

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 21st February 2017
Planning Application Report of the Service Lead, Planning Infrastructure and Development

Application address: Land rear of 21 – 23 Crabwood Road			
Proposed development: Redevelopment of the site. Erection of a 3-storey building containing 8 flats (6x 2-bed and 2x 1-bed) with associated parking and cycle/refuse storage			
Application number	16/01987/FUL	Application type	FUL
Case officer	Stuart Brooks	Public speaking time	5 minutes
Last date for determination:	24.01.2017	Ward	Redbridge
Reason for Panel Referral:	Request by Ward Member and more than 5 letters received from local residents	Ward Councillors	Cllr McEwing Cllr Whitbread Cllr Pope
Referred to Panel by:	Cllr Pope	Reason:	Overdevelopment Lack of parking

Applicant: Wickborne Homes	Agent: Sherlock Boswell Architecture
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Recommendation Summary	Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	Yes
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations 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, SDP5, SDP7, SDP9, SDP10, SDP12, H1, H2, H7, NE4 of the City of Southampton Local Plan Review (as amended 2015) and CS4, CS5, CS13, CS16, CS18, CS19, CS20, CS22, CS25 of the Local Development Framework Core Strategy Development Plan Document (as amended 2015).

Appendix attached			
1	Development Plan Policies	2	Details of 08/00610/FUL
3	Details of 16/01805/FUL		

Recommendation in Full

1. Delegate to the Service Lead, Planning Infrastructure and Development to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:

i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);

ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer and;

iii. Either a scheme of measures or a financial contribution 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 Service Lead, Planning Infrastructure and Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

3. 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, Planning Infrastructure 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.

1. The site and its context

1.1 The site lies within the ward of Redbridge. The site consists of a large plot formed from the long rear gardens of 21 and 23 Crabwood Road with vehicular access from the end of Haweswater Close. The site area of just over 1200sqm (0.12ha) is considerably large in size with a length and width of 41-48m by 26m.

1.2 The surrounding area mainly consists of suburban housing, very mixed in style, consisting of 2 storey dwellings to larger 3-4 storey blocks of flats. Historically, in the mid-20th century, Crabwood Road consisted of properties with long gardens to the south side of the street and larger plots on the north side. The street has evolved over the past 60 years to make use of the large plots and rear gardens for more housing, Crabwood Close being formed on the north side and Haweswater Close on the south side. Approved in the mid to early 1980s, Haweswater Close is formed from the rear gardens of 25 to 31 Crabwood Road which directly adjoins the site. Haweswater Close consists of a group 2 storey houses and flats with small back gardens and a wide expanse of tarmac hardstanding fronting the street.

2. Proposal

2.1 It is proposed to redevelop the rear gardens into a 2 storey block of 8 flats (6x 2-bed and 2x 1-bed) with accommodation in the roofspace. The site links to the end Haweswater close following the existing front building line, leaving a gap of 4.7m

between the side wall of 1 Haweswater Close to the west. Whilst the building has accommodation in the roof space, the eaves and ridge level replicates the height of the neighbouring property at 1 Haweswater Close. The development will leave each of the host dwellings in excess of 200sqm of private amenity space. The overall area of building footprint (including stores) and hardstanding is 600sqm which equates to a ratio of 50% footprint to plot coverage. The residents have access to 320sqm of useable communal amenity space (40sqm per flat), where smaller private spaces can be dedicated at the rear of the ground floor flats. The parking area also covers 320sqm, enclosed by 300sqm of soft landscaping including trees, hedge and shrub planting.

- 2.2 The site is currently covered by 10 small trees, of low amenity value, which will be replaced by 20 trees (mix of Silver Birch, Horn Beam, and fruit trees) around the perimeter of the site, including a mixed native species hedge around the entire perimeter to increase local biodiversity. The hardstanding area can be treated in permeable brick paviours, with the parking spaces being delineated by a darker set of paviours and the parking area being enclosed by an extensive tree and shrub planting. The new hardstanding within the site frontage would fit in with the wide expanse of tarmac hardstanding for parking in front of the properties in Haweswater Close. The view of the hardstanding from Haweswater Close will be screened by a hedge along the west boundary.
- 2.3 The front of the site consists of 14 parking spaces with an external bin and cycle store. The bin store is located next to the site access to allow convenient access by the SCC refuse lorry for collection. The number of parking spaces being provided is in excess of 1 for 1 parking (equivalent of 12 spaces for the 2 bed flats and 2 spaces for the 1 bed flats). This provides the maximum spaces required by the Council's parking policy.
- 2.4 A pedestrian access will link with the existing footway within Haweswater Close. The site can be successfully integrated into the local neighbourhood by seeking a contribution of £12,000 to introduce traffic calming measures in Haweswater Close which is sufficient to slow speeds and change driver's perceptions of the shared nature of the roadway. This will involve changing the nature of the approach to the site, which may include the formation of a raised table or changes to the surfacing texture or colour, to provide the necessary change in nature and environment.

