up to 76 per cent compared to road; and,*
- *Reducing air pollution: rail freight produces up to 10 times less small particulate matter than road haulage and as much as 15 times less nitrogen oxide for the equivalent mass hauled.'*

In response to the possible noise impacts it should be noted that the existing railway network operates a significant freight operation from Southampton Docks and this project will facilitate longer trains rather than more of them. Colleagues in Environmental Health have not raised an objection to the possible intensification of use created by permitting this change of use.

- 5.6
- The operational need for Network Rail to form 2 tracks, with the second requiring substantial tree loss, remains unanswered

Response

It is considered that the provision of two tracks improves the logistics of the network and allows two-way freight traffic. Network Rail have been asked to respond to this point and any information will form an update to the Panel meeting.

- 5.7
- The replacement of trees from the site elsewhere in the City is not supported

Response

Agreed. The s.106, as set out above, will secure 2 trees for every 1 felled and will, where practicable to maintaining the openness of the Wharf Park, look to re-provide on-site as a first principle. The shortfall will be planted elsewhere in the Redbridge Ward where the impacts are felt the most.

- 5.8
- The development will bring additional light and noise pollution

Response

The nearest affected residents live on the opposite side of the railway line (at 11 Railway Cottages) some 21 metres from the existing boundary fence to Redbridge Wharf Park. The revised Construction and Environmental Management Plan (CEMP) confirms that directional or shielded lighting would be used during construction and once the site is operational. Clearly some additional lighting will be required although the site already abuts, in part, the Redbridge Station and some lighting is already in place. A planning condition is proposed to secure details of the lighting with scatter diagrams to ensure that any additional light spill is carefully considered and the impacts mitigated.

Network Rail comment that *'there may be noise and light pollution in a localised area during the construction phase. This will be minimised through the Construction Environmental Management Plan. Following the project being*

completed there won't be noticeable increases in noise and light pollution. The number of trains running from Redbridge will not increase in the short term, but the train length will increase. Any effect will be localised to the houses adjacent to the operational railway at Redbridge. As a result of the project there will be an overall positive benefit on the noise and light pollution for the city of Southampton. More freight can be transported by rail rather than road subsequently leading to the reduction of congestion as a result of road movements'.

Again, without an objection from the Council's Environmental Health Officer it is considered that the proposals can be supported given the existing relationship between the residential property and the existing railway line. Longer trains will not result in more diesel engines and on that basis the noise and air quality concerns, whilst noted, should not significantly change.

- 5.9
- Residents seek a permanent barrier between the railway line and the application site both during construction and following the works.

Response

The northern boundary of the railway does not form part of the application site and no change is proposed. Network Rail have been asked to comment on this request and any information will form an update to the Panel meeting.

- 5.10
- The application does not explain when the construction works will be undertaken and whether 24 hour operations will be permitted.

Response

Network Rail have confirmed that some flexibility with a permission allowing some 24 hour/day construction (for no more than 2 weekends) will be required so as not to unnecessarily disrupt the existing rail network. The standard working hours of 8am to 6pm (Mon-Fri) and 9am to 1pm (Sat) and no Sunday working is recommended by condition, whilst enabling for the extraordinary works at the end of the project. Network Rail have been asked to confirm how long the construction phase will last and a verbal update can be given at the Panel meeting.

- 5.11
- The existing footbridge is poorly maintained with solid panelling and should be redesigned to provide better access to the Park.

Response

Network Rail comment that *'the panelling cannot be removed as it prevents damage to ABPs property. There have been previous instances of members of the public throwing items into ABPs land, causing damage to the cars. Network Rail has agreed that they will provide a deep clean to the footbridge and the funding for ongoing maintenance. This will improve the bridge environment'.*

Network Rail suggest that it would cost £80,000 to give the existing bridge a deep clean. In response to this last point officers would suggest that requiring Network Rail to clean the bridge through the planning process does not meet the tests of the relevant s.106 regulations that govern how and when mitigation and financial contributions should be secured. The maintenance of the bridge is an ongoing requirement of Network Rail and the train operators, and whilst they have suggested that the Council could use some of the total s.106 package offered this would not, in the opinion of officers, mitigate the loss of open space and trees sufficiently. The Panel may, of course, disagree with this assessment and suggest that the access to the Park requires improvements that warrant additional financial contributions to those listed in this report.

- Objection to the narrowed approach into the park from the bottom of the footbridge.

5.12 **Response**

Network Rail comment that there are limits to widening the pathway ‘as one side is operational railway and the other owned by ABP. Network Rail agreed to look into the feasibility of re-arranging the existing ramp into one continuous ramp. This modification can be achievable however it would be unjustifiable to spend this amount of public money on infrastructure that would provide a limited benefit’.

- The applicant’s should replace the open space lost

Response

5.13

Network Rail comment that ‘they are unable to provide alternative land in the Redbridge area. They own a small area of land to the north of Redbridge Station but need to retain this land for future enhancements to the strategic network. Stakeholders suggested that Network Rail could contribute to Hampshire City Council’s (HCC) Test Historic Bridges project which aims to improve access to the Grade II listed bridge. It was proposed by stakeholders that Network Rail build a bridge from Test Lane over the railway onto the Test Historic Bridges. The project team have been advised that a bridge can be built however this would be a non-standard footbridge and based on similar projects would cost in the region of £1.5 to £2 million. It would be unjustifiable to spend this amount of public money on infrastructure that would not improve the railway. In addition to this Network Rail have approached the Association of British Ports to discuss the possibility of acquisition of 1268sq.m of their land to convey to SCC as substituted open land. However, the Port is not in a position to sell us their land due to commercial contracts they currently have with their current tenants.’

Following submission the mitigation package required to justify this departure from the Development Plan has been discussed further. As it currently stands the offer made proposes a payment of £79,058 towards the Redbridge Wharf Park itself, which includes replacement tree planting on a 2:1 basis. In addition, Network Rail have offered a further £161,400 to the Council for use on open space and green infrastructure projects elsewhere within the Redbridge Ward. This offer has the support of officers, including the Landscape and Development Manager who is responsible for open space within the City. The open space to be lost is not the most useable part of the park, and whilst the loss of mature trees to facilitate development is always to be given careful consideration there are benefits from securing a replanting strategy of 2 trees for every one lost, particularly for the long term future of the City.

- Local residents are unaware of this application

Response

5.14

This application was first submitted in 2015 following pre-application engagement with local interest groups by Network Rail. Following the formal submission of the application the Planning Department erected site notices, issued a press notice and wrote to the nearest residents. It became clear that further work was needed before this favourable recommendation could be formed, and Network Rail then organised a site meeting with local interest groups in 2016 ahead of revising the mitigation offered for the loss of open space and mature trees. The Planning Department re-advertised the revised scheme giving further opportunity to comment and sent letters to 258 addresses including property at Old Redbridge Road, Tate Road, Brunel Road, Pat Bear Close and Lebanon Road. With the additional site and press notices the Planning Department has exceeded its

statutory requirement for public consultation and 16 objections have been received to the proposals.

Ward Cllr Pope – Panel Referral & Objection

1st Comment:

- 5.15 I have discussed the proposal with Network Rail, and in general I am in favour of expanding rail freight. Our roads nearby in Redbridge ward need to be improved, but the load on them needs to be reduced as well, if we are to avoid having to do works on them too regularly - if we can get the funding that has hitherto proved elusive. However, there are three main concerns I have with expanding rail freight:
1. Noise for local residents. I would expect planning conditions to control noise, particularly at night. This is already a noisy area. What conditions would be provided?
 2. Although I am pleased that Network Rail are looking for suggestions, I have tried to find some in the documentation. I am concerned that it seems that there are no definite plans for enhancements to the remainder of the site, or compensatory plans elsewhere - could improvements to parks/open spaces elsewhere in Old Redbridge be provided? So I cannot make a call on what has been proposed until this item goes to the planning panel and/or a report has been written that includes a firm proposal. I need advice from planners please.
 3. I am concerned about impacts on the ecology of the local area, especially as it is so close to environmentally sensitive sites. I note the concerns about otters and birds in the reports...

2nd Comment:

- 5.16 Since the site meeting (28/09/16) we have been speaking more with local residents. Overall, they are not happy with the plans and have concerns about any 24-hour operations, noise and light pollution, as well as the ecological issues. Many of them were completely unaware of the plans, although one resident of Tate Road did say he received a letter. I am minded towards an objection given the above and the continuing delay in a suitable scheme for local residents.

City of Southampton Society – Objection.

1st Comment:

- 5.17 Support the concept of moving freight by rail rather than by road and understand economic and environmental benefits of the proposals. However, object to the loss of public open space and the mitigation package offered in lieu. The scheme fails to improve access to the Park for all users.

2nd Comment:

- 5.18 The response to the further consultation, sent on the instructions of the City of Southampton Society Planning Committee:
- Land belonging to Network Rail is situated at the north side of the station, and could be offered.
 - Network Rail should provide a sturdy green boundary fence, on their land.
 - The green wire fence suggested by Network Rail is inadequate.
 - Entry to the Park would be narrow and dark and deterring. Good protected lighting essential.
 - The ramp should be realigned for ease of access.
 - The loss of trees in this Park disturbing and would not be fully restored.
 - More shrubs would be welcome.

- No toilet facilities offered for the Park.
- Signage to the Park is needed.
- Cleaning the bridge is already an obligation of Network Rail anyway.
- As the Park is remote, safety measures need improving, e.g. lifebelts, telephone, alarm system.
- The section 106 money should be more than normal in view of the loss of land.
- There should be enough money to ensure the maintenance of the Park indefinitely.
- The money offered is not much in view of the loss and damage to be inflicted.

3rd Comment:

5.19 The replacement screening in thickness and sound-proofing is totally inadequate. The new boundary should be substantial, consisting of semi-mature trees which will block out the sight and sounds of the new marshalling yard proposed by Network Rail. The quality of the entrance to the park must be enhanced and signage also needs to publicise the park's existence. CoSS considers Network Rail should meet the costs of these improvements. Equally, the City's Green Team should provide detailed plans of the revised park's layout, showing the planting programme (trees and shrubs).

Southampton Common and Parks Protection Society (SCAPPS) - Objection

Final comments:

5.20 The proposed development would seriously damage the Park not just by taking land from it but also by removing the semi-mature tree-planting which at present screens the Park (visually and noise) from the railway. The land take would result in the approach to the Park from the footbridge being so narrowed & squeezed between tall security fences that it would give rise to users of the Park having justifiable fears about personal safety & security. The Society's previous submissions have detailed these objections.

5.21 SCAPPS has set out proposals to overcome each of these major reasons for objection. Those proposals have been summarily & unreasonably rejected by the applicant in the applicant's latest submission.

5.22 1 National planning policy guidance & the statutorily prepared & adopted development plan require provision of replacement public open space equal in area & quality to that taken by the proposed development. Neither Network Rail nor City Council has identified a suitable replacement & the applicant has made the derisory offer of £10,000 in lieu. Objectors asked Network Rail to investigate contributing to a scheme to improve the setting of the historic Test bridges & improving access from Redbridge to adjacent green space west of the river. Network Rail investigated only provision of a footbridge over the Salisbury line. There are other ways Network Rail could contribute & help give the Redbridge community better access to an improved green space west of the river.

5.23 2 A chain-link fence with creepers is totally inadequate replacement for the present tree-belt. Any permission should be made conditional on submission & agreement of an off-site landscaping scheme (ie within the Park) for planting of the same number of trees (including some semi-mature trees to give immediate visual screening) as would be removed by the track widening. The applicant's

proposition of providing funding for planting trees elsewhere in the City is inadequate & inappropriate compensation for loss of the present screen planting. SCAPPS objects to tacit removal of an obligation of the planning permission for the ABP vehicle storage site & Park.

- 5.24 3 The further narrowing of the already confined approach from the footbridge into the Park would be a major deterrent to Park use. SCAPPS put forward the suggestion of realigning the ramps leading down from the footbridge so instead of 'doubling-back' the ramps were repositioned to extend across the narrowed section. Network Rail dismiss this as providing 'limited benefit'. SCAPPS submits that this change in the approach is the only way to overcome what is otherwise sufficient grounds for refusal of the application.

- 5.25 At early meetings with the applicant, SCAPPS and others requested explanation of the operational need for an additional two tracks --- it is the second track that results in the need to take land from the Park. SCAPPS requests that the report to P&RoW Panel includes the operational justification for two rather than just one additional track.

- 5.26 SCAPPS objects to elements included in the 'mitigation package' the applicant has offered to the City Council. The test for requirements of section 106 contribution is that the measures should be directly related to the proposed development & necessary for the proposed development to be acceptable in planning terms. The inclusion of a 'green screen' distant from the application site & unrelated to it in any way is inappropriate. Keeping the existing footbridge clean & maintained is a normal obligation on Network Rail &/or the train operating company; it is entirely inappropriate for failure to meet that obligation to now be passed-off as made necessary by the proposed development. What should be in the section 106 'mitigation package' is realigning the footbridge ramp to overcome the otherwise fundamental objection to granting of permission, the unacceptable impact on entrance to the Park.

Response

- 5.27 Whilst Network Rail have not specifically responded to the question regarding the need for 2 new sidings rather than one, they have explained the need for additional rail freight capacity around the Port of Southampton, and the Council has a duty to determine their application for the development that they have proposed. In terms of a mitigation package the applicants have met the request of the Landscape and Development Manager for £79,058 for on-site improvements and have offered a further £161,400 (in addition to the cost of the land, which is a separate discussion with the Council's Property Services) towards off-site open space and green infrastructure improvements within the Redbridge Ward. Officers accept that this provides the necessary mitigation to satisfy Policy CS21.

Consultation Responses

- 5.28 **SCC Highways** - The proposal is acceptable.
- 5.29 **SCC Tree Team** – The tree survey, species selection and tree protection plan are accepted. Required are locations and total number of trees to be replanted to mitigate the loss is required as a condition and must be produced once the final layout is agreed. Areas for new planting to be similarly protected or mitigated. Please condition the production of a final Arboricultural Method Statement

including the required information noted above.

Response

The applicants will make a contribution towards replacement tree planting and it will be for the Council to then resolve location and species. The team will be responsible for spending the contribution on receipt of payment. As such only a condition regarding the method statement is deemed necessary.

5.30 SCC Environmental Health (Pollution & Safety) – No objection

I have no objection to this application, but would ask for a construction management plan, which includes the hours of work to be submitted and agreed with the LPA prior to the commencement of this application.

5.31 SCC Environmental Health (Contaminated Land) – No objection

This proposal for a change of use of land from open space and landscaping into operational railway use and construction of new railway sidings is not regarded as a sensitive land use, however, the mobilisation of contaminants that may be present on the site could present a risk to human health and/or the wider environment during the construction phase.

5.32 The history of Southampton City presents many potential contamination hazards to much of the land in its area. Land contamination hazards associated with such land uses includes inorganic chemicals, metals and metalloid compounds and hydrocarbons. Consequently there exists the potential for such hazards to significantly impact upon the development. Therefore, I would recommend that; in accordance with policies SDP1 and SDP22 of The City of Southampton Local Plan Review - Adopted Version March 2006 and Para 121 of the National Planning Policy Framework - March 2012, if planning permission is granted conditions are attached.

5.33 SCC Ecology – Holding objection removed

The application site comprises a small area of public open space supporting amenity grassland, two blocks of trees, a linear belt of scrub and planted trees and areas of hard standing.

5.34 The site lies approximately 100m to the north east of a section of the Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area (SPA) and Ramsar site which are classed as European designated sites. The Eling & Bury Marshes Site of Special Scientific Interest (SSSI) and Lower Test Valley SSSI lie approximately 100m to the south-west and 185 m to the north-west respectively.

5.35 Adjacent to the site is an area of inter-tidal mudflats which forms part of the Redbridge Wharf Site of Importance for Nature Conservation (SINC). Further mudflats within the channel of the River Test are designated as the Redbridge Mud Flats SINC.

