

Southampton City Planning & Sustainability  
 Planning and Rights of Way Panel meeting 20<sup>th</sup> July 2010  
 Planning Application Report of the Head of Division

Application address: 195 - 207 Coxford Road, Southampton, SO16 5JY			
Proposed development: Redevelopment of the site. Erection of three buildings of 3, 4 and 5-storeys to provide 65 flats (22 x one-bedroom and 43 x two-bedroom) with associated access and parking.			
Application number	10/00471/Ful	Application type	Full
Case officer	Andy Amery	Application category	Q7 - Small scale residential development

<b>Recommendation Summary</b>	<b>Delegate to Head of Planning and Sustainability to grant planning permission subject to criteria listed in report</b>
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Reason for Panel consideration	Major development (small scale) requiring completion of legal agreement under Section 106 of the 1990 Act
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Applicant: BDW Southampton	Agent: AAP Architecture
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Date of receipt	04.05.2010	City Ward	Coxford
Date of registration	04.05.2010		Cllr Walker
Publicity expiry date	10.06.2010		Cllr Thomas
Date to determine by	03.08.2010 <b>IN TIME</b>		Cllr Morrell

Site area	0.35 hectares		
Site coverage (developed area)			
Density - whole site	186dph		

Residential mix	numbers	size sq.m	Other land uses	class	size sqm
Studio / 1-bedroom	22	45	Commercial use	N/A	N/A
2-bedroom	43	63	Retail use	N/A	N/A
3-bedroom	N/A	N/A	Leisure use	N/A	N/A
4-bedroom	N/A	N/A	other	N/A	N/A

accessibility zone	Medium (Band 4)	policy parking max	43 spaces - Residential
parking permit zone	yes	existing site parking	N/A
cyclist facilities	yes	car parking provision	35 spaces
motor & bicycles	0 motor / 65 cycles	disabled parking	4 spaces

<b>Key submitted documents supporting application</b>			
1	Design & Access Statement	2	Sustainability Report
3	Transport Assessment	4	
<b>Appendix attached</b>			
1	Development Plan Policies		

### **Recommendation in Full**

Delegate to the Head of Planning & Sustainability to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:

- i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
  - ii. A financial contribution towards strategic transport projects for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D;
  - iii. Financial contributions towards the relevant elements of public open space required by the development in line with policies CLT5, CLT6 of the City of Southampton Local Plan Review (March 2006), Policy CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
    - 1 Amenity Open Space (“open space”)
    - 2 Play Space
    - 3 Playing Field;
  - iv. Provision of Affordable Housing in accordance with Policy CS15 of the adopted LDF Core Strategy (2010)
  - v. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
  - vi The provision of Public Art
- In the event that the legal agreement is not completed by 26<sup>TH</sup> July 2010 the Head of Planning & Sustainability be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

## **Background**

The site has the benefit of previous planning permissions for 64 and 65 flats dating back to 2007 and 2008 following an initial refusal of an application for 64 units.

The most recent consent, 07/01994/Ful, was considered and approved by the Planning and Rights of Way Panel on 4 March 2008. A copy of that report is attached as Appendix 3. That consent remains valid until 11 March 2011.

Since the consent was issued the original bungalows on the site have been demolished. However, no physical works of construction have begun and the site is currently vacant and surrounded by security fencing.

The applicant has indicated that amendments are required to be made to the scheme in order to allow development to be undertaken for viability reasons.

The main constraint to the existing consent being able to be built out is the significant level of initial construction costs relating to the provision of the approved underground parking beneath Blocks B and C.

The applicant has therefore submitted a fresh application for consideration.

The main changes to the scheme compared to consent 07/01994/Ful can be summarised as follows:

- i. The parking area to serve the development is relocated from beneath Blocks B and C and moved to the rear of the site which originally formed part of the external amenity space.
- ii. The number of parking spaces within the site has been reduced from 41 to 35. This includes four disabled bays and two visitor bays.
- iii. The amenity space to serve the flats has been relocated to the roof top terraces of Blocks B and C.
- iv. Block C has been returned to a five storey block similar in scale to planning consent 06/01601/Ful
- v. The top 'podium' floor on both blocks B and C have been relocated towards the rear of the building thereby increasing the height and massing of the rear and side elevations on that part of the buildings.
- vi. The internal layout of the upper floor units has been re-organised to avoid conflict with the use of the communal roof-top terraces. The external appearance of the upper floors have also been amended to avoid conflict with the use of the communal roof-top terraces.