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.
- 3.3 Saved Policy SDP1 (Quality of development) of the Local Plan Review allows development, providing that it does not unacceptably affect the health, safety and amenity of the city and its citizens. Policy SDP7 (Context) and SDP9 (Scale, Massing, and Appearance) allows development which will not harm the character and appearance of the local area, and the building design in terms of scale and

massing should be high quality which respects the surrounding area. Policy CS13 (Fundamentals of Design) assesses the development against the principles of good design.

- 3.4 Policy CS4 acknowledges that new homes will generally need to be built at higher densities. New dwellings coming forward on suitable windfall sites will contribute towards delivering the Council's strategic target for housing supply.
- 3.5 Policy CS5 acknowledges that whilst there is continuing pressure for higher densities in order to deliver development in Southampton, making efficient and effective use of land, however, the development should be an appropriate density for its context, and protect and enhance the character of existing neighbourhoods.
- 3.6 Policy CS19 of the Core Strategy (Car and Cycle Parking) of the Core Strategy sets out the Council's approach to car and cycle parking standards for new developments in the city, as supported by the guidance and standards set out in section 4.2 of the Parking Standards Supplementary Planning Document (formally adopted September 2012).

4. Relevant Planning History

- 4.1 A planning application was refused in 2008 (ref no. 08/00610/FUL) to redevelop the site into 12 flats on concerns that the scale and massing of the building would be out of character with the surrounding area. The plans and decision notice are attached to **Appendix 2**. The site was previously incorporated the rear garden of 19 Crabwood Road.

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 erecting a site notice (23.12.2016). At the time of writing the report **8** representations have been received from surrounding residents, and a referral by a local Ward councillor. The following is a summary of the points raised at the time of writing this report:

- 5.1.1 **Out of character due to overdevelopment and scale. Combined impact in addition of the development at 19 Crabwood Road (ref no. 16/01805/FUL).**

Response

This application should be considered separately to the refusal at 19 Crabwood Road as each application should be assessed on its own individual merits. Furthermore, this application has now been refused. The circumstances and characteristics of the two developments are markedly different. The footprint coverage of the building is in proportion to the size of its plot. The plots of the original dwellings have been fairly subdivided to retain decent sized gardens that would not be out of character with the mixed size of rear gardens in Crabwood Road. The back-land location of the development historically reflects the character of development established by the creation of Haweswater Close. The pitched roof of the building is similar in profile to the existing properties in Haweswater Close, whilst the eaves and ridge level would appear the same height as the existing properties in Haweswater Close and, therefore, not look out of place within the street scene. There will be an even balance of 320sqm of each hardstanding and garden space, with a further 300sqm of soft landscaping including trees, hedge and shrub planting. Overall, each flat would have access to 40sqm of useable amenity space which is double the size required by the Residential Design Guide. The hardstanding within the frontage is well screened by extensive planting including trees and shrubs, whilst the depth of the frontage

would be characteristic of the wide expanse tarmac fronting the properties in Haweswater Close.

5.1.2 Loss of privacy, outlook and light to neighbouring occupiers.

Response

The siting of the 2 storey building ensures there is adequate spacing between the neighbouring properties to ensure that the amenity of the neighbouring occupiers is not adversely affected. There would be in excess of 47 metres separation between the proposed building and No. 21 Crabwood Road; the building would be positioned approximately 10 metres from the boundary with the garden with no. 24 Windemere Avenue and; approximately 48 metres from the rear elevation of 10 Windemere Avenue. These distances comply with the standards set out in the Residential Design Guide Supplementary Planning Document. The light and outlook of habitable spaces of nearby properties are not directly affected.

5.1.3 Additional traffic will cause congestion, including access for emergency vehicles, and overspill parking in Haweswater Close leading to road safety problems. Haweswater Close is not through road and becomes congested with parked vehicles, and there will be increased disturbance to residents from additional movement of traffic.

Response

The Highways team are satisfied that the layout of the access and parking does not adversely affect road safety in Haweswater Close. The contributions sought by the Highways team towards site specific highways improvements will mitigate the impact of the additional traffic generated by acting as a measure to calm traffic entering Haweswater Close as a result of the development.