5.36 The application site is physically separated from the statutorily designated sites by the River Test and as such there is a negligible risk of direct impacts arising from the proposed development.

5.37 A section of the Redbridge Wharf SINC lies adjacent to the application site however, this is below the level of the development and again will not be directly

impacted. The other SINC, the Redbridge Mud Flats is located within the river channel and as such is too distant to be affected.

5.38 The habitats on the site are not of high intrinsic ecological value they do, however, provide habitat for a range of breeding birds and are a stopping off point for passage migrants. The key areas of habitat in this respect are the block of woodland along the eastern boundary and the trees and scrub alongside the railway line. Much of the habitat along the railway line will be lost which will result in adverse impacts on breeding and migrating birds. Suitable mitigation will be required to minimise these impacts.

5.39 There is also suitable habitat for slow worms and foraging bats. The removal of some of this habitat will result in a general reduction in foraging capacity and poses a risk of injury or death to reptiles which is an offence under the Wildlife and Countryside Act 1981 (as amended). Appropriate mitigation to avoid physical injury to reptiles and replace lost foraging habitat will be therefore required.

5.40 The trees on the site appear to be unsuitable for supporting bat roosts there is therefore a negligible risk of direct impact upon bat roosts.

Indirect impacts

5.41 Although there is a negligible risk of direct impacts upon European sites there is some potential for indirect impacts. These include disturbance from sudden loud noises, visual disturbance by people wearing high visibility clothing, illumination of the water and contamination of the water from spillages of chemicals.

5.42 A number of appropriate mitigation measures designed to avoid adverse impacts are mentioned in the ecology survey report however, this is insufficient. In order for the Local Planning Authority (LPA) to conclude that there will be no likely significant effects these measures will need to be included in a Construction Environmental Management Plan which must be submitted prior to determination of the planning application.

5.43 An additional issue, recreational disturbance, has not been considered. The application site includes part of a small public open space which is clearly used for dog walking. Research undertaken as part of the Solent Disturbance and Mitigation Project established that dog walking is a key source of disturbance to overwintering wildfowl and that existing levels of recreational activity are leading to significant adverse impacts on a number of species. The loss of land within the open space, and the apparent use of a significant proportion of the remainder as a works compound, creates a risk of recreational activity being displaced into the Lower Test Marshes Nature Reserve which contains sections of the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site and is located 1.2km to the north west of the application site.

5.44 Measures will therefore be required to ensure that the park remains available to dog walkers during the construction phase and that it is of sufficient size post development to provide an adequate dog walking route. Without confirmation that this will be the case it will not be possible to conclude no likely significant effect and consent should not be granted.

Conclusion

5.45 The proposed development has the potential to result in indirect impacts upon European designated sites. The most significant of these is recreational disturbance as a consequence of displacement of dog walking activity. The applicant will need to demonstrate that the recreational value of the open space can be maintained during the construction and operational phases. Suitable mitigation measures for the other potential impacts can be put in place however, formal details of these will need to be provided to the LPA before consent can be granted. The development will result in a loss of habitat for breeding and migrant birds which will need to be mitigated.

Response:

5.46 Following the receipt of the amended Ecological Mitigation Plan no objection is raised by SCC Ecology (see also Natural England's response (below)). Amongst other measures the revised CEMP confirms that the following measures would be implemented to ensure that the area is protected from the noise and visual disturbance that would be created by the works:

- *The works area would be fenced and shielded by wooden hoarding or Heras type fencing covered by a dense weave material.*
- *Directional or shielded lighting would be used during construction and once the site is operational to prevent light spill into retained habitats including Redbridge Wharf SINC and the River Test.*

5.47 *Furthermore, a pre site clearance ecological walkover survey would be undertaken to confirm the continued absence of these species from the areas within or adjacent to the works footprint. No excavations should be left open overnight. In the event that it is necessary to leave an excavation open overnight a safe means of egress such as a shallow soil slope or a planks of wood should be provided to prevent any animals from being trapped. The area of open space adjacent to the works area would continue to be owned and managed by the local council. It is anticipated that this open space would continue to be managed for recreation'.*

SCC Heritage – No objection

5.48 The site lies within Local Area of Archaeological Potential 1 (Redbridge). A brief analysis of the historic maps shows that the whole area was given over to rail tracks, sidings and wharfage, prior to the formation of the open space. While archaeological deposits may survive in the area, the extent of 19th century industrial activity is likely to have compromised any surviving remains, to the extent that archaeological evaluation would not be suitable. I would therefore recommend that an archaeological Watching Brief is commissioned for the duration of any groundworks, and that if the application is granted conditions should be placed on any decision notice.

5.49 **Environment Agency – No objection**

5.50 **Southern Water – No objection**

There is a public water distribution main crossing the site that should be fully understood before the layout of the proposed development is finalised. An informative is recommended.

5.51 **Natural England – No objection subject to appropriate mitigation being secured.** Without mitigation Natural England consider that the application would have an adverse impact upon the integrity of the Solent and Southampton Water SPA and

Ramsar site, the Solent Maritime SAC and damage or destroy the interest features for which Eling and Bury Marshes and Lower Test Valley SSSIs have been notified. Conditions are required regarding piling and a Construction Environment Management Plan

Response

Following the receipt of the amended Ecological Mitigation Plan the Council's Ecologist has removed their similar objection and a planning condition is recommended to secure the recommendations from the document.

6.0 Planning Consideration Key Issues

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

1. Principle of Development & Loss of Open Space
2. Impact on Residential Amenity
3. Tree Loss
4. Highways Impact
5. Mitigation Strategy & Ecological Impacts

6.2 Principle of Development

6.2.1 This planning application seeks to expand capacity on the rail network for freight but requires Council owned land in order to do so. The land is currently protected by the Development Plan and totals some 2,008sq.m of designated (1,268sq.m) and undesignated (740sq.m) open space.

6.2.2 LDF Policy CS21 stipulates that *'the Council will retain the quantity and improve the quality and accessibility of the city's diverse and multi – functional open spaces and help deliver new open space both within and beyond the city to meet the needs of all age groups through*

5. *Protecting and enhancing key open spaces including Southampton Common, central, district and local parks;*
6. *Replacing or reconfiguring other open spaces in order to achieve wider community benefits such as improving the quality of open space, or providing a more even distribution across the city;*
7. *Safeguarding and, when opportunities arise, extending the green grid (see Policy 22);*
8. *Seeking developer contributions to provide high quality, accessible open spaces.'*

6.2.3 The loss of 2,008sq.m of open space represents a departure from this policy, and local amenity groups including SCAPPS and the City of Southampton Society are opposed to any further loss of this open space. In order to support a departure the Panel need to decide whether or not other material considerations outweigh the loss of this open space. In making a similar assessment officers have also had regard to LDF Policy CS6 which explains how the Council will contribute to the objectives of increased economic/employment growth by *'providing appropriate support to the Port of Southampton'*. LDF Policy CS9 adds that *'the Council will facilitate growth by... supporting an increase in transhipments (ship to ship), rail freight to/from the port and appropriate road improvements...'*. LDF Policy CS18 confirms that *'in relation to strategic transport the Council will work with adjoining authorities and through Transport for South Hampshire to support Southampton's role as an international gateway and regional transport hub by*

supporting freight movements to and from the Port of Southampton, with a presumption in favour of rail freight and ‘transshipment’ (ship to ship)’. Weight should also be afforded to these policy aims.

6.2.4 As such a balance needs to be considered between the protectionist open space policy and those policies that support economic growth, port related activity and the modal shift of freight from road to rail. Officers consider that in this instance the loss of the open space, and the subsequent departure to Policy CS21, is acceptable given that:

- The open space will serve a wider benefit in terms of freight movement and its associated economic and environmental benefits in terms of removing HGVs from the highway network. The report of Freightliner and South West Trains has been received on this basis;
- The open space to be lost is currently characterised by mature planting with the more useable parts of the Park to be retained. There will be no change to the waterside access enjoyed by this Park;
- The proposed tree loss, whilst significant, does not affect existing residential outlook across the railway (as this relationship already exists) and is mitigated by their replacement with 236 trees;
- A s.106 contribution of £79,058 towards tree replacement and qualitative improvements to Redbridge Wharf Park with the Council’s Landscape and Development Manager responsible for using these funds; and
- A s.106 contribution of £161,400 towards off-site open space and green infrastructure improvements within the wider Redbridge Ward with the Council’s Landscape and Development Manager responsible for using these funds.

6.2.5 It is considered that this mitigation is sufficient to warrant the loss of open space in this instance, despite the significant objection received to doing so.

6.2.6 Whilst it is considered that the principle of development can be supported the direct impacts of the proposals still require further assessment before the grant of planning permission could be entertained:

6.3 Impact on Residential Amenity

6.3.1 Adopted Local Plan Review Policy SDP1(i) states that *‘planning permission will only be granted for development which does not unacceptably affect the health, safety and amenity of the city and its citizens’*. Policy SDP15 adds that *‘planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards’*. Policy SDP16 states that *‘proposals for noise generating development will not be permitted if it would cause an unacceptable level of noise impact’*. This is the policy framework against which this planning application’s impacts upon existing residential amenity should be primarily assessed.

6.3.2 The land was originally used as railway sidings before it was set out as public open space. Whilst the site is removed from its residential neighbours by the railway itself, the closest residents are located approximately 21 metres from the networks existing boundary fencing. The railway predated the purchase of these properties by these neighbours. The application does not seek to facilitate more trains on the network, although this may be possible, but allows for longer trains and improved logistics to operate on the wider network thereby removing Southampton

as a bottleneck. As such there will not be a significant expansion of diesel engines using the sidings. The existing sidings operate on a 24 hour basis, along with the wider network, and the additional sidings are proposed to operate on the same basis so some growth may be possible. Residents have objected to increased lighting, noise and air quality issues and these concerns are material to the Panel's deliberations. Given the existing network and sidings at Redbridge Station, its significant existing operations on a 24 hour basis, and the intention simply to improve wider network capacity and increase train length (rather than increasing the number of freight trains and diesel engines sitting idle) the localised impacts on residential amenity are, on balance, considered to be off-set, providing a condition is imposed to control light spill, due to the potentially wider benefits of removing HGVs from the highway network. It is estimated that each additional freight train on the network removes between 43 and 76 HGVs from the highway network, with each tonne transferred reducing carbon emissions by 76%. Rail freight produces up to 10 times less small particulate matter than road haulage and as much as 15 times less nitrogen oxide for the equivalent mass hauled. These benefits are relevant to the Panel's deliberations.

- 6.3.3 Network Rail accept the need for a condition limiting the hours of construction although the Panel may consider that some flexibility (as necessary to Network Rail) can be supported. Refer to the relevant condition below.
- 6.3.4 Finally, the Panel will note that the Council's Environmental Health Team have not objected to this application, but should complaints be received following the works they would be duty bound to investigate any statutory nuisance arising.

6.4 Tree Loss

- 6.4.1 The planning application proposes the removal of 118 existing trees, principally along the Park's existing northern boundary. These trees provide a screen from the park to the railway, but offer no screening of the railway from the existing residents on the opposite (northern) side of the tracks. The loss of these trees will not affect this existing outlook across the railway from these neighbours, but will clearly change the wider setting of the Station and the Park itself. These trees offer a significant green screen along the Parks' boundary and are an attractive component of the area. It is also acknowledged that these trees are providing certain air quality mitigation and improvements to the locality.
- 6.4.2 Without the loss of 118 trees the change of use cannot occur. The Council's Tree Officer agrees with the findings of the applicant's arboricultural report that none of the trees identified for removal are of the highest category (A) with only Category B trees (ie. of moderate quality or value capable of making a significant contribution to the area for 20 or more years) and Category C trees (ie. of low quality, adequate for retention for a minimum of 10 years expecting new planting to take place; or young trees that are less than 15cms in diameter which should be considered for re-planting where they impinge significantly on the proposed development) affected. The Tree Officer has confirmed that providing this tree loss is properly mitigated and that every tree felled is replaced by 2 trees then the loss can be supported. Whilst 236 new trees may not be accommodated on the site without eroding the openness of the Park the s.106 can ensure that any off-site planting is undertaken within the Redbridge Ward so as to ensure that the mitigation is working in the area where the loss is felt the most. The Council maintains the control necessary to ensure that the s.106 contribution is used

effectively, and the Landscape and Development Manager has suggested that part of the £79,058 on-site mitigation works will include a new green fence fixed to the existing security fencing to improve its appearance.

6.5 Highways Impact

6.5.1 The proposed development has only a limited impact upon the highway network. The works themselves affect existing open space and Network Rail anticipate that the construction phase can be managed using the existing rail network. A condition is recommended to secure further details of how the sidings will be constructed and a Construction Management Plan will secure details of where site operatives will park during the build to avoid overspill into local roads. On this basis the Council's Highways Officer has raised no objection to the application.

6.6 Mitigation Strategy & Ecological Impacts

6.6.1 The relevant regulations - The Community Infrastructure Levy Regulations 2010 - stipulate that *a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is—*

- (a) necessary to make the development acceptable in planning terms;*
- (b) directly related to the development; and*
- (c) fairly and reasonably related in scale and kind to the development.*

6.6.2 Network Rail have agreed an 'in principle' scheme for the enhancement of Redbridge Wharf Park, which includes replacement tree planting both on and off-site on a 2:1 basis, to the total value of £79,058, which the Council's Landscape and Development Manager has accepted following a detailed schedule of works prepared by the Council.

6.6.3 In addition to this Network Rail have also offered a further £161,400 for maintenance of the existing pedestrian bridge, the Millbrook Green Screen scheme (promoted by others within the Council) and additional open space.

6.6.4 The maintenance works to the existing bridge and the mitigation proposed for Millbrook are not deemed to meet the above tests. Instead, officers have negotiated that the additional £161,400 should be used wholly on the purchase of open space and other green infrastructure initiatives within the Redbridge Ward where the impacts of this proposal will be most felt. The Panel may, however, seek alternative ways of mitigating the impacts of this development and, subject to satisfying the above tests, are free to put forward alternative proposals that they feel correctly mitigate the loss of trees and open space within the locality. Network Rail are unlikely to accept any increase to the contribution made and would be free to appeal should they consider the Council's demands to be too onerous.

6.6.5 Finally, the Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds,

and the Solent Maritime SAC, designated principally for habitats. A Phase 1 Habitat survey has been completed and has found that construction and operational impacts will not affect habitat values, but recommends appropriate management measures through the Construction Environment Management Plan (secured with the recommended condition).

7.0 Summary

7.1 The Panel are being asked to consider the benefits of improving the Redbridge sidings to enable longer freight trains to service the Port of Southampton and remove a capacity bottleneck, against the negative impacts of using existing public open space, felling 118 mature trees and the associated impacts of the works upon existing residential amenity in terms of noise, air quality and light spill.

7.2 Officers consider that in this instance the loss of the open space, and the subsequent departure to Policy CS21, is acceptable given that:

- The open space will serve a wider benefit in terms of freight movement and its associated economic and environmental benefits in terms of removing HGVs from the highway network. The report of Freightliner and South West Trains has been received on this basis;
- The open space to be lost is currently characterised by mature planting with the more useable parts of the Park to be retained. There will be no change to the waterside access enjoyed by this Park;
- The proposed tree loss, whilst significant, does not affect existing residential outlook across the railway (as this relationship already exists) and is mitigated by their replacement with 236 trees;
- A s.106 contribution of £79,058 towards tree replacement and qualitative improvements to Redbridge Wharf Park with the Council's Landscape and Development Manager responsible for using these funds; and
- A s.106 contribution of £161,400 towards off-site open space and green infrastructure improvements within the wider Redbridge Ward with the Council's Landscape and Development Manager responsible for using these funds.

8.0 Conclusion

It is recommended that the Panel delegate this application to the Service Lead – Infrastructure, Planning and Development to grant conditional planning permission following the completion of the s.106 legal agreement as set out above.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1 a/b/c/d, 2 b/d/f, 4 f/g/k and 6 a/b

SH2 for 01/08/2017 PROW Panel

PLANNING CONDITIONS to include:

1.Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no 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).