## **Proposed Development and Surrounding Context**

Other than the demolition of the original bungalows having taken place, there have been no alterations to the context of the site.

The site is located on the western side of the City, 1.5km from the nearest 'district' centre (Shirley Town Centre) and 4km from the City centre. It is opposite the General Hospital site and adjacent to the Princess Anne Maternity Hospital. Based on the methodology set out in the Local Plan the area is located in a 'medium' accessibility area, served by between 10-19 buses per hour.

Coxford Road is a busy route serving both the Southampton General Hospital (immediately opposite) and the Princess Anne Maternity Hospital (immediately adjacent to the site). It is used by buses, ambulances, staff and visitors to the hospitals as well as local residents.

The western side of the City is typically characterised by residential suburbs served by small local centres. The town centre of Shirley is 1.5km away. There is now mix of housing type and layout along Coxford Road and surrounding streets with a large area of former two storey council houses to the west and a wider variety of private housing and some flatted developments to the east.

However, in the immediate vicinity of the site the larger scale buildings of both the adjacent Hospitals should be acknowledged. It is within this context of taller buildings which address this section of the street-frontage that the site has previously been considered to be able to accommodate larger scale, higher density residential re-development..

The site itself (0.35 hectares) originally comprised 6 bungalows and a pair of semi-detached houses on the junction of Coxford Road and Vine Road. The bungalows were demolished at around the time of the most recent planning consent and the site is currently vacant and enclosed by security fencing.

## **Relevant Planning Policy**

### LDF Core Strategy - Planning Southampton to 2026

Following the receipt of the Inspector's Report from the Examination into the Southampton Core Strategy Development Plan Document (13/10/2009) and its consideration and adoption by the Council (20/01/2010) the policies of the LDF Core Strategy, and those "saved" from the Local Plan Review, form the planning policy framework against which this application should be determined. The relevant policies are set out at **Appendix 1**.

## Sustainability Implications

Major developments are expected to meet high sustainable construction standards in accordance with the City Council's adopted and emerging policies. In accordance with adopted Core Strategy Policy CS20 and Local Plan saved Policy SDP13 the applicants have submitted a 'Sustainable Development Checklist' to support their application.

The Council's Sustainability Team has removed their initial objection to the proposal following a commitment by the developer to achieve a minimum of Code Level 3 (or its BREEAM equivalent) and a 20% reduction in CO2 emissions through the use of micro-renewables on Block A and to upgrade Blocks B and C from their currently approved zero rating to achieve a minimum of Code Level 2. This can be secured with a planning condition.

## **Policy Assessment**

Since the original consideration of development on this site the Council has adopted its Core Strategy in January 2010.

The relevant policies contained within the Core Strategy are now the most material consideration and must be given the appropriate weight when determining the application.

The Core Strategy introduces additional requirements for sustainable development, affordable housing and family housing than were not in place when determining earlier schemes on the site.

At the same time, the most recent decision to permit development on the site remains a material consideration given that it is an extant consent and the majority of the policies under which that application was considered are 'saved' and therefore remain valid.

Redevelopment for residential development at a higher density than existed previously on the site remains acceptable in principle.

The site is still within a medium accessibility area. The maximum parking provision, given the proposed mix of units is 43 spaces, the provision of 35 spaces is in accordance with the council's adopted policies in what is a permit controlled area.

Some concerns are raised about the lack of unit mix (no larger family type units) and the failure to achieve Code Level 3 on all units/blocks.

## **Relevant Planning History**

06/00802/FUL      64 Flats in three blocks of flats.    Refused 22.08.06

Appeal Lodged on 30 October 2006 but withdrawn by applicants.

06/01601/Ful      64 Flats in three blocks of two, four and five storeys.

Resolved to grant by Panel 30.01.07    Decision Issued 20.02.08.

07/01994/Ful      65 Flats in blocks of 3, 4 and 4 storeys with 41 parking spaces.

Resolved to grant by Panel 04.03.2008.    Decision Issued 11.03.2008.

## **Consultation Responses and Notification Representations**

A publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement as appropriate and erecting a site notice. At the time of writing the report 3 representations had been received from surrounding residents opposing the development.

### Summary of Representations made

Increased traffic generation  
Lack of car parking  
Scale and design of buildings is out of character  
Impact on neighbours including loss of privacy and light.