5.1.4 Loss of biodiversity and trees.

Response

The loss of the existing trees and planting and trees can be mitigated through 2 for 1 planting. The replacement trees shown by the applicant will extensively cover the perimeter of the site to give a good screen between neighbouring properties. The variety of species proposed will significantly improve the quality of the existing trees and increase the biodiversity of the site benefiting local wildlife. The Ecologist is satisfied that ecological impact of the development is likely to be low as the ecology assessment indicates that the site does not contain suitable habitat for protected species. The applicant is required to carry out further ecological mitigation measure, whilst the extensive planting and mixed native species hedgerow to be planted will improve biodiversity.

5.1.5 Has the developer purchased the sliver of land adjacent to the access point as this was thought to be in ownership of properties in Haweswater Close?

Response

The applicant has declared that they own this land, which is within the redline of the application site. Furthermore, land ownership will be checked through the section 106 process.

Consultation Responses

5.2 SCC Highways - No objection subject to conditions.

5.3 SCC Sustainability Team – No objection subject to conditions for energy and water efficiency to ensure compliance with policy CS20.

5.5 SCC Design – No objection.

- 5.7 **SCC Archaeology** – No objection subject to conditions.
- 5.8 **SCC Environmental Health (Contaminated Land)** – No objection subject to conditions.
- 5.9 **SCC Ecology** – No objection subject to conditions.
- 5.10 **SCC Trees** - No objection subject to conditions.

6. Planning Consideration Key Issues

- 6.1 The application needs to be assessed in terms of whether it has addressed the previous reasons for refusal and against the following key issues:

- Principle of Development;
- Impact on Character and Amenity and;
- Impact on Highway Safety.

6.2 Principle of Development

- 6.2.1 Whilst residential gardens are not previously developed land in planning terms, the National Planning Policy Framework requires the Council to set its own policies to resist inappropriate development in rear gardens where harm is caused to the character of the local area (para 53 refers). The Council does not have adopted policies which resist the use of gardens for new development and, therefore, the site should be assessed on the basis of the context and character of the local area and as such any inappropriate development proposals in rear gardens would be refused.

- 6.2.2 This proposal would contribute towards the delivery of housing and the provision of additional housing would meet an identified need and is, therefore, welcome. The development would achieve a residential density of 67 dwellings per hectare (dph). This will be slightly greater than the range of 35 to 50 (dph) that the Policy CS5 suggests as being appropriate for low accessibility locations such as this. The policy, however, also highlights that the density should be appropriate for its context and also judged in terms of the availability of open space. In this case, the slightly higher density of this scheme is not uncharacteristic of other nearby flatted blocks (ranging up to 4 storeys) and higher density housing in Haweswater Close, Crabwood Road, Ennerdale Road and Wimpson Lane. Furthermore, as noted above, the external space provided is in excess of the Council's standards. It is considered that the development strikes an appropriate balance between making efficient and effective use of the site to provide housing suitable for lower income households, whilst maintaining the mixed character of the area and the amenities of the neighbouring occupiers. The principle of development is, therefore, acceptable.

6.3 Impact on Character and Amenity

- 6.3.1 Following the refusal in 2008, the site has now come forward as a smaller parcel of land (reduction from 1700sqm to 1200sqm). The impact from the current proposal is much smaller given the reduction in building scale and number of flats. The application at 19 Crabwood Road was refused at the last panel meeting (ref no. 16/01805/FUL), whereby the details of this application are set out in **Appendix 3**. There is not a policy requirement for all the neighbouring gardens to be developed together under one application and the proposal would not prejudice the development of nearby land. As such, this application must be considered on its own individual merits.

- 6.3.2 The footprint to plot coverage of the site does not exceed 50% and therefore is

not considered to be overdevelopment under policy requirements. Striking an even balance between the coverage of building footprint and soft landscaping, the development will provide a source of good quality housing for low income groups and first time buyers. The character of housing within the surrounding area is very mixed ranging from bungalows to flats and therefore it is not necessary to define a particular design approach to fit in with the local character. The development of flats is not uncommon of other flatted blocks (ranging up to 4 storeys) and higher density housing already present nearby. That said, the massing of the development is equivalent to 2 storeys and ties in well with the scale and height of the properties within Haweswater Close. The efficient layout of the scheme makes effective use of the excess garden land with the benefit of boosting the city's housing supply, retaining sufficient open space and allowing for extensive tree planting.