2.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.

3.Open Space – Continuous Public Use

The Redbridge Wharf Park shall be kept open for public use, with full access, throughout the construction phase.

Reason:

To ensure that the existing users of the Park are not affected during the construction phase.

4.Boundary Treatment

Before the commencement of the development hereby approved further details of boundary treatments to the Park's northern boundary with railway land shall be submitted to and approved in writing by the Local Planning Authority. The agreed boundary enclosure details shall be subsequently erected before the sidings are first used for their intended purpose and shall thereafter be retained as approved.

Reason:

In the interests of the visual amenities of the area.

5.Arbicultural Method Statement (Pre-Commencement Condition)

No operation in connection with the development hereby permitted shall commence on site until a site specific Arbicultural Method Statement in respect of the protection of the trees during all aspects of work on site is submitted and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works on site. The Method Statement will include the following:

1. A specification for the location and erection of protective fencing around all vegetation to be retained
2. Specification for the installation of any additional root protection measures
3. Specification for the removal of any built structures, including hard surfacing, within protective fencing areas.
4. Specification for the construction of hard surfaces where they impinge on tree roots
5. The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)
6. An arbicultural management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arbicultural works and protection measures.
7. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

Reason:

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

6.Vegetation retention and protection (Pre-Commencement)

No development, including site works of any description, shall take place on the site unless and until all the existing trees, bushes, shrubs, and hedgerows to be retained on the site have been protected by a fence to be approved in writing by the Local Planning Authority erected around each area of vegetation at a radius from the stem or stems at a distance calculated in line with BS5837:2012 Trees in relation to design, demolition & construction

or such other distance as may be agreed in writing by the Local Planning Authority. Within the area so fenced off the existing ground levels shall be neither raised nor 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. No excavations or other operations including vehicle or pedestrian movements will take place within the fenced off area until and unless explicit written permission is agreed in advance.

Reason:

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

7. Protection of nesting birds (Performance)

No clearance of vegetation likely to support nesting birds shall take place between 1 March and 31 August unless a method statement has been agreed in writing by the Local Planning Authority and works implemented in accordance with the agreed details.

Reason:

For the safeguarding of species protected by The Wildlife & Countryside Act 1981 (as amended) and the conservation of biodiversity

8. Natural England – Piling

No percussive piling or works with heavy machinery (ie. plant resulting in a noise level in excess of 69dbAmax – measured at the sensitive receptor) is to be undertaken during the bird overwintering period (ie. October to March inclusive)

Reason:

To protect the Special Protection Area and its supporting habitat

9. Ecological Mitigation Plan

The development shall be carried out in accordance with the recommendations of the Geoffrey Osborne Ltd. Ecological Mitigation Plan (January 2016).

Reason:

To protect the Special Protection Area and its supporting habitat and to ensure that the construction phase adequately mitigates its direct impacts upon local ecology

10. Lighting

A written lighting scheme including light scatter diagram with relevant contours shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of the external lighting scheme. The scheme must demonstrate compliance with table 1 "Obtrusive Light Limitations for Exterior Lighting Installations", by the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light 2005. The installation must be maintained in accordance with the agreed written scheme.

Reason:

To protect the amenities of the occupiers of existing nearby residential properties and to ensure that impacts upon local biodiversity is acceptable.

11. Construction Management Plan (Pre-Commencement)

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

- (a) parking of vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials, including cement mixing and washings, used in constructing the development;

- (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- (e) measures to be used for the suppression of dust and dirt throughout the course of construction;
- (f) details of construction vehicles wheel cleaning;
- (g) details of how noise emanating from the site during construction will be mitigated; and
- (h) a method statement for how the sidings will be delivered and laid including a scheme of measures to reduce impacts upon existing residential neighbours, particularly during night time working.

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

Reason:

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

12.Archaeological watching brief investigation [Pre-Commencement Condition]

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

Reason:

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

13.Archaeological watching brief work programme [Performance Condition]

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

Reason:

To ensure that the archaeological investigation is completed

14.Unsuspected Contamination (Performance)

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

Reason:

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

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

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

| | |
|------------------|----------------------|
| Monday to Friday | 08:00 to 18:00 hours |
| Saturdays | 09:00 to 13:00 hours |

And at no time on Sundays and recognised public holidays.

Any works outside the permitted hours shall be confined to 2 weekends (ie.Sat/Sun) only where 24 hour/day works are permitted following notification by the applicant to the Council's

Planning Department, Redbridge Ward Cllrs and residents living within 100 metres of the application site.

Reason: To protect the amenities of the occupiers of existing nearby residential properties and to enable works to take place outside of peak passenger times.

Note to Applicant: Southern Water informative

You are advised to review the response from Southern Water dated 12th March 2015 to this application. Further advice can be obtained from Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW – T.0330 303 0119.

POLICY CONTEXT

Core Strategy - (as amended 2015)

| | |
|------|--|
| CS6 | Economic Growth |
| CS9 | Port of Southampton |
| CS13 | Fundamentals of Design |
| CS14 | Historic Environment |
| 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 – (as amended 2015)

| | |
|-------|---------------------------------------|
| SDP1 | Quality of Development |
| SDP4 | Development Access |
| SDP5 | Parking |
| SDP11 | Accessibility & Movement |
| SDP12 | Landscape & Biodiversity |
| SDP13 | Resource Conservation |
| SDP16 | Noise |
| SDP17 | Lighting |
| SDP22 | Contaminated Land |
| NE4 | Protected Species |
| NE6 | Protection / Improvement of Character |
| NE7 | Rail Corridor |
| HE6 | Archaeological Remains |
| CLT3 | Protection of Open Spaces |
| TI2 | Vehicular Access |

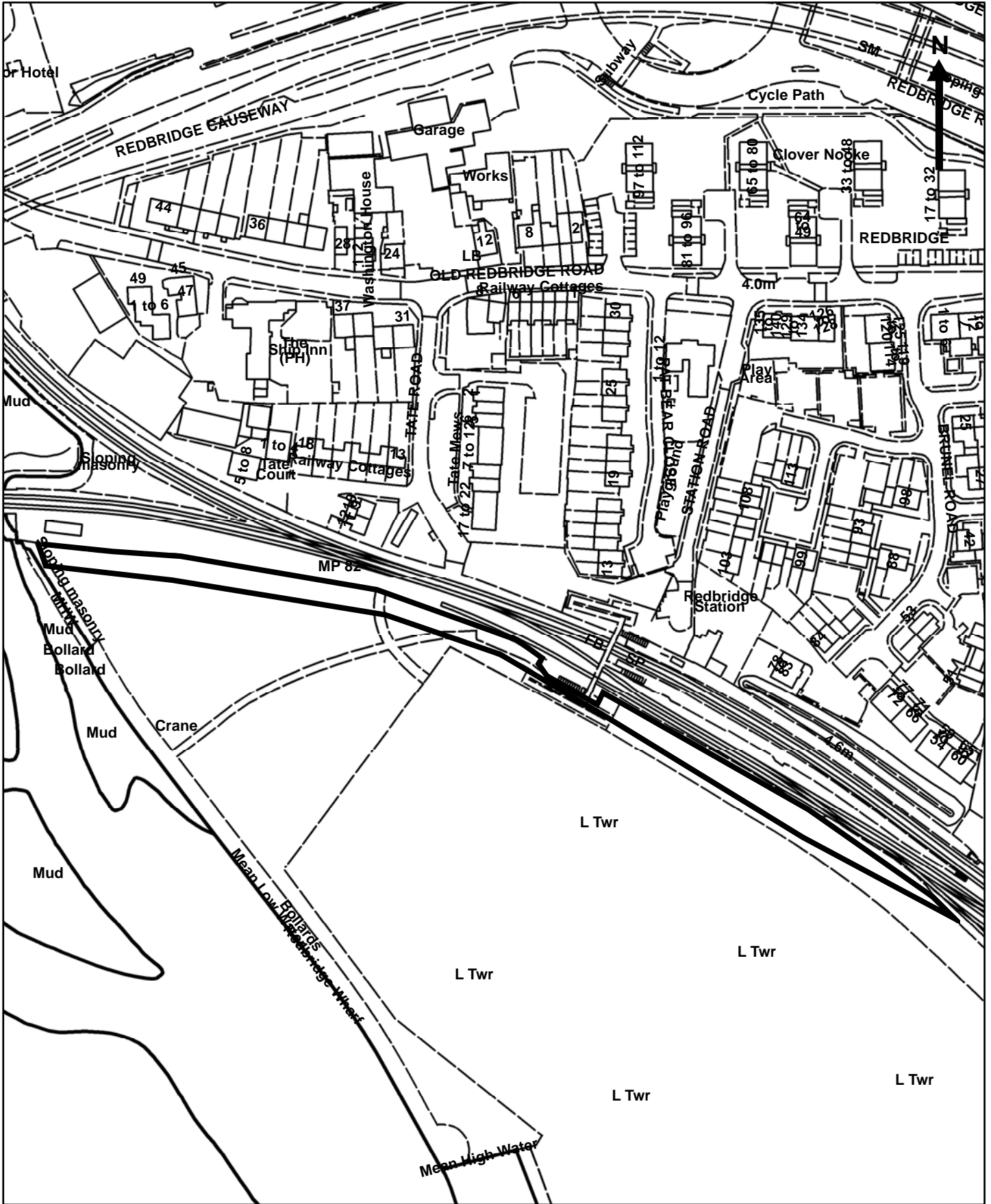
Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

15/00306/FUL



Scale: 1:2,000

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Agenda Item 6

Planning and Rights of Way Panel 1st August 2017
Planning Application Report of the Service Lead - Infrastructure, Planning and Development

| | | | |
|---|---------------------------------------|-----------------------------|--------------------------------|
| Application address: Land to rear of The Broadway, Portswood Road, Southampton | | | |
| Proposed development: Redevelopment of the site. Erection of a part 2-storey, part 4-storey building to contain 43 units of student accommodation with communal facilities and cycle/refuse storage | | | |
| Application number | 17/00325/FUL | Application type | FUL |
| Case officer | Anna Lee | Public speaking time | 15 minutes |
| Last date for determination: | 08.08.2017 (Extension of Time Agreed) | Ward | Goadsby Planning & Environment |

| | | | |
|-----------------------------------|---|-------------------------|---|
| Reason for Panel Referral: | Councillor referral and a Major Development with 5 or more objections | Ward Councillors | Cllr Claisse Cllr O'Neill Cllr Savage |
| Referred to Panel by: | Cllr Claisse, Cllr Savage and Cllr O'Neill | Reason: | Overdevelopment, poor design, impact of residential amenity, inadequate access, no on-site management, fire hazard and insufficient parking |

| | |
|---|--|
| Applicant: Lainston Broadway LLP | Agent: Goadsby Planning & Environment |
|---|--|

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

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

Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including impact on neighbouring amenity, design, character and highway safety 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 as set out in the report to the Planning & Rights of Way Panel on 1st August 2017. The scheme is judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the

National Planning Policy Framework (2012). “Saved” Policies – SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, HE6, H1, H2, H3, H7, H13 and REI5 of the Local Development Framework Core Strategy Development Plan Document (March 2015)

Policies - CS4, CS5, CS6, CS11, CS13, CS15, CS16, CS18, CS19, CS20, CS22 and CS25 of the City of Southampton Local Plan Review (March 2015) and as supported by the adopted Residential Design Guide SPD (2006).

| | |
|--------------------------|---------------------------|
| Appendix attached | |
| 1 | Development Plan Policies |

Recommendation in Full

1. Delegate to the Service Lead - Infrastructure, Planning and Development to grant planning permission, subject to the planning conditions recommended at the end of this report and 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, including any necessary Traffic Regulation Orders to facilitate any changes, in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - ii. In lieu of an affordable housing contribution from the student residential block an undertaking by the developer that only students in full time higher education be permitted to occupy the identified blocks and that the provider is a member of the Southampton Accreditation Scheme for Student Housing (SASSH) (or equivalent) in accordance with Local Plan Policy H13(v);
 - iii. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, both during and post construction, in accordance with Policies CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - iv. Submission of a highway condition survey to ensure that any damage to the adjacent highway network attributable to the construction process is repaired by the developer;
 - v. Restrictions to prevent future occupiers benefitting from parking permits in surrounding streets;
 - vi. Financial contribution towards a consultation exercise to assess whether there is a demand for a Residents Parking Scheme; and if appropriate, to ensure that the Residents Parking Scheme is implemented in full;
 - vii. Submission, approval and implementation of a ‘Student Intake Management Plan’ to regulate arrangements at the beginning and end of the academic year;
 - viii. Submission and implementation of a Construction Traffic Management Plan;
 - ix. Submission and implementation of a Servicing Management Plan;

- xi. Submission and implementation of a Travel Plan.
 - xii. Submission, approval and implementation of a CCTV network that can be linked into and/or accessed by the Council and its partners, with contributions towards community safety associated with the needs of the late night commercial uses;
 - xii. Financial contributions towards Solent Disturbance Mitigation in accordance with policy CS22 (as amended 2015) of the Core Strategy and the Conservation of Habitats and Species Regulations 2010; and
 - xiii. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013).
2. In the event that the legal agreement is not completed within three months of the decision of the Planning and Rights of Way Panel, the Service Lead - Infrastructure, Planning and Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
 3. That the Service Lead - Infrastructure, Planning and Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

1.0 The site and its context

- 1.1 The site holds a backland location behind Portswood Road, Tennyson Road and Westridge Road and lies within the defined Portswood District Centre. Currently the site houses a large vacant laundry warehouse, comprised of brick and tiles which varies in height, occupies the majority of the site. The sole access to the development is via an access way between 1 The Broadway and the Victory Club. Other than the adjacent shops and Victory Club the area to the rear is residential in nature.
- 1.2 The site is generally level with a slight slope to the rear. However, at the rear boundary the land slopes down adjacent to Tennyson Road where the properties are at a lower level. There is an access way from Westridge Road that serves the existing properties on Portswood Road. This access does not form part of the application site, and the same is true of the two footways to the rear of Tennyson Road. The neighbouring properties abut the site in a close-knit pattern of development characteristic of a district centre. The building to the south (The Victory Centre) is an attractive locally listed art deco building and the Russell Place conservation area sits behind the Portswood Road frontage on the opposite side of Portswood Road.

2.0 Proposal

- 2.1 The proposal seeks to redevelop the site for student housing. The scheme proposes 43 self-contained units accessed via Portswood Road. The building height proposed is between two and four storeys with a modern design using the following materials; brick cladding (brick slips) for the lower parts, timber look cladding to the stair cores and corners and the upper parts are to be clad using

a pattern of matt colours. The development would comprise one building, with two main parts labelled block 1 and 2. The building would be four storey adjacent to the Victory Club (block 1) and block 2 steps down to two storeys adjacent to the domestic scaled properties fronting Westridge Road and to the rear with Tennyson Road.

- 2.2 The current condition of the access way to the site is poor in terms of security and surfacing and the proposal seeks to improve it by resurfacing it with block paviours and adding street lighting to create a more attractive entrance for the development. An entrance pavilion has been proposed, which will add to the surveillance of the site. The refuse and cycle storage is located to the rear of the properties on Portswood Road. In terms of setting around the building soft landscaping is proposed with brick paviour access ways to the two main entrances. The units are all self-contained with integral kitchen and bathroom facilities.
- 2.3 With respect to outlook, the scheme has been designed to reduce the impact on neighbouring occupiers by orienting windows away from the occupiers of Westridge Road, and all the windows that face Tennyson Road are hallway windows or secondary windows. A condition is included to obscured glaze these windows to prevent direct overlooking. On the second and third floors the windows do not face Tennyson Road. No amenity space is provided for the students nor is there any communal 'break out' space but the site is located close to a good selection of local facilities and public transport routes, and the site lies approximately 15 minutes' walk from Southampton Common and the University. No car parking is proposed for the residents due to the highly sustainable location and the landlocked nature of the site. Cycle storage is provided to encourage modes of sustainable travel.