### Summary of Consultation comments

15 City Council and external consultees were contacted seeking comments on the application.

At the time of writing the report comments had only been received from:

**Sustainability** : Originally objected to the proposals on the grounds that the scheme fell significantly below the minimum requirements for residential development as set out in policy CS20 of the Core Strategy. However, further negotiations have achieved additional sustainable measures upgrading Blocks B

and C from their currently approved status of not achieving Code Level 1 to now achieving Code Level 2 on these blocks. Block A has been designed to achieve Code Level 3. Whilst not compliant with recently adopted policy, taking into account the currently approved scheme fails to achieve any Code rating, it is considered that this compromise position delivers a much more sustainable solution than could be built.

**Housing:** Given the changes to the affordable housing requirements it has been agreed to accept a combination of the 14 flats comprising Block A and a further off-site contribution which would equate to the site delivering affordable housing in compliance with Policy CS15 of the Core Strategy.

**BAA:** Request a condition be imposed to secure a bird hazard management plan.

**Environmental Health – Contamination:** Request a condition be imposed to require that the site be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site.

**Architects Panel:** No objections to the scale or massing of the buildings given the sites context. Need conditions to control detailing on elevations and restrict use of roof terrace after 10pm. Most concern relates to the visual appearance of the ramped access arrangements leading to Block B.

Comments from Highways, Southern Water, Environment Agency, Landscaping, Planning Policy, the Police and Ecology had not been received at the time of writing the report. Any additional comments received will be the subject of a verbal update at the Panel meeting.

### **Planning Consideration Key Issues**

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

Impact on adjoining occupiers.  
Sustainability  
Car Parking  
Scale, Massing and Context of the Character of the Area.  
Provision of Amenity Space

The principle of redeveloping the site with 65 flats in three blocks of 3, 4 and 5 storeys has been previously agreed by the Panel.

The amended scheme retains **Block A** in an identical form and layout to that approved in 2008 and provides 14 flats across three floors. All flats will again be

managed by a Housing Association. Block A maintains a separate pedestrian access at the junction of Coxford Road and Vine Road in addition to its own cycle and refuse stores and approximately 200sq m of external amenity space.

The changes to the scheme therefore relate to the taller blocks B and C.

**Block B** comprises 24 flats over 4 floors. 14 have two bedrooms and 10 have one bedroom.

Approximately 150 sq m of communal roof-top terrace is provided as a result of the need to relocate the originally approved car-parking from below the building to the rear of the site. This area would be restricted to use by the occupiers of Block B.

The top floor has been moved back towards the rear of the building to enable the amenity space to be provided along the building frontage. However, this does result in an increase in the height and massing along the rear elevation in close proximity to the rear of houses in Vine Road.

The overall siting, design and massing however, is very similar that approved previously.

The building has been upgraded from a zero rating to be able to deliver a minimum of Code Level 2.

**Block C** comprises 27 flats over 5 floors. 25 have two bedrooms and 2 have one bedroom.

Approximately 190sq m of communal roof-top terrace is provided as a result of the need to relocate the originally approved car-parking from below the building to the rear of the site. This area would be restricted to use by the occupiers of Block C.

Block C has been returned to a five storey building similar to that approved under planning consent 06/01601/Ful. The principle of a five storey building has been agreed in this location and it is viewed against the backdrop of the Princess Ann Hospital.

The main change to the building is again the 'shuffling' back of the top floor to allow the roof-top amenity space to be provided along the front edge of the building. Similarly to Block B, as a result of this amendment, the visual impact and massing/height of this section of the building is increased. The roof-top terrace is accessible by the occupiers of Block C only and would have door-coded restricted access.



The building has been upgraded from a zero rating to be able to deliver a minimum of Code Level 2.

## **.Consideration of Key Issues**

### **Impact on adjacent occupiers.**

The nearest residential properties are to the north-west of the site in Vine Road. Nos 117 & 119 Vine Road back directly onto the site and would be most affected but other properties in Vine Road would also be impacted upon.

As already stated Block A is identical to that previously approved under 07/01994/Ful. The impact this element of the development has on neighbouring amenity has already been judged to be acceptable and there have been no changes to policies or standards to justify a different. Effectively Block A is designed to be a part two part three storey building . It remains two storey adjacent to the boundary with houses in Vine Road but rises to 3 storey along the Coxford Road frontage to provide an appropriately scaled building along the Coxford Road frontage viewed alongside Blocks B and C.

As Block A is to the south of these houses and their rear gardens, and due to the change in levels on the road which means the site is at a higher level than the adjacent houses, there will be some overshadowing for part of the morning and early afternoon from Block A. The provision of landscaping along the shared boundary between Block A and 119 Vine Road will reduce this impact. Window positions and lack of balconies on elevations facing houses in Vine Road eliminate issues of harm to privacy and over-looking.