6.3.3 The siting of the building has been well laid out to ensure that the neighbours on all boundaries of the site are not adversely affected. As noted above, the spacing of the building from nearest properties complies with adopted guidance and ensures that the light, outlook, privacy of habitable spaces are not adversely affected. The subdivision of 21 and 23 Crabwood Road will still maintain large and useable gardens.

6.4 Highway Safety

6.4.1 There have been a number of concerns raised about the potential parking overspill within Haweswater Close as a result of the new housing. The size of the development will be policy compliant by providing the maximum number of parking spaces. There will be in excess of 1 for 1 parking for the total number of flats, with 1 parking space provided per bedroom. Based on 2011 census data, within the surrounding area the average level of households that own 2 or more cars ranges from 8 to 25%. This suggests that the maximum parking level would be well sufficient to accommodate the parking demand. Whilst ensuring there is enough parking, it also important to strike a good balance between the amount of soft and hard landscaping to ensure there is adequate amount of garden space to provide good amenity for the occupiers.

6.4.2 The Highways team are satisfied that the layout of the access and parking does not adversely affect road safety in Haweswater Close. The contributions sought by the Highways team towards site specific highways improvements are considered to adequately mitigate the impact of the additional traffic generated by acting as a measure to calm traffic on the corner of Haweswater.

6.5 Other Matters

6.5.1 The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds, and the Solent Maritime SAC, designated principally for habitats. Research undertaken across south Hampshire has indicated that current levels of recreational activity are having significant adverse effects on certain bird species for which the sites are designated. A mitigation scheme, known as the Solent Disturbance Mitigation Project (SDMP), requiring a financial contribution of £176

per unit has been adopted. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity. This application has complied with the requirements of the SDMP and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

- 6.5.2 The contributions deemed to make the development necessary, as listed in the recommendation, can be secured through the S106 agreement subject to the panel granting a resolution to support the scheme and delegating powers to officer's to complete the S106.

7. Summary

- 7.1 In summary, this is a well-designed residential scheme in terms of its layout and scale that will sit comfortably within the mixed character of the surrounding area. The layout of the development will respect the amenity of neighbouring occupiers, whilst the impact on road safety and on-street parking pressure can be adequately mitigated. The development makes an effective and efficient use of surplus garden land without being an overdevelopment with respect to the policy standards and being appropriate within the context of the surrounding area in terms of the mixed character. Importantly, the new housing would help meet the needs of first time buyers, especially those on lower incomes or small families seeking affordable housing within the suburbs of the city.

8. Conclusion

- 8.1 In conclusion, the proposal would have an acceptable impact in accordance with the Council's policies and guidance.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), (b), (c), (d), 2 (b), (d), 4(f), (g), (vv), 6(a), (b), 7(a)

SB for 21/02/17 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition

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

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 hard landscaping materials (to be permeable), 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. Cycle storage facilities

Before the development hereby approved first comes into occupation, secure and covered storage for 8 bicycles (with the installation of Sheffield style cycle stands) 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.

04. Land Contamination investigation and remediation

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.

05. 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. 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.

06. Use of uncontaminated soils and fill

Only clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall 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.

07. Protection of nesting birds

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

08. Ecological Mitigation Statement

The development hereby approved shall be implemented in accordance with the habitat and species mitigation and enhancement measures as set out in Ecological Assessment by 4 Woods Ecology dated August 2016 submitted with the application before any demolition work or site clearance takes place.

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

09. Landscaping detailed plan

The approved soft landscaping scheme 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. Other reasons include to protect highway safety, enhance biodiversity and protect the habitats of protected wildlife species.

10. Refuse & Recycling

The bin storage shall be provided in accordance with the agreed details before the development is first occupied and thereafter retained as approved. In addition, the bin store shall be constructed of masonry under a suitable weatherproof roof, with adequate ventilation. The collection doors are to be of sturdy construction and hinged to open outwards with a minimum opening of 1.4m wide, to have level access avoiding thresholds, and a lock system to comply with SCC standard lock requirements operated by a coded key pad. It must be possible to secure the doors open whilst moving the bins.

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

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

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

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

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

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

11. Construction Management Plan

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; and,
- (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.

12. Hours of work for Demolition / Clearance / Construction

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.

13. Energy & Water

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).

14. Energy & Water

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).