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4.0 Relevant Planning History

- 4.1 The only relevant planning history for this site relates to an application in 1958 for the approval (ref 1140/20) of the rebuilding of the workshop on 14th October 1958.

5.0 Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and

nearby landowners, erecting a site notice (28.03.2017) and by posting an advertisement in the local press (31.03.2017). At the time of writing the report **18 representations** have been received from surrounding residents/businesses (including comments from all three Ward Cllrs, the Portswood Central Residents' Association and Highfield Residents' Association). The following is a summary of the points raised:

5.2 The adjacent business owner at 1 The Broadway is concerned about the retention of the pedestrian access to service the business.

Response

The access is to remain open only for pedestrians as part of the proposal.

5.3 Concerned about construction damage and construction access.

Response

Any damage done to third party land is a civil matter, and with respect to the construction phase of the proposed development a construction management condition is recommended to prevent unnecessary disturbance to the wider vicinity and to prevent issues of highway safety.

5.4 Concerned about overlooking, overshadowing and loss of light.

Response

All new development will have an impact on neighbouring properties but whether or not the harm is sufficiently detrimental to warrant a reason for refusal has to be assessed against the individual merits of the scheme, including the existing site arrangement. See section 6 of this report for the officer's consideration.

5.5 A parking permit scheme should be requested as part of this application for the area with the developer paying the costs.

Response

A contribution to the consultation and implementation process (if there is suitable interest) has been included in the head of terms for the S106 legal agreement.

5.6 Portswood already has an excessive student population which has an impact on existing residents in terms of noise and disturbance as well as the mix and balance of the character of the area. The proposal will exacerbate these impacts significantly.

Response

Research carried out as part of other proposals show that the two universities together have an overall capacity of some 32,000 full-time students whereas the purpose built accommodation is only approximately 3,000 student rooms. Although there is a significant amount of development in the pipeline, the research indicates that there remains demand for well-located purpose built student accommodation within the city and student numbers are also likely to rise further: this proposal will contribute to meeting that need. The evidence isn't available to suggest that no further student housing is needed.

Saved policy H13 of the Local Plan Review guides the location of student accommodation to locations that are easily accessible to the educational establishments by foot, cycle or public transport. It states that development by private sector providers will only be permitted where suitably located and where an assessment of need has been adequately presented. Currently, it is recognised that since the site is 15-20 minutes walking distance from the University of Southampton and 30 minutes from the Solent University but with

good accessibility to the Uni Link Bus stops, the proposal would fulfil this aim. As the site lies within the District Centre, with its shops and facilities and public transport links to the city centre, occupiers can avoid quieter residential streets on their return from a night out. A student management plan supports the application for the student population, which should assist in any direct local impacts. Finally, one of the drivers by the city in the support of purpose built housing is to release the family housing stock currently occupied by HMOs. This application can also assist with this aim.

5.7 Impact on the street scene due to the height of the proposed development.

Response

The adjacent locally listed property, the Victory Club, is a relatively tall building at 35 metres high and this proposal would be lower in height (31 metres high), but the four storey element would be just visible over the properties at Portswood Road. It is judged to be an acceptable height for this part of the city as agreed by the Council's City Design Officer.

5.8 The proposal is designed with insufficient car parking. The development would therefore lead to overspill car parking on the surrounding streets exacerbating existing parking pressures experienced by residents.

Response

The proposal has zero parking for the students. Portswood Road is protected by traffic restrictions to prevent long stay parking but there are unrestricted streets in the locality. The nearest controlled parking zone affects Brookvale Road to the north. Whilst it is acknowledged that some students will bring their cars to University this number is likely to be small and as parking on site is impossible it becomes a less attractive option. As part of the section 106 agreement, future occupants of the development would be restricted from obtaining parking permits in nearby (and future) controlled roads. As such, the development is unlikely to result in significant overspill car parking on the surrounding streets.

5.9 Concern with the lack on on-site management.

Response

The application submission sets out that there would be a manager available during working hours Monday to Friday and out of hours there is an emergency contact number which will be manned 24 hours a day. The applicants also propose to sign up to the Southampton Accreditation Scheme for Student Housing (SASSH) or similar. This is proposed to be secured through the section 106 legal agreement.

5.10 Concern with the practicality of drop-off and collection arrangements for new students and that insufficient car parking on site will result in further on-street car parking pressures within the vicinity of the site.

Response

The application is supported by a Student Intake Management Plan, which sets out how the arrivals and departures of students will be managed. A layby is proposed as part of the S106 legal agreement highway works to allow for students to be dropped off and picked up via time slots within the parking bay. The implementation of this management plan is proposed to be secured through the section 106 legal agreement (see recommendation vii above).

5.11 Fire hazard due to the access.

Response

The access width is more than 3.1 metres wide which is the narrowest width that a fire engine can access, therefore the Fire Services could access the development. This issue would be fully assessed at the Building Regulations stage but the design is, in principle, compliant.

5.12 **Impact on the character of the area and existing neighbouring occupiers in terms of overlooking.**

Response

The application has been assessed as acceptable to local context and in terms of the impact on neighbouring occupiers for the reasons set out in the Planning Considerations section of this report. A lot of care has been taken to design the location of habitable room windows so as to protect existing residential amenity.

5.13 **Concern over noise**

Response

Environmental Health have been notified of this application and no objection has been received on these grounds. There is no evidence to suggest that this residential scheme will exhibit unusually harmful noise levels and if it did there are other enforcement powers that can be called upon to deal with this unreasonable behaviour.

5.14 **Consultation Responses**

5.15 **SCC Highway Development Management: No objection**

The proposal is acceptable in terms of providing zero car parking, the scheme has been amended to remove the one parking space that was proposed within the access way which is positive to prevent obstruction. A layby is proposed to be utilised during student drop off and pick up times and for deliveries to the site during normal periods. A condition which requires the installation of removable bollards to remove the chance of casual parking occurring within the access way is proposed. The bin stores need to be suitably designed to accommodate euro bins, the two tier cycle parking is acceptable. Subject to conditions securing the above no objection is raised.

5.16 **SCC Sustainability Team – No objection** Subject to the imposition of conditions securing BREEAM 'Excellent'.

5.17 **SCC Ecologist – No objection**

The site consists of a building and an area of hard standing which have negligible biodiversity value.

The building is in good condition and lacks opportunities for bat access. In addition, there is little suitable foraging habitat therefore the Council's Ecologist is of the view that there is a negligible likelihood of bat roosts being present and therefore no objection is raised to the proposed development.

5.18 **SCC Archaeology: No objection**

The site is in a Local Area of Archaeological Potential, as defined in the Southampton Local Plan and Core Strategy -- LAAP 16 (The Rest of Southampton). The site is shown as parkland on the 1846 map of Southampton. Previous maps, though lacking detail, show the area as probable cultivated land. Archaeological excavations at the former Wickes site (SOU 1518, about 300m to the SSW) revealed evidence of Roman and earlier occupation, and there is

substantial evidence of Roman occupation from the area of St Denys. However, there has been very little archaeological work in the immediate vicinity of the site. Such remains, if present on the site, would be undesignated heritage assets under the National Planning Policy Framework.

Development here threatens to damage archaeological deposits, and an archaeological investigation will be needed to mitigate this. This will take the form of an archaeological evaluation excavation with further archaeological fieldwork as necessary. There are no objections subject to conditions on archaeology.

5.19 **SCC Environmental Health (Contaminated Land): No objection**
No objection subject to conditions to secure a contaminated land assessment and any required remediation measures.

5.20 **SCC Environmental Health (Pollution & Safety) – No objection** subject to conditions securing, a construction environment management plan, no bonfires (not secured as can be dealt with under separate legislation) demolition suppression and working hours.

5.21 **SCC Design – No objection**
The height of the scheme is acceptable and the Design Officer is pleased with the random panel approach to the upper floor cladding but is not keen on the 'pink' colour indicatively shown on the drawings. In the pre-application submission the proposal showed metal cladding and the design officer prefers that this material is used rather than use that now proposed.

Officer comment – the materials for the proposed development will be secured via condition so changes to type and colour of materials could be made at that stage.

5.22 **SCC Flooding Team – No objection** The proposed development introduces a reduction in the impermeable area on the site compared to existing which will provide a reduction in the peak flow rate and volume of runoff from the site. A surface water drainage strategy has not been submitted but the green space factor document details the use of permeable paving on the site which is an acceptable form of SuDS. However, there is a lack of information regarding the existing and proposed peak discharge rates, proposed discharge method, detailed design of the drainage system and proposed management and maintenance plan. Therefore further design details will be required in the form of a condition.

5.23 **Southern Water – No objection.**
Suggests a condition to secure measures to protect the public sewer during development and to secure details of the means of foul and surface water disposal.

5.24 **City of Southampton Society (CoSS)– Objection**
CoSS applaud the idea of bringing this neglected and isolated site back into productive use. However the main concern involves access to the site, particularly when students arrive/depart at the start/end of the academic year. The narrow driveway only allows one vehicle at a time, which would then have to reverse out onto The Broadway. Similarly emergency vehicles do not have

direct access to the building which would be a real problem in the event of fire. A redesign of the site could provide vehicular access with space to turn around and leave in a forward direction. This would also give access to emergency vehicles.

6.0 Planning Consideration Key Issues

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

- Principle of development;
- Design;
- amenity;
- Highway Safety and Parking;
- Landscaping; and
- Development Mitigation

6.2 Principle of development

The site lies within an area of mixed use with residential and commercial uses within Portswood District Centre (with good links to the University). The City has a housing need. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the City between 2006 and 2026. CS16 of the Core Strategy confirms that 'in response to concern about the concentration of student accommodation within parts of the city, the Council will work in partnership with universities and developers to assist in the provision of suitable, affordable accommodation for students to relieve the pressure on housing markets'. This policy confirms the Council's dual approach of delivering purpose built student accommodation whilst simultaneously managing the conversion of existing family housing to HMOs to relieve the pressure on local markets. Since the application proposes purpose-built accommodation for students, it would be consistent with this approach. In addition to this, 'saved' Local Plan Policy H13 supports the delivery of student accommodation in locations accessible to the Universities and where there is an identified need. The location of the site is within the Portswood District Centre and within walking distance from the University of Southampton and close to excellent transport links to the Solent University. Therefore, the location is appropriate for student accommodation.

6.2.1 This is a high density scheme (382dph dwellings per hectare), Core Strategy Policy CS5 recommends high densities (over 100dph) should be limited to the most accessible areas, namely the city centre, areas close to and within Shirley Town Centre and the district centres. The application site is within Portswood District Centre and the public transport corridor of Portswood Road therefore complying with this policy. A higher density development is considered to be acceptable in this location as it would result in making efficient and effective use of previously developed land in a sustainable location as recommended in NPPF and local planning policies. A lower density could be secured with larger flats or family housing, but single person student housing inevitably yields a high(er) density and this isn't deemed to be a suitably attractive location to encourage family housing. The NPPF introduces a presumption in favour of sustainable housing development and the use of previously developed land. Therefore the principle of a mixed use redevelopment is generally supported if it is agreed that it meets design and environmental policies as discussed further in this report.

- 6.2.2 Currently the site is vacant and, therefore, due to its sustainable location and brownfield sites status, bringing this site back into use is a positive approach. In addition to this, the proposed use of the site is the most suitable use that could be provided given the constraints. Open market units would attract occupiers with cars and the requirement for amenity space for these units could result in balconies and a higher density scheme causing more harm. Therefore, on balance it is considered that a student scheme is the best solution, in principle, that could be brought forward for this site.

6.3 Design

The design and materials chosen for the scheme are acceptable as a brick slips and cladding are preferred in this location. The modern nature of the development due to its flat roofed design reduces the height so it appears subordinate to the main buildings on the street frontages; albeit the fourth floor will be visible but only from certain viewpoints. The scheme has been designed around the massing of the existing building and is lower or the same height at many points except for the four storey element. The development at the rear would create a significant improvement to the current condition of the site where the site is dilapidated and vacant. The plans demonstrate that the accommodation provided allows all rooms to have an outlook and adequate light with access to the shared facilities including the cycle and refuse storage provided. No private amenity space is provided for the units but due to the end user, and the sites proximity to the District Centre and the Common the lack of amenity space is accepted. Furthermore, the Council has previously accepted reduced amenity standards for students as they often have access to the University's amenity and sports facilities. Defensible space is proposed to provide a sense of separation at the ground floor to prevent direct overlooking when occupiers access the units or the on-site facilities. In summary, the development has been designed to take into consideration the context within which it is set, including the setting of the neighbouring locally listed building. The City Design Officer supports the scheme and the design is considered to achieve the requirements of LDF Policy CS13.

6.4 Amenity

The scheme has been designed to address concerns previously raised during the pre-application stage relating to height and privacy, by reducing the height of the scheme in close proximity to the two storey neighbouring properties. The flat roofed design proposed reduces the impact, and the reduction in height to two storey adjacent to the Westridge Road/Tennyson Road, and most of the Portswood Road boundary, is the correct design response. The four storey element adjacent to the Victory is acceptable as it is located away from the two storey properties adjacent.

- 6.4.1 The nearest property on Portswood Road and the site is no 1 The Broadway and is 7.5 metres away. There are windows on the proposed elevation fronting the property but they are secondary windows which will be secured as obscured glazed by condition at first floor. The distance from the properties at Portswood Road/Broadway vary in distance between 14 metres to 23 metres. It is noted that the privacy distance is less than the guidance of 21 metres at two storey, and 35 metres at four storey, but because of the existing nature of the site in terms of the existing outlook the proposal is acceptable. It is noted that there are not many

windows at first floor to the rear of the Broadway/Portswood Road and no neighbours within these streets have objected on these grounds.

6.4.2 With respect to the distance with the two properties at 105 and 107 Westridge Road the distance between the proposed and existing neighbouring elevation is 10 metres, which is less than the guidance but the outlook is better than the existing (due to the flat roof design) and orientation of the windows which face away so there is no direct overlooking into these properties. The height of the proposal adjacent to Westridge Road is approximately 6.5 metres when the tallest part of the existing building is 8.5 metres as well as spanning the full width of the site with a pitched roof. The four storey element is approximately 44 metres away from Westridge Road, which is in line with guidance. Therefore, the scheme is a significant betterment in terms of outlook and once again none of the neighbours from these properties have objected to the scheme. The removal of the existing, redundant unlisted building will improve residential amenity and the new scheme provides an attractive replacement.

6.4.3 With respect to the properties along Tennyson Road there would be no direct overlooking as an obscured glazed condition is proposed to affected windows. The outlook would be similar as the height would remain the same for part of the elevation nearest Westridge Road. The height would reduce from approximately 8 metres to 6.5 metres proposed. The four storey element is about 21 metres away from the rear of the properties at Tennyson Road. The proposal is stepped away from the boundary but would still be in close proximity ranging from 10-12 metres away from the rear elevation of the properties in Tennyson Road. Once again the harm has been reduced in terms of the built form but the outlook from these properties would be still altered by a development. A concern with respect to privacy has been raised by a neighbour in Tennyson Road but the inclusion of a condition requiring the windows be obscured glazed seeks to address this concern. The scheme has therefore been assessed as compliant with Local Plan Policy SDP1(i) as it relates to existing neighbouring amenity.

6.5 Highway Safety and Parking

Saved policy SDP5 of the Local Plan confirms that the provision of car parking is a key determinant in the mode of travel. The adopted Development Plan seeks to reduce the reliance on the private car for travel and instead promotes more sustainable modes of travel such as public transport, walking and cycling. The site lies within a highly accessible location and therefore zero parking is accepted, particularly given the end use for student housing. The same conclusion would be difficult to reach for an open market flatted scheme, despite the District Centre location.