**Block B** is no longer 'set in' at the rear of the building and this does increase the visual impact when seen from the rear gardens and windows of 113 -119 Vine Road. Due to this block being to the east of these houses there will be no overshadowing or loss of light suffered by these properties as a result of Block B from late morning onwards although there will be some impact during the morning period. The position of windows and the layout of external spaces, including terraces and balconies has again been designed to address earlier concerns of over-looking and loss of privacy.

However, the additional height and massing at the rear of the block in such close proximity to the houses in Vine Road does cause concern with regard to the creation of additional visual impact and sense of enclosure when viewed from these properties.

The main changes are to **Block C** are the re-introduction of the fourth floor, which gives it a similar massing to that approved under 06/01601/Ful. The rear elevation of Block C has retained its design to avoid overlooking of the adjacent Princess Anne Maternity Hospital.

However, the introduction of the roof terrace has a similar implication to that on Block B in that the rear-most element of the building is increased in height and massing. However, this block is further away from the houses in Vine Road and effectively 'hidden' by Block B from the nearest houses in Vine Road, and whilst this element will add to the continuous height and massing along the rear elevation and the sense of enclosure created it is not considered to have a materially greater impact than the approved scheme.

### **Scale, Massing and Context of the Character of the Area**

The design approach has again been supported by the Architects Panel subject to the imposition of conditions requiring certain detailing to be shown and provided at a clearer scale..

The height, scale and massing of Blocks B and C relate to the context established along this section of Coxford Road by the large scale hospital buildings. The contemporary design also responds to recent developments within the General Hospital grounds immediately opposite the site.

However, unlike the earlier schemes, where some of the overall massing had been taken out of the larger blocks by recessing the upper floors, this opportunity at the rear of the building has been lost due to accommodating the roof-top terraces..

The impact in the street scene, is again considered acceptable. However, concerns are raised about the additional impact on the occupiers of Vine Road. The applicant has submitted shadow diagrams which demonstrate that for the significant proportion of the day, adjacent residential occupiers will not be over-shadowed. Whilst there will be an increased element of visual impact as identified above that in itself is not considered to have a materially greater impact than that of the approved scheme.

### **Sustainability**

Since the consideration of the earlier proposals the Core Strategy has been adopted, in January 2010.

Policy CS20 states that (from adoption) all residential development achieves at least Code Level 3 of the Code for Sustainable Homes.

Block A, will be managed by a Housing Association and as such has previously been designed to achieve the Code 3 rating required to be achieved by all new schemes managed by them.

However, it is clear from the submitted sustainability statement, that whilst additional measures have been introduced since the earlier schemes were approved, Blocks B and C still fall short of the Code 3 rating. However,

There is therefore on balance the scheme on sustainability grounds, whilst not policy compliant, is considered to have demonstrated sufficient betterment over the previously approved scheme for a compromise to be agreed.

A member of the sustainability team will be available to take questions on this issue at the Panel.

### **Layout and parking issues**

The fundamental reason for the new application is due to the accepted constraints of the costs of providing the parking beneath the buildings.

The revised layout therefore proposes a much more limited use of under-croft parking beneath the very rear-most sections of Blocks B and C. This can be achieved by using the natural slope of the site to minimise excavation. 14 spaces, including 4 disabled bays are provided in this area.

A further 19 spaces are now shown to be provided to the rear of the site in what was originally intended to be the communal amenity space to serve the occupiers of Blocks B and C. These spaces are broken up with tree planting which is designed to be viewed from the street between the buildings and would be expected to be a tree of some significance to act as a back-drop to the scheme. The area between the parking spaces and the boundaries of the site are also shown to have strengthened planting to act as a screen to neighbours and a softening to the setting and visual impact of the building.

The main concern about the re-location of the parking spaces is the additional activity and potential disturbance this would introduce to the rear of houses in Vine Road.

Parking is again provided below the maximum standards (35 spaces proposed compared to a maximum of 43). However, cycle storage is provided to the maximum adopted standards. Therefore notwithstanding that there is less than one parking space per unit and local concerns have been raised as the impact this will have no objection had been raised at the time of writing the report.

Any comments received from the Highways Officers prior to the Panel meeting will be reported verbally to the Panel.

### **Provision of Amenity Space**

The relocation of the amenity space to serve Blocks B and C from the rear of the site to roof top terraces is a significant amendment to the proposals.

The original amenity space was judged to be acceptable notwithstanding the quantum of space was below adopted standards.