15. Amenity Space Access

Prior to the occupation of development, details of a private and defensible spaces to the rear of the ground floor flats shall be submitted to and agreed in writing by the Local Planning Authority. Before the development hereby approved first comes into occupation, the external amenity space and pedestrian access to it, including the private spaces agreed, shall be made available for use of the existing and proposed dwellings in accordance with the plans hereby approved and thereafter retained for the use of the dwellings.

Reason: To ensure the provision of adequate amenity space for the existing and future occupiers.

16. Parking and Access

The parking and access shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

17. Archaeological watching brief investigation

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.

18. Archaeological watching brief work programme

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

19. Sustainable Drainage

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).

20. Obscure Glazing

The following windows 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.

- i. all windows in the east elevation
- ii. all bathroom windows in the west elevation
- iii. second floor bathroom windows in the south facing roofslope

The windows shall be thereafter retained in this manner.

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

21. Approved Plans

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

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

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS19	Car and Cycle parking
CS20	Sustainability
CS22	Biodiversity
CS25	The Delivery of Infrastructure and Developer Contributions

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

SDP1	Quality of Development
SDP5	Parking
SDP7	Context
SDP9	Scale, Massing & Appearance
SDP10	Safety and Security
SDP12	Landscaping
NE4	Protected Species
H1	Housing supply
H7	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)



08/00610/FUL/31926

DETERMINATION OF APPLICATION

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (General Development Procedure) Order 1995

Mr Chris Shipperley
Chapel Studios
14 Purewell
Dorset
BH23 1EP
UK

SCANNED

31 JUL 2008

In pursuance of its powers under the above Act and Order, Southampton City Council as the District Planning Authority, hereby gives notice that the application described below has been:

REFUSED

Proposal: **Erection of a new building (two-storeys plus additional accommodation in the roof space) to provide 12 x two bedroom flats with associated parking and vehicular access from Hawswater Close**

Site Address: **R/o 19-23 Crabwood Road Southampton SO16 9FD**

Application No: **08/00610/FUL**

For the following reasons:

01. Inappropriate massing and bulk

The proposed building, by reason of its massing and bulk is considered to be widely divergent from the character of buildings in the surrounding area. As such, the proposed development is considered to be contrary to Policies SDP1 (ii - in particular the guidance of paragraphs 3.7.7-3.7.8 and 3.9.5 of the Residential Design Guide [September 2006]), SDP7 (iii), SDP9 (i) and H7 (i)/(ii)/(iii) of the City of Southampton Local Plan Review (March 2006).

02. Failure to secure planning obligations

The proposal fails to satisfy the provisions of Policy IMP1 of the City of Southampton Local Plan Review (March 2006) and the Council's Supplementary Planning Guidance on planning obligations by not securing the following:

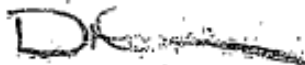
- a) measures to support sustainable modes of transport such as necessary improvements to public transport facilities and footways within the vicinity of the site;
- b) measures to support strategic transport initiatives;
- c) the provision of public space and children's play space to serve the needs of the

development as required by Policies CLT5 and CLT6 of the City of Southampton Local Plan Review (March-2006); and,

d) a commitment to repairing any damage to the public highway attributable to the build process.

Note to Applicant

1. The Local Planning Authority has decided to refuse planning application 08/00610/FUL on the basis of considering drawing nos.7714 (R1)/100A, 101, 102, 103 and 104 received by the Local Planning Authority on 28 April 2008 and 8 July 2008.