6.5.1 The proposed layby (secured through the s.106 process) would essentially serve the moving in and out of students and deliveries to the site and other shops in the vicinity. As set out above, the section 106 agreement will secure additional on-street car parking controls, subject to community consultation, and car parking permits would not be generally available to residents of this development. The accessible nature of the site coupled with no car parking will meet the aim for sustainable patterns of development, as required by the Council's adopted policies. Furthermore, the controls on local parking, secured by the section 106 agreement will prevent significant over-spill parking on surrounding streets that may, otherwise, be harmful to residential amenity.

6.6 Landscaping

The existing building covers the whole site so there is no landscaping on site; so any proposal for landscaping would be an improvement to the existing site. Therefore, a landscaping condition is suggested to secure the communal areas around the building to prevent insufficient landscaping and boundary treatment from being provided prior to occupation. The scheme will bring betterment and improve the area around the building and reduce the harsh appearance of the existing site.

6.7 Development Mitigation

As with all major development the application needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013). Given the wide ranging impacts associated with a development of this scale, an extensive package of contributions and obligations is proposed as part of the application. The main area of contribution for this development, in order to mitigate against its wider impact, is for highway works including the new layby. In terms of highway contributions, contributions to improve cycle facilities in the near vicinity of the site to enhance cycle safety, but also to provide improved connectivity to the local university campuses, and local facilities. Residents of this scheme will be dependent on sustainable transport modes, walking, cycling and public transport. In addition the scheme triggers the Community Infrastructure Levy (CIL) and affordable housing is not triggered, providing occupation is restricted to full time students.

6.7.1 The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds, and the Solent Maritime SAC, designated principally for habitats. Research undertaken across south Hampshire has indicated that current levels of recreational activity are having significant adverse effects on certain bird species for which the sites are designated. A mitigation scheme, known as the Solent Disturbance Mitigation Project (SDMP), requiring a financial contribution of £181 per unit has been adopted. The amount is slightly altered as the scheme is for students who are less likely to have a car or the need to walk a dog in these sensitive locations. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity. When the legal agreement is signed and actioned this application will have complied with the requirements of the SDMP and met the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

7.0 Summary

7.1 Overall the scheme is acceptable and the level of development proposed will not

result in an adverse impact on the amenities enjoyed by surrounding occupiers or the character and appearance of the area. The proposed layout and density provides an acceptable residential environment for future occupiers. The proposal is consistent with adopted local planning policies and the National Planning Policy Framework.

7.2 A suitable balance has been achieved between securing student housing and bringing a difficult brownfield site back into use whilst not detrimentally harming the residential amenity and highway safety.

8.0 Conclusion

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

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

1(a), 1(b), 1(c), 1(d), 2(b), 2(d), 4(f), 4(qq), 6(c), 7(a), 9(a), 9(b).

ARL for 01/08/2017 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition [Performance]

The development hereby permitted shall begin no 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. Obscure Glazing [Performance Condition]

All windows fronting Tennyson Road, located at first floor level and above and the windows at first floor and above fronting 1 the Broadway of the hereby approved development, shall be obscurely glazed and fixed shut up to a height of 1.7 metres from the internal floor level before the development is first occupied. The windows shall be thereafter retained in this manner.

Reason: To protect the amenity and privacy of the adjoining property.

03. Details of building materials to be used [Pre-Commencement Condition]

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were

discounted. If necessary this should include presenting alternatives on site. Development shall be implemented only in accordance with the agreed details.

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

04. Archaeological evaluation 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.

05. Archaeological evaluation 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.

06. Archaeological investigation (further works) [Performance Condition]

The Developer will secure the implementation of a programme of archaeological works in accordance with a written scheme of investigation which will be submitted to and approved by the Local Planning Authority.

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

07. Archaeological work programme (further works) [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.

08. Refuse management plan [Pre-Commencement Condition]

Prior to commencement a refuse management plan shall be submitted to and be agreed in writing by the Local Planning Authority which sets out refuse strategy for the movement of the euro refuse bins from the units to a collection point and back to the internal storage areas. The collection point should be within 10m of either the public highway or the route of the refuse vehicle. The approved refuse management plan shall be implemented and retain unless agreed otherwise by the Local Planning Authority.

Reason: In the interests of highway safety.

09. Refuse & Recycling (Performance)

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

Reason: In the interest of visual and residential amenity.

10. Cycle storage facilities [Pre-Commencement Condition]

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved.

Reason: To encourage cycling as an alternative form of transport.

11. Landscaping, lighting & means of enclosure detailed plan (Pre-Commencement)

Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, to include:

- i. proposed finished ground levels; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (lighting columns etc.);
- ii. planting plans; written specifications; schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise and agreed in advance);
- iv. details of any proposed boundary treatment, including low level boundary restrictions along the soft landscaped areas to prevent parking and;
- v. a landscape management scheme of all the landscaped areas within the site.

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

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

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

12. Removable Bollards [pre-commencement]

Prior to development commencing details of removable bollards to be constructed to prevent parking on the pedestrian access way into the site shall be submitted to and be agreed in writing with the Local Planning Authority. The works shall be implemented in accordance with the plans prior to occupation unless agreed otherwise in writing by the Local Planning. The removable bollards shall be retained in situ in perpetuity except when access is needed for servicing.

Reason: To prevent obstruction of the proposed pedestrian access.

13. Construction Management Plan [Pre-Commencement]

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction

Method Plan for the development. The Construction Management Plan shall include details of:

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

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

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

14. BREEAM Standards [Pre-Commencement Condition]

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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

15. BREEAM Standards [Performance Condition]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum Excellent against the BREEAM Standard in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

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

16. Sustainability statement implementation [Pre-Occupation Condition]

Prior to the first occupation of the development hereby granted consent, written documentary evidence proving that the development has implemented the approved sustainability measures as contained in the report Energy Statement dated 23/02/17 shall be submitted to the Local Planning Authority for its approval. Technologies that meet the agreed specifications must be retained thereafter.

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

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

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

1. A desk top study including;
 - historical and current sources of land contamination
 - results of a walk-over survey identifying any evidence of land contamination
 - identification of the potential contaminants associated with the above
 - an initial conceptual site model of the site indicating sources, pathways and receptors
 - a qualitative assessment of the likely risks
 - any requirements for exploratory investigations.
2. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
3. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scene of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

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

18. Use of uncontaminated soils and fill [Performance]

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

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

19. Unsuspected Contamination [Performance]

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

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

20. Noise & Vibration [external noise sources] [Pre-Commencement]

Prior to the commencement of the development hereby approved, a scheme of measures to protect the occupiers of the development from external noise and vibration sources, shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented as approved before the development first comes into occupation and thereafter retained as approved.

Reason: To protect the occupiers of the development from excessive external noise.

21. Surface / foul water drainage [Pre-commencement]

No development approved by this permission shall commence until a scheme for the disposal of foul water and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason: To ensure satisfactory drainage provision for the area.

22. Sustainable Drainage [Pre-Commencement Condition].

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To seek suitable information on Sustainable urban Drainage Systems as required by government policy and Policy CS20 of the Southampton Core Strategy (Amended 2015).

23. Site Levels [pre-commencement]

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

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

24. 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.

25. Approved Plans [Performance Condition]

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.

26. Student Management Plan (SMP)

A Student Management Plan shall be agreed in writing by the LPA prior to the first occupation of the development. It will include, for instance, details on-site management and out of hours arrangements for managing issues arising at the building. The agreed SMP shall be implemented for the lifetime of the development

Note to Applicant

Public Sewerage system and water supply

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

The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. The applicant/developer should contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

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

Note to applicant: In accordance with para 9.2.3 of the Residential Design Guide (September 2006): if this development involves new dwellings, the applicant is liable for the supply of refuse bins, and should contact SCC refuse team at Waste.management@southampton.gov.uk at least 8 weeks prior to occupation of the development to discuss requirements.

Community Infrastructure Liability (Approval)

You are advised that the development appears liable to pay the Community Infrastructure Levy (CIL). Please ensure that you assume CIL liability prior to the commencement of the development (including any demolition works) otherwise a number of consequences could

arise. For further information please refer to the CIL pages on the Council's website at: <http://www.southampton.gov.uk/planning/community-infrastructure-levy/default.aspx> or contact the Council's CIL Officer.

S106 Legal Agreement

Please note that a Section 106 agreement has been completed in relation to this site which should be read in conjunction with this planning consent. A full copy of the Section 106 Agreement is available to view on Public Access via the Southampton City Council website.

POLICY CONTEXT

Core Strategy - (January 2010)

| | |
|------|--|
| CS4 | Housing Delivery |
| CS5 | Housing Density |
| CS6 | Economic Growth |
| CS11 | An Educated City |
| CS13 | Fundamentals of Design |
| CS15 | Affordable Housing |
| CS16 | Housing Mix and Type |
| CS18 | Transport: Reduce-Manage-Invest |
| CS19 | Car & Cycle Parking |
| CS20 | Tackling and Adapting to Climate Change |
| CS22 | Promoting Biodiversity and Protecting Habitats |
| CS25 | The Delivery of Infrastructure and Developer Contributions |

City of Southampton Local Plan Review – (March 2006)

| | |
|-------|-----------------------------|
| SDP1 | Quality of Development |
| SDP4 | Development Access |
| SDP5 | Parking |
| SDP6 | Urban Design Principles |
| SDP7 | Urban Design Context |
| SDP8 | Urban Form and Public Space |
| SDP9 | Scale, Massing & Appearance |
| SDP10 | Safety & Security |
| SDP11 | Accessibility & Movement |
| SDP12 | Landscape & Biodiversity |
| SDP13 | Resource Conservation |
| SDP14 | Renewable Energy |
| SDP16 | Noise |
| SDP17 | Lighting |
| SDP22 | Contaminated land |
| HE6 | Archaeological Remains |
| H1 | Housing Supply |
| H2 | Previously Developed Land |
| H7 | The Residential Environment |
| H13 | New Student Accommodation |
| REI5 | District Centres |

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - September 2013)

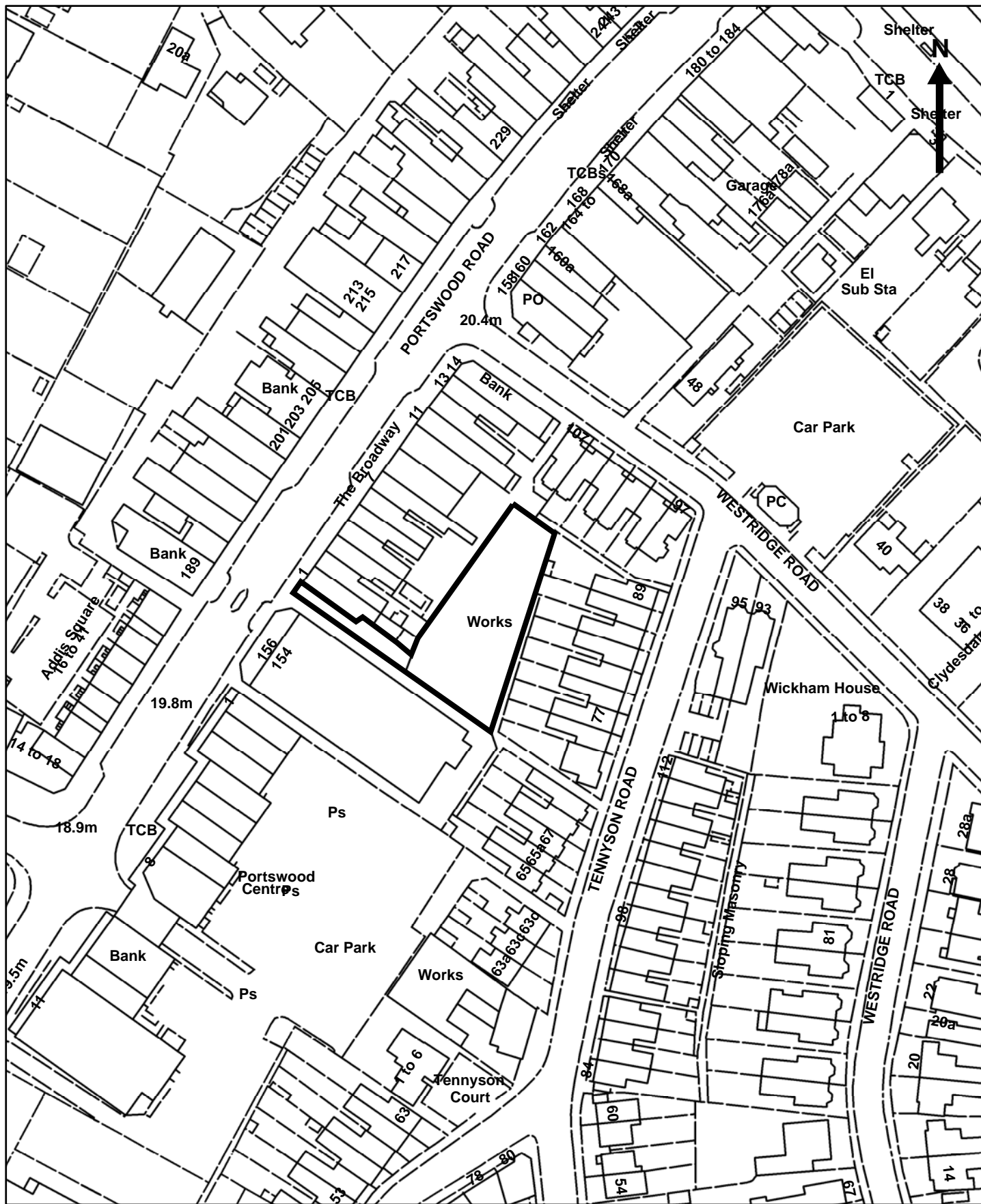
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

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Planning and Rights of Way Panel 01st August 2017
Planning Application Report of the Service Lead; Infrastructure, Planning and Development

| | | | |
|--|---|---|--|
| Application address: Rear of 65/67 Radstock Road | | | |
| Proposed development: Erection of a 2 storey, 3 bed detached house with associated car parking and refuse storage following demolition of existing garage. | | | |
| Application number: | 17/00583/FUL | Application type: | Minor |
| Case officer: | Andrew Gregory | Public speaking time: | 5 minutes |
| Last date for determination: | 05.07.2017 (Over) | Ward | Peartree |
| Reason for Panel Referral: | More than 5 objections received (including objection from Cllr Keogh) | Ward Councillors: | Councillor Lewzey Councillor Houghton Councillor Keogh |
| Applicant: Swift House LTD | | Agent: Austin Design Partnership Ltd | |
| Recommendation Summary | | Delegate conditional approval to the Service Lead – Infrastructure, Planning and Development. | |

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

Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The development will not adversely harm the character and appearance of the area or the residential amenities of neighbouring occupiers.

The development is materially different to the previous refusal of planning permission for a 3-bed dwelling house on land to the rear of 65 Radstock Road (LPA Ref 14/01598/FUL) which was subsequently dismissed on appeal. The development now incorporates land to the rear of both 65 and 67 Radstock road to provide a larger development plot which satisfies the Council's Residential Design Guidance in relation to site building coverage, garden sizes and building separation distances. Other material considerations have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus

planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP4, SDP5, SDP7, SDP9, SDP12 and H1 of the City of Southampton Local Plan Review (2015) and CS4, CS5, CS13, CS16, CS19 and CS20 of the Local Development Framework Core Strategy Development Plan Document (2015)

| Appendix attached | | | |
|--------------------------|----------------------------|---|-----------------|
| 1 | Development Plan Policies | 2 | Appeal Decision |
| 3 | Planning History and Plans | | |

Recommendation in Full

1. Delegate to the Service Lead to grant planning permission subject to the planning conditions recommended at the end of this report and to secure a financial contribution (or alternative) towards Solent Disturbance Mitigation Project to mitigate against the pressure on European designated nature conservation sites in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
2. That the Planning and Development Manager be given delegated powers to add, vary and /or delete conditions as necessary and to refuse permission should the Solent Disturbance Mitigation Project payment not be made.