In review, that space would also have been in the shadow of both blocks of flats for long periods of the day and would have been somewhat removed from the individual flats themselves.

The roof top terraces have qualitative advantages of gaining sunlight throughout the day and being accessible to occupiers of each block only. The space is therefore considered to be more likely to be utilised than the previously consented schemes.

The layout of the flats on the upper floors have been amended to avoid privacy and disturbance issues and access to the terrace would have to be restricted to daylight hours.

However, on balance, notwithstanding the shortfall on quantum of amenity space, the function and quality of the space is considered to be a better arrangement than that originally approved.

### **Summary**

The scheme is largely similar to that previously approved in terms of numbers, scale, massing, height and design.

There has been no objection to the reduction in numbers of parking spaces or the relocation of those spaces to the rear of the buildings.

Amenity space, whilst not conventional, has improved functional and qualitative elements compared to that which has previously been approved.

The additional tree planting to the rear of the site will provide some element of screening and an appropriate long term back drop to the development.

Affordable housing is confirmed to be provided to the standards of the adopted Core Strategy via a s106 agreement.

Whilst the mix fails to provide family housing in accordance with the adopted standards of CS16 and is above the densities recommended by Policy CS4 it is considered that the size and shape of the plot, combined with recently approved applications on this site under policies which still have significant weight, on those particular matters it would be unreasonable to request a whole-scale re-design of the scheme.

## **Conclusion**

The amended scheme is considered to accord with the councils adopted policies in most respects. The failure to achieve an acceptably sustainable development is contrary to Policy CS20 of the Core Strategy however this should be balanced against the additional sustainability measures introduced since the previous approval which will deliver a more sustainable development than has been approved and could still be built.

### **Local Government (Access to Information) Act 1985**

#### **Documents used in the preparation of this report Background Papers**

1(a), 1(b), 1(c), 3(a), 4(s), 6(a), 6(c), 6(f), 6(h), 7(c), 8(a), 9(a), 9(b), The policies of the Core Strategy 2010 and the saved policies of the City Plan Review (Adopted Version) 2006.

AA 07.06.10 for 22.07.10 PROW Panel

## **SUGGESTED PLANNING CONDITIONS**

### **01. APPROVAL CONDITION – Full Permission Timing Condition**

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

**REASON:**

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

### **02. APPROVAL CONDITION - Details of building materials to be used**

Notwithstanding the details shown on the approved drawings no development works (excluding the demolition phase) shall be carried out unless and until a schedule of materials and finishes (including full details of the manufacturers, types and colours of the external materials) to be used for external walls, windows and the roof of the proposed buildings has been submitted to and approved in writing by the Local Planning Authority.

**REASON:**

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

### **03. APPROVAL CONDITION – Sustainable Drainage Systems**

A feasibility study demonstrating an assessment of the potential for the creation of a sustainable drainage system on site shall be carried out and verified in writing by the Local Planning Authority prior to first occupation of the development hereby granted consent. If the study demonstrates the site has the capacity for the implementation of a sustainable drainage system, a specification shall be agreed in writing with the Local Planning Authority. A sustainable drainage system to the approved specification must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter. In the development hereby granted consent, peak run-off rates and annual volumes of run-off shall be no greater than the previous conditions for the site.

**REASON:**

To conserve valuable water resources, in compliance with policy SDP13 (vii) of the City of Southampton Local (2006) and to protect the quality of surface run-off and prevent pollution of water resources and comply with SDP21 (ii) of the City of Southampton Local Plan (2006). To prevent an increase in surface run-off and reduce flood risk in compliance with SDP21 (i) of the City of Southampton Local Plan (2006) and Code for Sustainable Homes: Category 4 - Surface Water Run-off.

#### **04. APPROVAL CONDITION - Code for Sustainable Homes**

Written documentary evidence demonstrating that Block A on the development will achieve a minimum level 3 standard in the Code for Sustainable Homes (or equivalent ratings using an alternative recognised assessment method) and Blocks B and C on the development will achieve a minimum level 2 standard in the Code for Sustainable Homes (or equivalent ratings using an alternative recognised assessment method shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent unless otherwise agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the agreed details and verified in writing for each unit prior to its first occupation.

**REASON:**

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy SDP13 of the City of Southampton Local Plan (2006) as supported by Core Strategy Policy CS20.