David Rothery *DR*
Development Control Manager

22 July 2008

For any further enquiries please contact:
David Randall

NOTES

1. ALL PROPOSED DEVELOPMENT IS BASED ON THE TOPOGRAPHICAL SURVEY DATED 11.03.08.

2. ALL PROPOSED DEVELOPMENT IS BASED ON THE TOPOGRAPHICAL SURVEY DATED 11.03.08.

3. ALL PROPOSED DEVELOPMENT IS BASED ON THE TOPOGRAPHICAL SURVEY DATED 11.03.08.

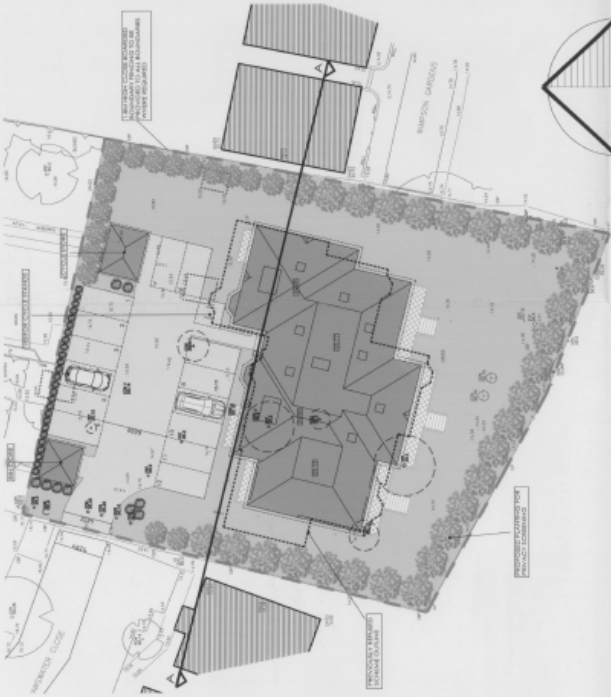
4. ALL PROPOSED DEVELOPMENT IS BASED ON THE TOPOGRAPHICAL SURVEY DATED 11.03.08.



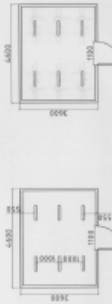
BLOCK PLAN
SCALE 1:500
BASED ON OS



LOCATION PLAN
SCALE 1:250
BASED ON OS



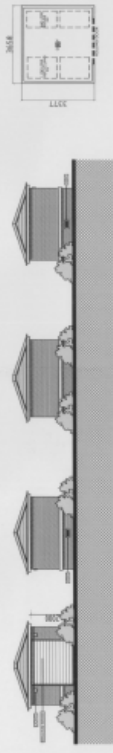
SITE PLAN
SCALE 1:200
BASED ON TOPOGRAPHICAL SURVEY



CYCLE STORE PLANS
SCALE 1:100



CYCLE STORE ELEVATIONS
SCALE 1:100



BIN STORE ELEVATIONS
SCALE 1:100



BIN STORE PLANS
SCALE 1:100



EXISTING BUILDINGS TO BE DEMOLISHED



PROPOSED PLANTING



EXISTING LEVELS



PROPOSED LEVELS



TREES TO BE REMOVED



PREVIOUSLY REFUSED SCHEME OUTLINE



PLANNING
11 JUL 08
SUSTAINAR

PROPOSED DEVELOPMENT
12 X CAR SPACES & 2 X VISITOR CAR SPACES
12 X CYCLE SPACES & 4 VISITOR CYCLE SPACES
A HIGHWAYS AMENDMENTS 08.07.08 WD

PROPOSED DEVELOPMENT
LAND REAR OF 19-23
CRABWOOD ROAD,
COUTHAMPTON, HANTS,
SO16 9PD

PARSONS & JOYCE

PROPOSED SITE, BLOCK & LOCATION PLAN / BIN & CYCLE STORES

scale AS SHOWN @ A1 | checked AP
DATE FEB 2008 | drawn LM

7714 (R1)/100

ANDERS ROBERTS & ASSOCIATES LTD

CHARL TRODOL, 14 PINEWELL,
CHRISTCHURCH, DORSET BH23 1EP

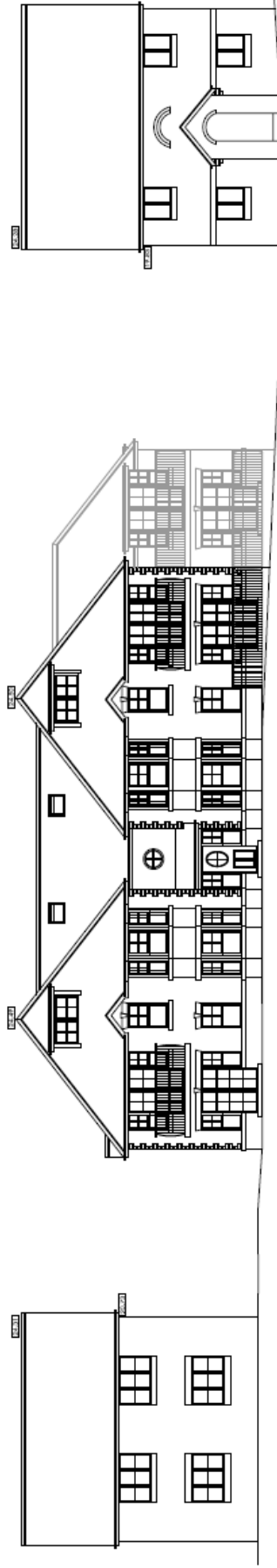
TEL: 01302 47919
FAX: 01302 49822
WWW.ANDERSROBERTS.COM



NOTES

- 1. The contents of this document are copyright.
- 2. Do not scale. Revised dimensions take to be used.
- 3. Consult the architect for any further information.