1. The site and its context

1.1 This application site forms part of the rear gardens 65 and 67 Radstock Road which comprise semi-detached dwelling houses with long elongated plots. The site is located at the corner of Radstock Road and Bishops Road with an existing bus stop and shelter located adjacent to the western site boundary. A garage is located at the rear of 65 Radstock Road with gated dropped kerb access onto Bishops Road. The western site boundary comprises a 1.8m height brick wall and boarded fencing has been erected to sub-divide the rear garden of 65 Radstock Road.

1.2 The local area is mainly characterised by 2 storey dwellings with a varied style. A residential garage block is located on the opposite side of Bishops Road. There is a recent infill development fronting Millais Road to the rear of 85 Radstock Road.

2. Proposal

2.1 The application proposes to sub-divide the rear gardens of 65 and 67 Radstock Road to provide a new residential plot accommodating a detached 3-bed two-storey dwelling house. Two car parking spaces would be provided to the front of the property with access taken from Bishops Road via the existing drop kerb access which is proposed to be extended.

2.2 The property would be provided with a side and rear garden with a combined area of 130 sqm. The side garden would be enclosed to the street by the existing 1.8m height boundary wall, the wall would be lowered to a height of 1m to the front of the dwelling. The property has a pitched roof form which incorporates a chimney. The elevations are shown to be finished in a mix of face brickwork and render.

3 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4 Relevant Planning History

- 4.1 In 2014 planning permission was refused for the erection of a detached 3-bed dwelling house to the rear of 65 Radstock Road (planning application reference 14/01598/FUL). The application was refused on the grounds of overdevelopment and poor design, insufficient garden size and because of insufficient separation was provided from neighbouring windows and gardens.
- 4.2 A subsequent appeal decision upheld the Council’s decision to refuse planning permission (Appeal Decision Ref APP/D1780/W/15/3039086). The appeal Inspector agreed the proposal would be out of keeping, giving the appearance of being shoe-horned into an area of existing garden land that is too small to satisfactorily accommodate it, at odds with the suburban grain and character of the area. The Inspector considered the plot size and spatial separation to be less than that approved at the nearby development at the corner of Radstock Road / Millais Road. Furthermore the Inspector concluded that the proposal would harm the amenities of future occupiers and the occupiers of 65 and 67 Radstock Road by providing insufficient garden size and building separation distances leading to sense of enclosure and shadowing to neighbouring properties.
- 4.3 A copy of the appeal decision is attached as **Appendix 2**, and the plans associated with the previously refused scheme and decision notice are included as **Appendix 3**.
- 4.4 The key changes to the scheme since these changes are:-
- The site area has increased to 243sqm by also incorporating part of the rear garden of 67 Radstock Road;
 - Private amenity area has increased to 130sqm;
 - Building separation with 65/67 Radstock Road has increased to 12.5m
 - The proposed house is set further back from the back edge of pavement to respect the building line of 2 Bishops Road;
 - The proposed house is set further away from neighbouring gardens (5.7m from 69 Radstock Road and 4.5m from 65 Radstock Road); and
 - The proposed house now has a traditional design with a hipped roof form.

5 Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners and posting a site notice on 05/05/17. At the time of writing the report **25** representations have been received and objection from Cllr Keogh. The following is a summary of the relevant points raised:
- 5.2 ***The development is out of character with the properties in this area and***

therefore not in keeping with the existing housing stock.

Officer Response – The surrounding area includes housing of varying styles and is not homogenous in design terms. The proposed two-storey dwelling has a traditional design which is considered in keeping in terms of scale and appearance. The proposed site area is 243sqm and is comparable to neighbouring plot sizes (2 Bishops Road is 273sqm and 4 Bishops Road is 209 sqm).

- 5.3 The proposal incorporates private garden area of 130sqm which exceeds the minimum standard of 90sqm as required under policy CS16 and Section 02 of the Residential Design Guide. Furthermore the level of site coverage with buildings and hard surfacing amounts to less than 50% of the site area. It is acknowledged that the proposed plot does not have a long elongated shape, however the plot configuration is comparable to existing housing at the corner of Radstock Road and Millais Road. As such the amended proposal is not considered at odds with the spatial character of the area.

- 5.4 ***The development will overshadow number 2 Bishops Road and 65 Radstock Road. It will have a major impact on 65 and 67 Radstock Road through its size and bulk. It will have a significant impact on the light into the area***

Officer Response – The proposed dwelling is due south of the blank side gable of 2 Bishops Road and does not project beyond the rear building line of that property, as such the proposal will not lead to any harmful shadowing of 2 Bishops Road. There may be some limited shadowing of the lower part of the garden of no.69 during late afternoon but this limited shadowing will not have such a harmful impact on the amenities of no. 69 Radstock Road to substantiate a refusal, having regard to the large size of the neighbouring garden. Paragraph 3.3.17 of the BRE Daylight and Sunlight Guide recommends that for a neighbouring garden to receive adequate sun lighting throughout the year, at least half of the amenity area should receive at least 2 hours of sun on 21st March

- 5.5 The development achieves a 12.5m separation distance from the rear elevation of 65 and 67 Radstock Road and therefore compliant with design separation standards as set out within section 2 of the Residential Design Guide SPD. It is noted that the previously refused scheme achieved a lesser separation distance of 9.8m. The proposed building is located due north and set 4.5m from the rear gardens of 65-67 Radstock and therefore will not lead to harmful shadowing or sense of enclosure to those properties. Furthermore the proposal is located 5.7m from the garden of 69 Radstock Road and therefore the proposal will not appear unduly dominant or overbearing when viewed from the garden of no. 69

- 5.6 ***The development is too close to the bus stop and is most likely to worsen road safety in that area. The development is close to a local school and will increase the risk to children and parents walking to and from school.***

Officer Response – The extended access will not harmfully conflict with the adjacent bus stop and no objection has been raised by the Council's Highways Team. A condition is recommended to ensure 2m x 2m sightlines to ensure good visibility of pedestrians when vehicles egress the site.

- 5.7 ***The development is an example of garden grabbing in this area and this infilling is occurring on a scale that is undermining the quality of life for other residents.***

Officer Response – Development plan policies do not presume against delivery of windfall housing development on private residential gardens providing they do not harm the character and appearance of the area or the residential amenities of neighbouring occupiers. Residential gardens are no longer defined as previously

developed land giving greater weight to a character based assessment

5.8 The scale of the development is out of proportion to the site in which it will reside.

Officer Response – The dwelling to plot size ratio is comparable to the neighbouring sites and the proposed garden size exceeds the minimum requirements of the Residential Design Guide SPD.

5.9 The proposed development is positioned very close in proximity to 2 Bishops and would be out of proportion to the rest of the properties in Bishops Road. The site is very small and the large scale and mass of development gives the appearance of being “shoe horned onto the site

Officer Response – The proposal achieves 2.5m separation from 2 Bishops Road and 12.5m from the rear of 65/67 Bishops Road and, therefore, the proposal will not be out of keeping with the spatial character of the area. The dwelling to plot size ratio is comparable to the neighbouring sites already mentioned and is materially different to the previously refused scheme.

5.10 The amenity space for the proposed development is small and constrained and not suitable for family use. The leftover amenity space of 65 and 67 Radstock road will be unduly enclosed by the proximity of the new. Section 4.4.4 of the Residential Design Guide SPD suggests that all neighbouring dwellings should not be overlooked

Officer Response – The proposed garden has a side and rear part with a combined area of 130sqm. The rear part is 5.75m deep and 11.75m wide and is considered suitable for family use. The side garden will also be private because it is enclosed to Bishops Road by the existing tall boundary wall. The garden will received adequate sunlight throughout the course of the day.

5.11 The proposal has been amended to ensure that first-floor windows serving non-habitable rooms are obscure glazed to prevent overlooking of neighbouring gardens and this can be secured by condition

5.12 Polices in the Local Plan Review support the maximum use of derelict, vacant and underused land for residential development. Both 65 and 67 Radstock Road until recently were utilised gardens, this is a prime example of land grabbing for personal financial gain.

Officer Response – Development plan policies do not presume against delivery of windfall housing development on private residential gardens providing the development does not harm the character and appearance of the area or the residential amenities of neighbouring occupiers

5.13 The proposed development would not be classed as affordable and therefore does not meet the needs for the local population

Officer Response – Housing needs evidence as set out within the PUSH Objectively-Assessed Housing Need Update, Final Report, April 2016, indicates a need for 1,066 dwellings per annum with affordable need of 408-669 homes per annum. Therefore there is both market and affordable housing need in Southampton. Affordable housing is not required on developments of less than 11 residential units, as set out within National Planning Policy Guidance.

5.14 The new development is close to a current public footpath, thus creating a closed in dark alleyway and creating safety, security and anti-social behaviour concerns.

Officer Response – The footpath to the side of the property is enclosed by the

existing boundary wall. Surveillance at the entrance of the footpath will be improved because the boundary wall will need to be lowered to achieve 2m x 2m driver sight lines.

5.15 The position of refuse storage is unclear and not identified on the site plan

Officer Response – There is adequate space on the plot to incorporate 3 no. wheeled bins and a glass collection box.

5.16 It will be impossible to get two family sized cars side by side on the driveway which creates potential for overspill parking

Officer Response – The proposed car parking spaces with a size of 5m x 2.4m accord with the Council's Parking Standards SPD.

The provision of 2 spaces for a 3-bed dwelling accord with the Council's maximum car parking standards.

5.17 No provision has been made for secure cycle parking

Officer Response – Secure enclosed space is required for a minimum of 1 bicycle and there is adequate space within the rear garden to accommodate this. A planning condition is recommended to secure the delivery of cycle parking facilities in order to promote sustainable travel.

5.18 The property is out of keeping with the street with a ridge running north-south and 3 first-floor windows facing the street.

Officer Response – The shape and configuration of the plot has meant that the building is orientated north-south rather than east-west. This has meant the building has a wider front elevation than housing to the north. The massing of the front elevation has been broken up with the incorporation of a forward projection on the right side of the building. The street scene can accommodate a building without harming the wider character.

5.19 To the right of the development they have designed a small forward projection which will be forward of the existing building line and out of keeping

Officer Response – The proposed building provides a transition between the staggered building lines of 2 Bishops Road and the side wing of 65 Radstock Road. When walking the street the subtle change will be negligible.

5.20 The proposal falls short of the 12.5m separation distance between its gable end and the rear wall of the neighbouring property and therefore the scheme is contrary to paragraph 2.2.7 of the Residential Design Guide SPD

Officer Response – 12.5m separation is achieved. The separation distance should be measured from the side gable and not the eaves overhang as shown on the site plan

5.21 Trees and shrubs should be included in all new residential developments in order to improve visual amenity and to green the city.

Officer Response – Landscaping can be reserved by condition and there is potential for a tree to be located within the side garden.

5.22 Planning permission was refused for infill development at 167 Radstock Road (Ref 15/02400/FUL)

Officer Response – The proposal is scheme is materially different because dwelling has a different design and the plot is larger.

Consultation Responses

5.23 **SCC Highways – No objection**

The principle of development is acceptable, however adequate forward visibility lines should be secured to enable pedestrians on the footway being seen by drivers using the access. The drive way will need to be constructed of permeable paving but it must be non-migratory. The dropped kerb access will need to be widened to accommodate the additional parking width, whilst not interfering with the bus stop or street light. Details of cycle storage and bin storage are required and can be secured by condition.

5.24 **SCC Environmental Health – No objection** subject to a condition to control the hours of work

5.25 **SCC Ecologist – No objection**

The application site consists of a garage building, hard standing, overgrown amenity grassland and shrubs. The garage and hard-standing have negligible intrinsic biodiversity. The grassland has the potential to support slow worms however, it has been regularly managed until recently so there are unlikely to be high numbers of reptiles present. To encourage individual animals to disperse into surrounding gardens the grass should be cut to 10cm height and then left for a day after which it can be cut to ground level.

As a simple biodiversity enhancement the Council's Ecologist would like a bat box to be incorporated into the fabric of the building. This box should be located on the eastern elevation of the proposed house away from the street light.

5.26 **SCC Sustainability – No objection** subject to conditions to secure at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use. Conditions are recommended.

5.27 **SCC Archaeology – No objection**

The site is in a Local Area of Archaeological Potential, as defined in the Southampton Local Plan and Core Strategy. It lies in the suburb of Woolston. The site itself was part of a large field until developed for housing between 1897 and 1910. Prehistoric, Romano-British and medieval evidence has been found in the vicinity, and other prehistoric finds are known from the wider area. Such remains, if present on the site, are undesignated heritage assets under the National Planning Policy Framework (NPPF). (Further information about the archaeological potential of the area is available on the Southampton Historic Environment Record.)

The proposed development involves the construction of a new detached house with associated parking, etc. Groundworks for the foundations, services and landscaping threaten to damage archaeological deposits, and an archaeological investigation will be needed to mitigate this. The archaeological investigation will take the form of a watching brief on the groundworks.

5.28 **Southern Water – No objection** and request informative regarding connection to the public sewer

5.29 **CIL** - The development is CIL liable as there is a net gain of residential units. The charge will be levied at £70 per sq. m (to be indexed) on the Gross Internal Area of the new development. If any existing floorspace is to be used as deductible floorspace the applicant will need to demonstrate that lawful use of the building has occurred for a continuous period of at least 6 months within the period of 3 years ending on the day that planning permission first permits the chargeable development

6 Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
- Principle of Development and other planning matters considered in the previous appeal decision;
 - Design and amenity;
 - Highway Matters
 - Mitigation / Solent Disturbance Mitigation Project

Principle of development and other planning matters considered in the previous appeal

- 6.2 The site is not allocated for additional housing and the proposed dwelling would represent windfall housing development. The previous refusal of planning permission for a 3-bed dwelling at 65 Radstock Road and subsequent appeal decision raised no objection in principle to windfall housing development but dismissed the proposal because the cramped form of development was considered harmful to the character and appearance of the area and the living conditions of neighbouring and future occupiers. These are again the key issues
- 6.2.1 The current proposal is materially different to the previously refused scheme in terms of enlarged plot size, building design and building separation distances. The scheme now incorporates part of the rear garden of 67 Radstock Road and has a site area of 243sqm which is comparable to neighbouring plots in the area. The proposed building footprint has an area of 65sqm and would occupy less than half the site area, with a private rear and side garden totalling 130sqm in area which is compliant with plot coverage and garden size requirements as set out within sections 2 and 3 of the Council's Residential Design SPD. The proposed building footprint, building to plot ratio and garden size would be in keeping with the surrounding density and spatial character. The shape and configuration of the plot has meant that the building is orientated north-south and has a wider frontage than 2 Bishops Road but this in itself is not harmful having regard to the varied design and massing of housing within the area which incorporates detached housing, semi-detached pairs, terraced housing and flatted blocks.
- 6.2.2 The larger plot size has meant that the current proposal has improved regard to existing building lines within Bishops Road, the dwelling is now set back in line with the front elevation of 2 Bishops Road (6m from the back edge of footway) and incorporates a forward projection on the right hand side which acts as a transition with the building line of 65 Bishops Road which provides a pinch point at the junction of Bishops Road and Radstock Road. The development addresses previous concerns in relation to building separation distances and garden sizes and accords with Residential Design Standards as set out within section 05 of this report
- 6.2.3 The LDF Core Strategy identifies the Council's current housing need and this scheme would assist the Council in meeting its targets. The City has a housing need. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the City between 2006 and 2026.
- 6.2.4 The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable housing development, the proposal involves development on private rear gardens which include usable garden space, a detached garage and hard surfacing. The development plan does not contain any policies which presume against development on rear gardens providing the character and appearance of the area and residential amenities are not compromised.
- 6.2.5 Policy CS5 of the Council's Core Strategy (2015) indicates that development will only be permitted which is of an appropriate density for its context. The site is located

within an area of lower accessibility where net density levels of 35-50 dwellings per hectare will be sought, providing the character and appearance of the area is not compromised. The development achieves 41 dwellings per hectare which accords with policy CS5. The provision of a genuine family dwelling house would be in keeping with the character of the area and accords with policy CS16 of the Council's Core Strategy (2015).