#### **05. APPROVAL CONDITION – Renewable Energy - Micro-Renewables**

An assessment of the development's total energy demand and a feasibility study for the inclusion of renewable energy technologies on the site, that will achieve a reduction in CO<sub>2</sub> emissions [of at least 10%] must be conducted. Plans for the incorporation of renewable energy technologies to the scale that is demonstrated to be feasible by the study, and that will reduce the CO<sub>2</sub> emissions of the development [by at least 10%] must be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding the demolition phase) hereby granted consent. Renewable technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

**REASON:**

To reduce the impact of the development on climate change and finite energy resources and to comply with adopted policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010). Also to comply with policy NRM11 of the Regional Spatial Strategy for the South East of England adopted version (May 2009).

#### **06. Approval Condition - Hardsurfacing Details**

Samples of the external surface materials to be used on the site, including vehicular access road, pedestrian paths and hard-landscaping areas together with confirmation of the gradients of the pedestrian and vehicular routes and the design of any required ambulant disabled handrails shall be submitted to and agreed in writing with the Local Planning Authority prior to development commencing.

REASON

In the interests of the visual amenities of the site and to ensure good accessibility is achieved throughout the development.

**07. Approval Condition - Bird Hazard Management Plan**

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

Management of any roofs on buildings within the site which may be attractive to nesting birds

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

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

**08. Approval Condition - Demolition Material Removal**

Any resultant materials from the demolition of the former buildings and structures on the site shall be removed from the site before the development hereby approved commences unless otherwise agreed in writing with the Local Planning Authority.

REASON

In the interests of the visual amenities of the site and local area.

**09. Approval Condition - Contractor's Area**

Detailed plans specifying the areas to be used for the contractors vehicle parking, plant and equipment, storage of building materials and any excavated material, huts and all working associated with the development of the site shall be submitted to and approved in writing with the Local Planning Authority prior to development commencing.

REASON

To minimise the impact of the development during the construction phase.

**10 Approval Condition - Wheel Cleaning**

During the period of preparation of the site, including demolition, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on site and no lorry or other vehicles shall leave the site until its' wheels have been cleaned sufficiently to prevent mud being carried onto the highway.

REASON

In the interests of highway safety.



#### **11. Approval Condition - Means of Enclosure**

No development shall be commenced until details of all means of enclosure on the site have been submitted to and approved by the Local Planning Authority. Such detailed scheme shall be implemented before the development is brought into use. The means of enclosure shall subsequently be retained to the satisfaction of the Local Planning Authority.

##### **REASON**

In the interests of the visual amenities of the area and to protect the amenities and privacy of occupiers of neighbouring properties.

#### **12. Approval Condition - Access - Stopped Up**

Any existing access to the site shall be stopped up and abandoned and footway and verge crossings shall be reinstated immediately after completion of the new access.

##### **REASON**

In the interests of highway safety.

#### **13. Approval Condition - Car Parking**

The car parking area and all access roads shown on the approved drawing shall be laid out and surfaced before the use hereby permitted commences and shall thereafter be kept clear and maintained at all times for that purpose.

##### **REASON**

To prevent obstruction to traffic in neighbouring roads.

#### **14. Approval Condition - Bicycle Storage**

The building shall not be occupied in full or in part until secure, covered space has been laid out within the site for 65 bicycles to be stored for the benefit of the occupants in accordance with the approved plans. The cycle storage hereby approved shall thereafter be retained on site for that purpose.

##### **REASON**

To encourage cycling as a sustainable form of transport.

#### **15. Approval Condition - Bicycle Stands**

The building shall not be occupied in full or in part until 2cycle stands have been made available for visitors adjacent to the entrance of each of the three buildings. The cycle stands hereby approved shall thereafter be retained on site for that purpose.

##### **REASON**

To encourage cycling as a sustainable form of transport.

## **16. Approval Condition - Landscaping - Detailed Scheme**

A detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, and treatment of hard surfaced areas, shall be submitted to and approved by the Local Planning Authority before the commencement of any site works. Any trees, shrubs, seeded or turfed areas which, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The approved scheme shall be carried out before .

### **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.

## **17 APPROVAL CONDITION - Land Contamination investigation and remediation**

Prior to the commencement of development (excluding the demolition phase) 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.. APPROVAL CONDITION - Use of uncontaminated soils and fill**

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.

**18 APPROVAL CONDITION - Unsuspected Contamination**

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

**REASON:**

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

**18. Approval Condition - No Burning of Materials**

No burning of any materials including cleared shrubs and trees shall take place on the site unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To protect the existing trees on the site or on adjoining land from damage

### **19. APPROVAL CONDITION – Secured By Design**

Unless otherwise agreed in writing by the Local Planning Authority prior to the commencement of development (excluding the demolition phase) the development shall attain a “Secured By Design” accreditation from Hampshire Constabulary with the necessary measures, including an audio-visual access control to the main entrances, being properly installed prior to the first occupation of any of the residential units hereby approved.