PROPOSED SITE SECTION (A-A)
SCALE 1:100



REAR ELEVATION OF 11-15

WIMPSON GARDENS

LAND REAR OF 19 - 23

CRABWOOD ROAD

FRONT ELEVATION OF 1

HAWSWATER CLOSE

No.	Revision	Date	By

PROPOSED DEVELOPMENT
LAND REAR OF 19-23
CRABWOOD ROAD,
SOUTHAMPTON, HANTS.
SO16 9FD

PARSONS & JOYCE

PROPOSED SITE SECTION

Scale	1:100 @ A2	Standard A3
Date	FEB 2008	Project LHM

7714 (R1)/104

ANDERS ROBERTS & ASSOCIATES LTD

CHARLETTON, 14 HURWELL,
CHICHESTER, SUSSEX, PO19 1PF
Tel: 01243 830000
Fax: 01243 830001
Email: info@andersons.co.uk
Web: www.andersons.co.uk



16/01805/FUL/31926



DETERMINATION OF APPLICATION

TOWN AND COUNTRY PLANNING ACT 1990

Town and Country Planning (Development Management Procedure) (England) Order 2015

EMPERY + CO LTD
Mr Toby Peters
Parkstone Bay Marina
Turks Lane
Poole BH14 8EW

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

FULL APPLICATION - REFUSAL

Proposal: Erection of a 2 storey building containing 4 x 1 bed maisonettes with access from Wimpson Gardens and associated parking and cycle/refuse storage.

Site Address: Rear of 19 Crabwood Road, Southampton, SO16 9FD

Application No: 16/01805/FUL

For the following reason(s):

01. Overdevelopment and harm to the character of area
The redevelopment of the site in the manner proposed, due to the proposed footprint and hard-surfacing, would result in a combined building footprint and hardstanding area (including parking and circulation) exceeding 50% of the site coverage and, therefore, will represent an overdevelopment of the site. Furthermore, due to the siting of the proposal, the scheme would fail to provide sufficient useable amenity space, exacerbated by the tree coverage on the adjacent sites and its north facing position, to serve all residents. Additionally, car parking arising from the development could have a detrimental impact on the amenity of nearby residents. Consequently, the proposal is contrary to Policies SDP1, SDP7 and SDP9 of the Adopted City of Southampton Local Plan (2015), Policies CS5 and CS13 of the adopted Southampton Core Strategy (2015) and the relevant sections of the Council's Residential Design Guide Supplementary Planning Document (September 2006) especially Parts 2, 3 and 4.

02. Lack of Section 106 or unilateral undertaking to secure planning obligations.
In the absence of either 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.