Design and amenity

- 6.3 The proposed dwelling house has a traditional design which reflects the scale and form of existing housing within the area. The property has a comparable eaves and ridge height to adjacent dwellings and includes a pitched roof hipped four ways and a chimney on the left side. Details of finishing materials can be reserved by condition however the proposed mix of face brick, render and plain roof tiles would be in keeping with the surrounding area.
- 6.3.1 The gardens for the proposed house and those retained for 65 and 67 Radstock Road accords with policy CS16 and Section 02 of the Residential Design Guide by achieving the minimum size of 10m length and/or 90sqm area.
- 6.3.2 The development does not incorporate any first-floor side windows and the rear first-floor windows serving non-habitable rooms are obscure glazed to ensure there will be no loss of privacy to neighbouring occupiers. Details of means of enclosure will be reserved by condition to ensure a minimum enclosure height of 1.8m is achieved to ensure no overlooking from ground floor windows.

Highway Matters

- 6.4 No objection has been raised by Highways Development Management. The provision of 2 car parking spaces would accord with the Council's maximum car parking standards (the maximum permissible is 2 spaces). The proposed parking spaces also accord with the size requirements of the Parking Standards SPD.
- The proposal has demonstrated that 2m x 2m sightlines can be achieved in the interests of pedestrian and driver safety.
- 6.4.1 Unrestricted on-street parking is available within Bishops road adjacent to 65 Radstock Road which could accommodate any parking displaced by the removal of the existing garage and hard surfacing at the rear of 65 Radstock Road.

Mitigation / Solent Disturbance Mitigation Project

- 6.5 The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds, and the Solent Maritime SAC, designated principally for habitats. Research undertaken across south Hampshire has indicated that current levels of recreational activity are having significant adverse effects on certain bird species for which the sites are designated. A mitigation scheme, known as the Solent Disturbance Mitigation Project (SDMP), requiring a financial contribution of £181 per unit has been adopted. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity. This will be secured through a S111 form or S106 agreement.

7 **Summary**

The development is materially different to the previously refused scheme that was dismissed at appeal and now incorporates land to the rear of both 65 and 67 Radstock road to provide a larger development plot which satisfies the Council's Residential Design Guidance in relation to site building coverage, garden sizes and building separation distances. Overall the scheme is acceptable and the level of development proposed will not result in an adverse impact on the amenities enjoyed by surrounding occupiers or to the character and appearance of the area. A suitable balance has been achieved between securing additional family housing, on-site amenity space and landscaping, whilst ensuring that existing residential amenity is protected. It is considered this scheme has addressed the previous reasons for refusal and Planning Inspectorate concerns.

8 **Conclusion**

Taking a balanced assessment of the details discussed above, this application is recommended for approval, following SDMP resolution, for the reasons set out above.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1a, b, c, d, 2b, d, g, 4f, 6a,

AG for 01.08.17 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no 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. Details of building materials to be used (Pre-Commencement Condition)

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

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

03. Residential - Permitted Development Restriction (Performance Condition)

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

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

Class B (roof alteration),

Class C (other roof alterations),

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 specific circumstances of the application site and in the interests of the comprehensive development and visual amenities of the area.

04. No other windows or doors other than approved (Performance Condition)

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

Reason: To protect the amenities of the adjoining residential properties.

05. Obscure Glazing (Performance Condition)

All first-floor windows in the rear elevation of the hereby approved development, shall be obscurely glazed and fixed shut up to a height of 1.7 metres from the internal floor level before the development is first occupied. The windows shall be thereafter retained in this manner.

Reason: To protect the amenity and privacy of the adjoining property.

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

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

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

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

07. Sightlines specification (Pre-Commencement)

Sight lines shown on the approved drawing (Drawing number to be inserted) of 2m by 2m measured at the back of footway shall be provided before the use of any building hereby approved commences, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 no fences walls or other means of enclosure shall be erected above a height of 0.6m above ground level within the sight line splays.

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

08. Archaeological evaluation/watching brief investigation (Pre-Commencement)

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.

09. Energy & Water (Pre-Commencement)

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of a design stage SAP calculations and a water efficiency calculator shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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

10. Energy & Water (performance condition)

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

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

11. Refuse & Recycling (Performance)

Before the development hereby approved first comes into occupation, 2 x 240litre wheeled bins (one with green lid, one with blue lid) and a glass collection box for refuse storage shall be provided and thereafter retained on site. The bins shall only be moved to the footway on the day of collection and shall remain within the residential curtilage at all other times.

Reason: In the interest of visual and residential amenity.

Note to applicant: In accordance with para 9.2.3 of the Residential Design Guide (September 2006): if this development involves new dwellings, the applicant is liable for the supply of refuse bins, and should contact SCC refuse team at Waste.management@southampton.gov.uk at least 8 weeks prior to occupation of the development to discuss requirements.

12. Cycle parking (Performance Condition)

Before the development hereby approved first comes into occupation, secure and enclosed storage for a minimum of 1 bicycle shall be provided within the side/rear garden and made available for use. The storage shall thereafter be retained as approved.

Reason: To encourage cycling as an alternative form of transport.

13. Landscaping & means of enclosure detailed plan (Pre-Commencement)

Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

- i. means of enclosure (including retention of existing 2m height wall for garden privacy); hard surfacing materials, structures and ancillary objects;
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. details of any proposed boundary treatment, including retaining walls and;
- iv. a landscape management scheme.

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

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

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

14. Ecological Mitigation (Pre-commencement)

Prior to commencement of development details of a bat box to be incorporated into the fabric of the building shall be submitted to and agreed in writing with the Local Planning Authority. This box should be located on the eastern elevation of the proposed house away from the street light. The development shall be carried out and retained in accordance with the agreed details.

Reason: To safeguard protected species under the Wildlife and Countryside Act 1981 (as amended) in the interests of preserving and enhancing biodiversity.

15. 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.

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Application 17/00583/FUL

POLICY CONTEXT

POLICY CONTEXT

Core Strategy - (as amended 2015)

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

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

| | |
|-------|-----------------------------|
| SDP1 | Quality of Development |
| SDP4 | Development Access |
| SDP5 | Parking |
| SDP7 | Urban Design Context |
| SDP9 | Scale, Massing & Appearance |
| SDP10 | Safety & Security |
| SDP11 | Accessibility & Movement |
| SDP12 | Landscape & Biodiversity |
| SDP13 | Resource Conservation |
| SDP14 | Renewable Energy |
| SDP16 | Noise |
| H1 | Housing Supply |
| H2 | Previously Developed Land |
| H7 | The Residential Environment |

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

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Appeal Decision

Site visit made on 28 October 2015

by Nick Fagan BSc (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 3 November 2015

Appeal Ref: APP/D1780/W/15/3039086
65 Radstock Road, Southampton SO19 2HT

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Martin Garrahan (Swift House Ltd) against the decision of Southampton City Council.
 - The application Ref 14/01598/FUL, dated 23 September 2014, was refused by notice dated 26 November 2014.
 - The development proposed is to construct a new two storey 3 bedroom dwelling with facing brickwork to match adjacent properties and concrete interlocking roof tiles.
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues in this case are the effect of the proposed dwelling on the character and appearance of the area and on the living conditions of neighbours and its own occupiers.

Reasons

Character and Appearance

3. This area of the city is mainly residential although there is a large primary school including pre-school to the north on Bishops Road, which otherwise accommodates two storey twentieth century housing. Radstock Road itself contains late nineteenth century two storey houses, either of a detached nature such as No 69, or in semi-detached pairs such as Nos 65 and 67. These dwellings generally have long narrow rear gardens.
4. No 65 is sited on the corner of Radstock Road and Bishops Road. The proposal is to sever most of the rear garden to create the proposed new dwelling plot. The appellant claims that this would be no different in principle to the development at No 85 at the corner of Millais Road to the east where three two-storey houses have recently been erected.
5. However, No 85's plot is considerably wider than that at No 65; the three new dwellings have reasonably sized rear gardens backing onto the side boundary of No 83. This would not be the case for the proposed dwelling here, which would be only about 1m from No 67's side boundary. Its only useable garden would be to its side. The two storey dwelling would also project beyond the building line of the nearest dwellings in Bishops Road and that of the side

elevation of No 65 and its northern gable would be very close to 2 Bishops Road. It would hence be very prominent in the streetscape.

6. The overall effect of the proposal would result in the new dwelling giving the appearance of being shoe-horned into an area of existing garden land that is too small to satisfactorily accommodate it, at odds with the suburban grain and character of the area. That is not the case for the development to the rear of No 85 for the above reasons.
7. The general design of the dwelling including its asymmetric roofline is unobjectionable and similar to that on the development at No 85 but, for the above reasons, I conclude that the proposal would be harmful to the character and appearance of the area.
8. Policies SDP 7 and SDP 9 of the City of Southampton Local Plan Review (2006) (LP) together require, amongst other things, development to respect the existing layout of buildings in the streetscape and their density, scale and visual impact. Policy CS13 of the amended Core Strategy (Partial Review March 2015) (CS) essentially requires good design. For the above reasons the proposed dwelling would fail to comply with these adopted Policies in the development plan and would also fail to comply with paragraphs 3.7.7 and 3.7.11 of the Council's *Residential Design Guide* (RDG).

Living Conditions

9. The Council is concerned that the main living space of the new dwelling would have a limited outlook onto the cramped and enclosed external amenity space. This would not be ideal because the living room patio doors would look out onto a 1.8m close boarded fence across a garden area that would only be about 4m deep.
10. However, I am more concerned that these patio doors and the dwelling's main garden space would be directly overlooked by a rear first floor window in the host dwelling at No 65. The proposal would fail to comply with the minimum separation distance of 12.5m between habitable room windows and the side (gable end) of another house as set out in paragraph 2.2.7 of the RDG, which is required to prevent to such overlooking. It would also be contrary to paragraphs 4.4.3 and 4.4.4 of the RDG, which state that private gardens should not be overlooked.
11. The leftover garden area to No 65 would also be dominated by the proximity of the two-storey gable of the new house, which further emphasises the cramped size and nature of the proposed plot.
12. No 67's rear garden would be even more dominated by the new dwelling which would be sited only approximately 1m west of its boundary. As such the proposed two-storey building would block out sunlight to large parts of No 67's garden especially on winter afternoons and summer evenings significantly compromising the garden's usability. Its proximity to this boundary would also be oppressive and harm the outlook from No 67's garden and rear windows, and to a lesser extent the outlook from No 69's garden and rear windows.
13. For these reasons I conclude that the proposed dwelling would significantly harm the living conditions of the above neighbours and its own occupiers. As well as being contrary to those parts of the RDG set out above it would fail to comply with the objectives of Policy SDP 1(i), which requires development not

to unacceptably affect the health, safety and amenity of the city and its citizens.

Other Matters

14. In relation to the Council's third refusal reason I accept the Council's arguments that new residential development can still provide improved energy and water efficiency measures in accordance with Policy CS20 of the CS¹. But since these matters could easily be addressed by a condition similar to the one suggested by the Council they would not prevent planning permission being granted.
15. In relation to its fourth refusal reason the Council has confirmed that the appellant has entered into a Section 111 agreement to provide the £172 contribution towards the Solent Disturbance Mitigation Project (SDMP). I understand that this money will be used to part fund measures designed to reduce the impacts of recreational activity on the Solent and Southampton Water Natura 2000 sites. This appears to meet the tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010. This financial contribution overcomes the Council's fourth refusal reason and so is no bar to approving the proposed development.

Conclusion

16. However, irrespective of these other matters I have concluded that the appeal fails on the two main issues for the reasons set out above and it is therefore dismissed.

Nick Fagan

INSPECTOR

¹ As set out in Planning Practice Guidance Reference ID: 56-001-20150327



DETERMINATION OF APPLICATION

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England) Order 2010

Structural Consultancy Services
Mr Brian Morton
21 Tamorisk Drive
Totton
Southampton
SO40 8UD

In pursuance of its powers under the above Act and Regulations, Southampton City Council, as the Local Planning Authority, hereby gives notice that the application described below has been determined. The decision is:

FULL APPLICATION - CONDITIONAL APPROVAL

Proposal: **Erection of a two storey 3 bed house with associated parking, cycle/bin stores and amenity space**

Site Address: **65 Radstock Road Southampton SO19 2HT**

Application No: **14/01598/FUL**

Subject to the following conditions.

01.REASON FOR REFUSAL - Poor design and overdevelopment

The scale, massing, and layout of the proposed dwelling will be out of character with the context of the local area, representing an overdevelopment of the residential garden of the existing property which is not considered to be a genuine opportunity for a development plot. Whilst the appearance of building is contrived and poorly relates to the surrounding context and character, given its unbalanced proportions and asymmetric roof form which would be an alien feature within the street scene. This is exacerbated by its prominent and damaging affect within the street scene, given the significant projection of the proposed building beyond the front and side building line of 2 Bishops Road and 65 Radstock Road, as well as having a shoe horned and cramped appearance. As such the proposal will have an unacceptable impact on visual amenity and therefore contrary to saved policies SDP7(iii)/(iv) and SDP9(i) of the City of Southampton Local Plan Review (Adopted March 2006) and policy CS13 of the Development Plan Document Core Strategy Local Development Framework (Adopted January 2010) as supported by the guidance set out in paragraphs 3.7.7 to 3.7.8, 3.7.11 to 3.7.15 and 3.10.7 of the Council's Residential Design Guide Supplementary Planning Document (Approved September 2006).

02.REASON FOR REFUSAL - Poor living conditions

The scale, massing and layout of the proposed dwelling represents an unneighbourly form of development for existing residents as well as providing a poor residential environment for future occupiers by reason of:

a) This will create an awkward and poor residential layout for the future occupiers on the ground floor, with the lounge window, serving the main living space, relying on a limited outlook into the cramped and enclosed amenity space. This is contrary to paragraph 2.2.1 of the Residential Design Guide.

b) The limited quantity of amenity space for the proposed dwelling and its cramped and awkwardly usable shape to the side of the dwelling does not represent the qualitative characteristics of an amenity space fit for family use in accordance with paragraph 2.3.13 and section 4.4 of the Residential Design Guide. Furthermore, the leftover amenity space of 65 Radstock Road will be unduly enclosed by the proximity of the new dwelling and, therefore, compromise the usability of the space.

c) The scale and massing will read mainly as a 2 storey building directly adjacent to the neighbour's garden at 67 Radstock Road. As such, this will represent an unneighbourly form of development, resulting in an undue loss of outlook.

d) The minimum separation distance of new building falls short of the required 12.5m between its gable end and the rear wall of the existing property. This is contrary to paragraph 2.2.7 of the Residential Design Guide.

As such the proposal will have an unacceptable impact on residential amenity and therefore contrary to saved policies SDP1(i) of the City of Southampton Local Plan Review (Adopted March 2006) as supported by the guidance set out in the Council's Residential Design Guide Supplementary Planning Document (Approved September 2006).

03.REASON FOR REFUSAL - Tackling climate change

The application fails to demonstrate that the proposed development would contribute towards the councils objective of adaptation to and mitigation of climate change by achieving the necessary requirements to meet Code for Sustainable Homes and, therefore, accordingly the scheme fails to comply with policy CS20 of the adopted Local Development Framework Core Strategy Development Plan Document (January 2010).

04.REASON FOR REFUSAL - Lack of Section 106 or unilateral undertaking to secure planning obligations.