#### **REASON**

In the interests of reducing crime to an otherwise vulnerable development as requested by Hampshire Constabulary in their response to the planning application.

### **20. Approval Condition - Erection of Protective Fencing**

No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

#### **REASON**

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

### **21. Approval Condition - Additional Details of Design**

Prior to any development commencing the following additional details at no less than 1:20 scale shall be submitted in writing for the written approval of the Local Planning Authority:-

The profile of the roof overhang on all blocks  
The detail of the balustrade around the roof top amenity spaces  
The depth of window reveals to all blocks  
The detail of the handrail to the ramped access serving Block B.

#### **REASON**

In the interests of the quality of design and the character of the area.

### **22. Approval Condition - Soundproofing - Protection from Traffic**

The development hereby approved must make provision for soundproofing so as to protect the occupants of the dwelling units from traffic noise from the adjoining highway, to a standard and to details that must be submitted to and agreed by the Local Planning Authority in writing before development commences. The soundproofing agreed by the Local Planning Authority pursuant to this condition must be implemented before any of the dwelling units are first occupied.

#### **REASON**

To protect the occupiers of the residential development from excessive traffic noise.

### **23. APPROVAL CONDITION - Amenity Space Access**

The external roof-top amenity space serving Blocks B and C of the development hereby approved, and pedestrian access to it, shall be made available prior to the first occupation of residential flats hereby approved and shall be retained with access to it between the hours of 0700 and 2300 for the use of the residents to this scheme.

**REASON:**

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

### **24. Approval Condition - Hours of Construction**

All works relating to the construction of the development hereby granted, including the works to regrade the levels of the site, demolition and ground preparation prior to building operations shall only take place between the hours of 8am and 6pm on Monday to Friday and 9am to 1pm on Saturdays and at no time on Sundays and Bank Holidays.

**REASON**

To protect the amenities of occupiers of nearby dwellings during the construction period.

### **25. Approval Condition - Lighting**

A detailed scheme for the lighting of external areas and the undercroft parking and cycle storage areas shall be submitted to and approved by the Local Planning Authority prior to development commencing.

**REASON**

In the interests of the visual amenities of the site and the amenities of adjacent occupiers and future residents.

### **26. Approval Condition - TV Reception**

The applicant shall undertake an analysis of the impact the proposals would have on the television reception of properties in the immediate vicinity of the site, in particular Vine Road. The findings and recommendations of the should be set out in a written report which shall be submitted to the Local Planning Authority prior to development commencing. Any recommendations or mitigation measures recommended in the report shall be carried out prior to first occupation of any of the units.

**REASON**

To ensure the development complies with guidance set out in PPG8.

### **27. Approval Condition - Refuse Stores**

The agreed refuse stores shall be provided prior to first occupation.

**REASON**

To ensure waste is properly stored.

## **REASON FOR GRANTING PLANNING PERMISSION**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations such as the level of sustainability achieved, the mix of housing units, the level of car parking provided, the provision of amenity space and the impact on nearby residents do not have sufficient weight to justify a refusal of the application. In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004 planning permission should therefore be granted.

### **S.106 Legal Agreement Informative**

A Section 106 agreement relates to this site which includes a requirement for contributions towards: highways (site specific and strategic) and play/open space. A full copy of the S106 legal agreement is available on the Public Register held at Southampton City Council.

### **Note to Applicant – Pre-Commencement Conditions**

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

### **Note to Applicant – Performance Conditions**

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

### **Note to Applicant – Cranes Informative**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is therefore drawn to the requirement within British Standard Code of Practice for the safe use of cranes, and for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4 'Cranes and other construction issues' available at [www.caa.co.uk/srg/aerodrome](http://www.caa.co.uk/srg/aerodrome)

**POLICY CONTEXT**

LDF Core Strategy - Planning Southampton to 2026

The LDF Core Strategy now forms part of adopted development plan against which this application should be determined. The following policies are relevant:

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS15	Affordable Housing
CS16	Housing Mix and Type
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS25	The Delivery of Infrastructure and Developer Contributions

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

Whilst there are no site-specific policies relating to this site within the City of Southampton Local Plan Review - Adopted Version March 2006, the plan contains general policies applicable to this development. This application needs to be assessed in the light of the following local planning “saved” policies:

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
SDP15	Air Quality
SDP16	Noise
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment
H13	New Student Accommodation
REI6	Local Centres

Supplementary Planning Guidance

The following SPD/G also forms a material consideration in the determination of this planning application:

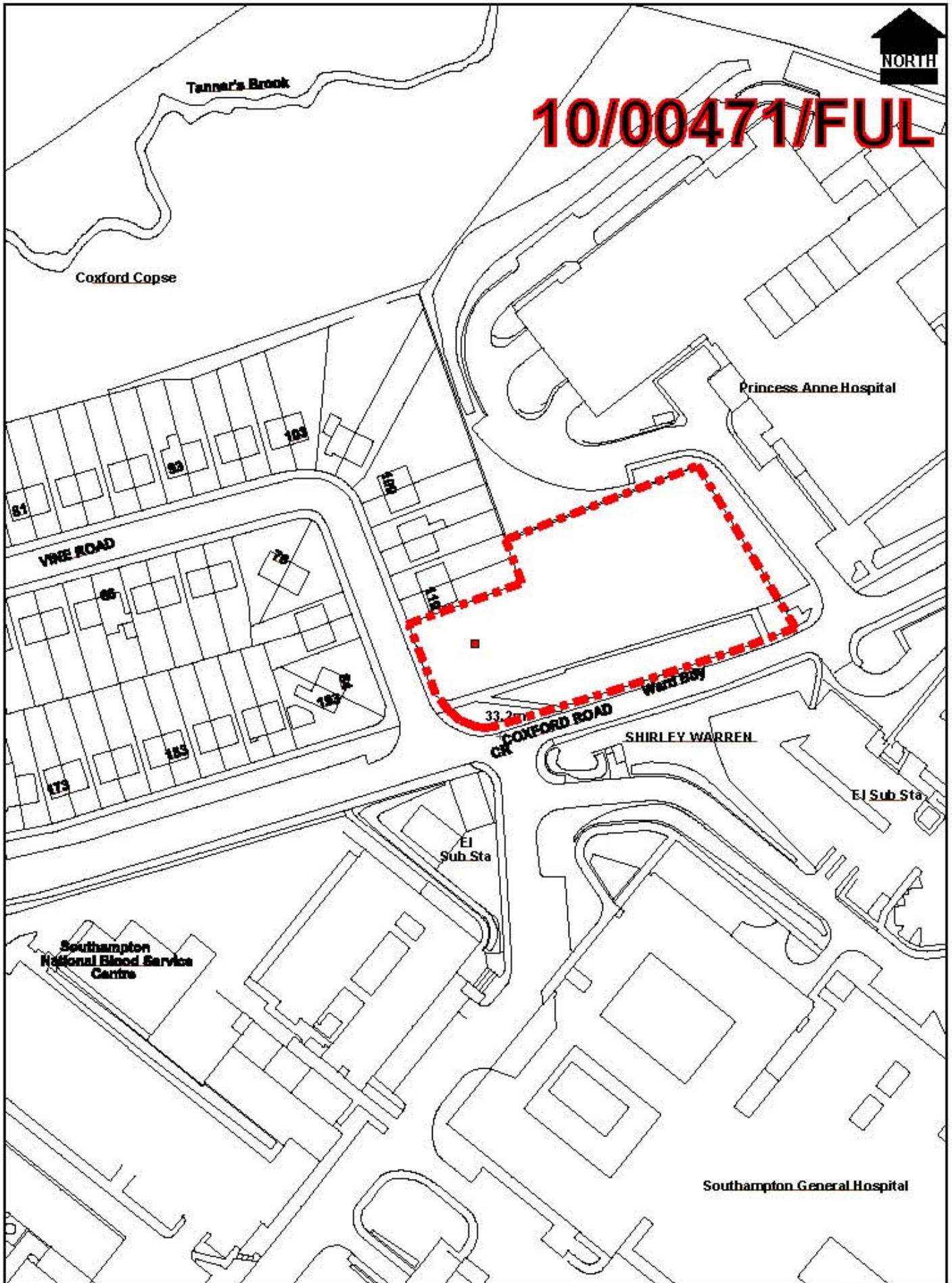
Residential Design Guide (Approved - September 2006)

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

Other Relevant Guidance

PPS1	Delivering Sustainable Development (2004)
PPS3	Housing (2010)
PPG13	Transport (2001)
PPG24	Planning & Noise (2004)





**10/00471/FUL**

Scale : 1:1250

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