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



Simon Rowberry
Planning & Development Manager

26 November 2014

If you have any further enquiries please contact:
Stuart Brooks

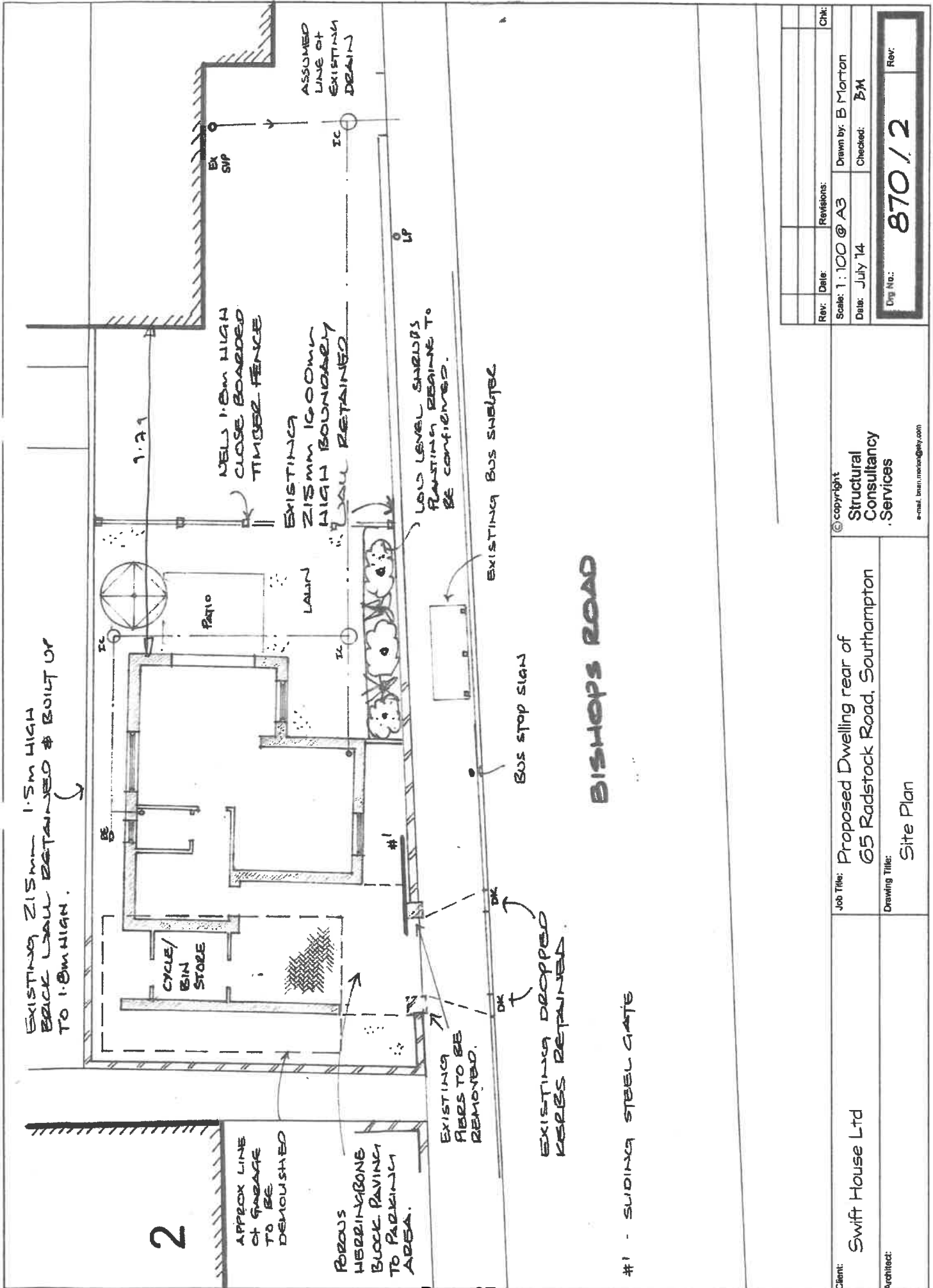
IMPORTANT NOTE TO APPLICANT

This decision has been made in accordance with the submitted application details and supporting documents and the development should be implemented in respect of the following plans and drawings.

| Drawing No: | Version: | Description: | Date Received: | Status: |
|--------------------|-----------------|---------------------|-----------------------|----------------|
| 870/1 | | General Plan | 09.10.2014 | Refused |
| 870/2 | | Site Plan | 09.10.2014 | Refused |
| 870/3 | | Floor Plan | 09.10.2014 | Refused |
| 870/4 | | Elevational Plan | 09.10.2014 | Refused |

NOTES

1. This permission relates to Planning Control only. Approval under the Building Regulations may also be required and should you be in any doubt about this, please contact Building Control Services, Tel. 023 8083 2558. Any other necessary consent must be obtained from the appropriate authority. Special attention is drawn to the fact that this permission does not relate to the display of advertisements and separate consent is required under the Town and Country Planning (Control of Advertisements) England Regulations 2007. Development affecting buildings of special Architectural or Historical interest is also subject of separate Listed Building Consent. Any queries should be made to Development Control Service as indicated below.
2. This permission has been granted on the basis of all the information submitted by the applicant shown on the plans accompanying the application. Any material misstatement or wrong information may invalidate the permission.
3. If the applicant is aggrieved by the decision of the Local Planning Authority to approve the proposed development, subject to conditions, they may appeal to the Secretary of State in accordance with Section 78 of the Town and Country Planning Act 1990, within six months of the date of decision. Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel: 0303 444 5000) or online at www.planningportal.gov.uk/pcs.
4. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
5. If permission to develop land is granted subject to conditions, whether by the Local Authority or by the Secretary of State, and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development which has been or would be permitted, they may serve on the Council a purchase notice requiring the Council to purchase their interest in the land in accordance with the provisions of Part IV of the Town and Country Planning Act 1990.
6. In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.
7. Attention is drawn to the provisions of Section 12 of the Hampshire Act 1983 relating to access for the Fire Brigade, and you are advised to contact Building Control Services as set out in Note 1.
8. For those developments which are covered by the Disability Discrimination Act, the attention of developers is drawn to the relevant provisions of the Act and to the British Standard B300:2001 Design of buildings and their approaches to meet the needs of disabled people code of practice.
9. The applicant is recommended to retain this form with the title deeds of the property.
10. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012)
Please address any correspondence in connection with this form quoting the application number to: **Development Control Service, Southampton City Council, Civic Centre SOUTHAMPTON. SO14 7LS**

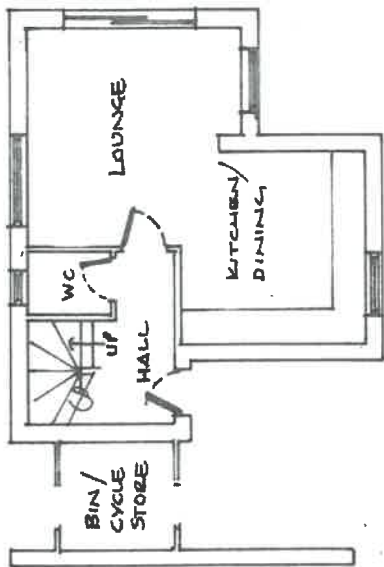


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| | | Scale: 1:100 @ A3 | Drawn by: B Morton |
| | | Date: July 14 | Checked: BM |
| Dwg No: 870 / 2 | | | Rev: |

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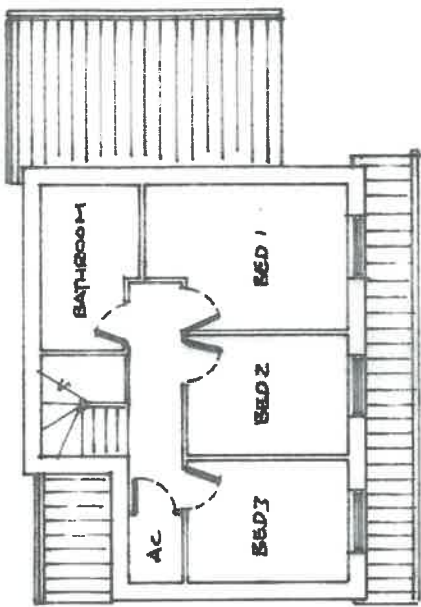
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Drawing Title: Site Plan

Client: Swift House Ltd
Architect:

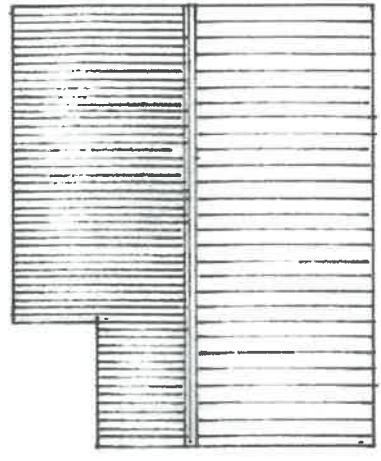


GROUND FLOOR PLAN
38m² GROSS INTERNAL FLOOR AREA

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SCALE 1:100 @ A3



FIRST FLOOR PLAN
41m² GROSS INTERNAL AREA



ROOF PLAN

Client: Swift House Ltd

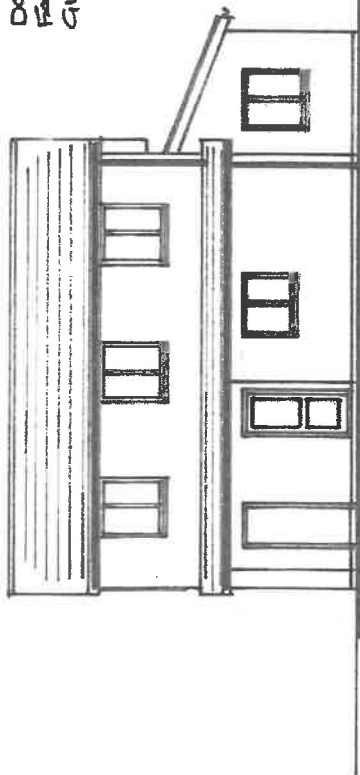
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65 Radstock Road, Southampton

Drawing Title:
Proposed Plans

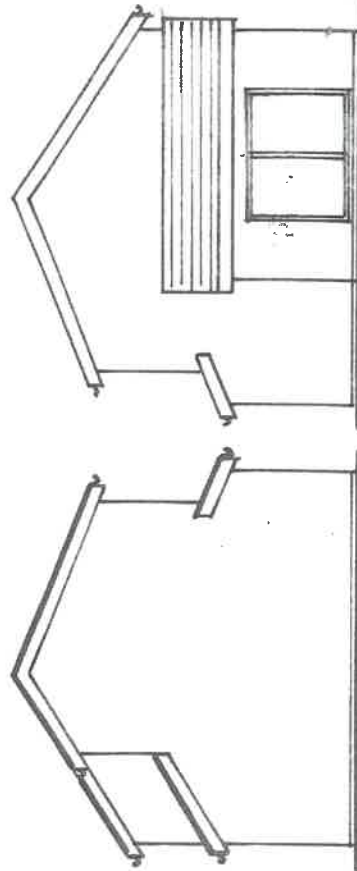
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| Date: July 14 | | Checked: BM | |
| Dwg No: 870/13 | | Rev: | |

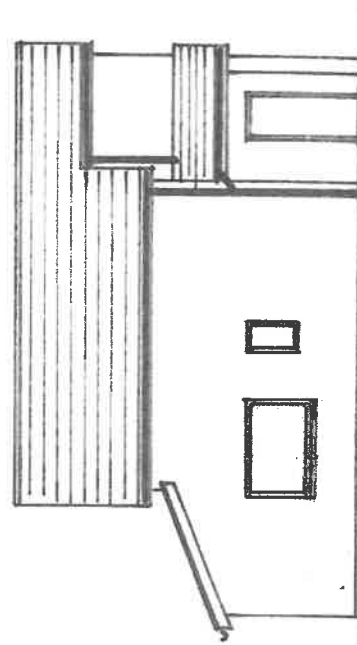
PROPOSED MATERIALS
 ROOF - MARLEY STEENIT OVO MODERN
 WALLS - BRICK - RED MULTI BLEND
 WINDOWS - WHITE UPVC (DOUBLE GLAZED)
 DOORS - WHITE UPVC (DOUBLE GLAZED)
 FASCIA - WHITE
 GUTTER - WHITE



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

Client: Swift House Ltd

Job Title: Proposed Dwelling rear of
 65 Radstock Road, Southampton

Architect:

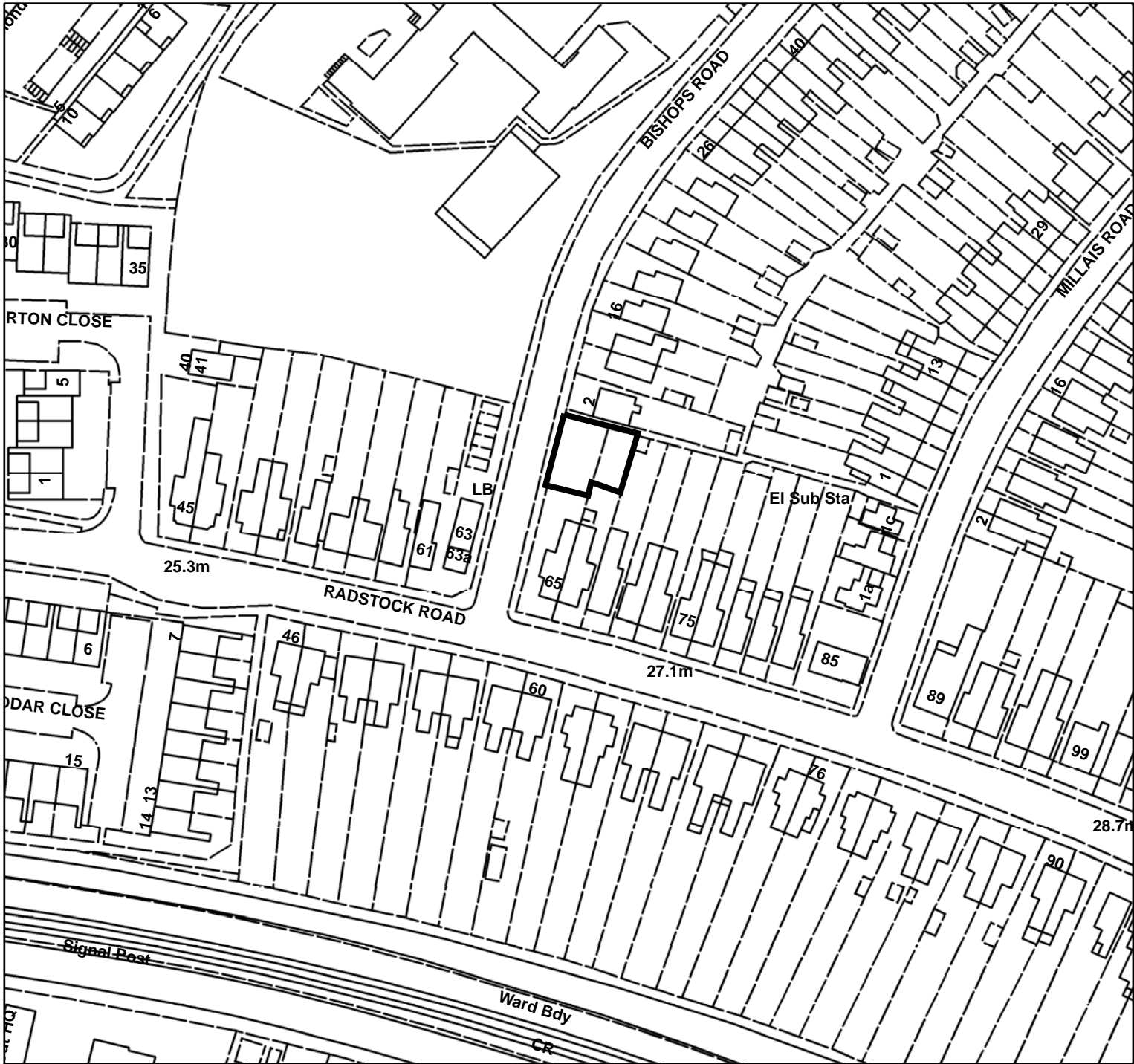
Drawing Title:

PROPOSED ELEVATIONS

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| Scale: 1:100 @ A3 | | | Drawn by: B Morton |
| Date: July 14 | | | Checked: BM |
| Dwg No.: 870/14 | | | Rev: |

Agenda Item 7
17/00583/FUL



Scale: 1:1,250



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