Samuel Fox
Planning & Development Manager

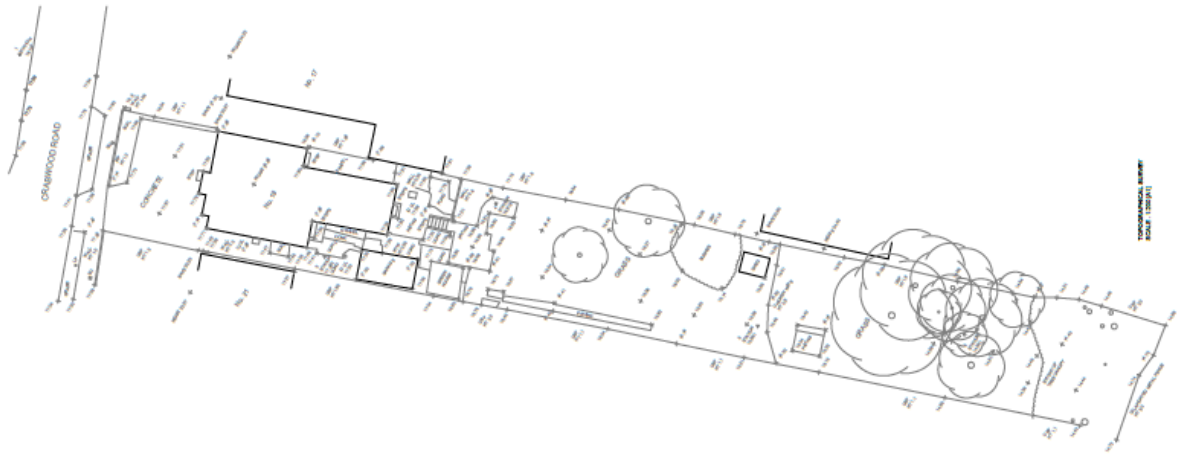
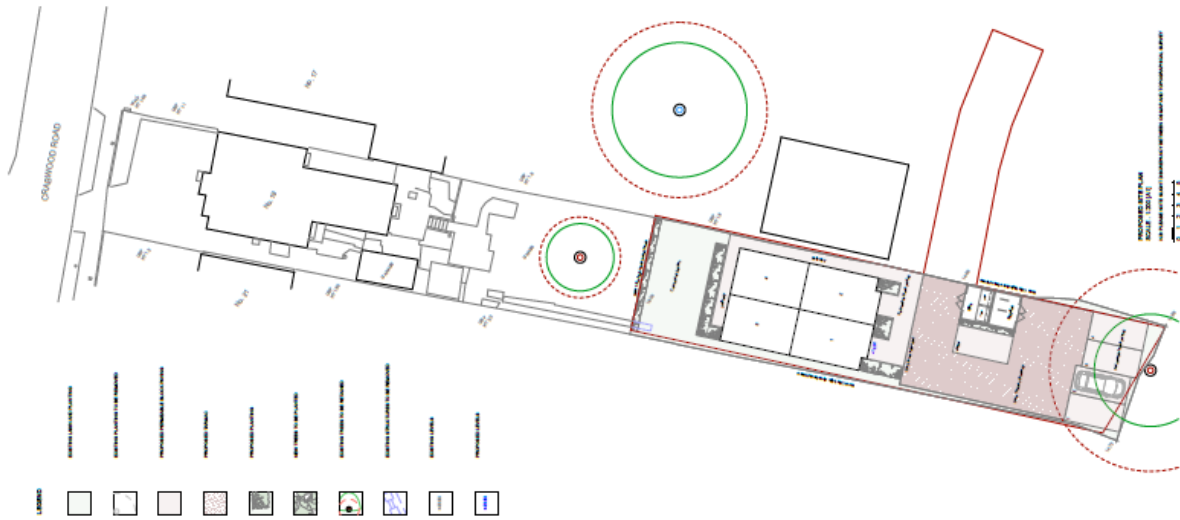
6 February 2017

For any further enquiries please contact:
Anna Lee

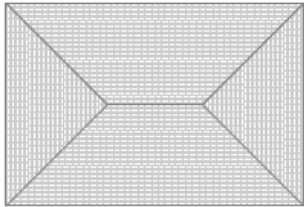
IMPORTANT NOTE TO APPLICANT

This decision has been made in accordance with the submitted application details and supporting documents and in respect of the following plans and drawings:

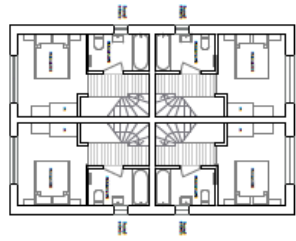
Drawing No:	Version:	Description:	Date Received:	Status:
01.1	October 2016	General Plan	20.10.2016	Refused
01.2	October 2016	General Plan	20.10.2016	Refused
DS/91116/AC	26 September	Arboricultural report	20.10.2016	Refused
1652J	27 June 2016	Transport assessment/statement	20.10.2016	Refused



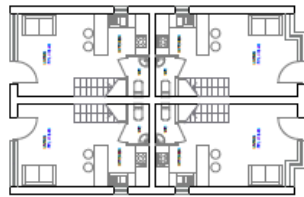
SITE AREA			
NO.	AREA	AREA	TOTAL
PROPOSED - G/A	NO.	AREA	TOTAL
Phd. 1	20	23.5	23.5
Phd. 2	20	23.5	23.5
Phd. 3	20	23.5	23.5
Phd. 4	20	23.5	23.5
Phd. 5	20	23.5	23.5
Phd. 6	20	23.5	23.5
Phd. 7	20	23.5	23.5
Phd. 8	20	23.5	23.5
Phd. 9	20	23.5	23.5
Phd. 10	20	23.5	23.5
Phd. 11	20	23.5	23.5
Phd. 12	20	23.5	23.5
Phd. 13	20	23.5	23.5
Phd. 14	20	23.5	23.5
Phd. 15	20	23.5	23.5
Phd. 16	20	23.5	23.5
Phd. 17	20	23.5	23.5
Phd. 18	20	23.5	23.5
Phd. 19	20	23.5	23.5
Phd. 20	20	23.5	23.5
TOTAL		470	470



ROOF PLAN
SCALE: 1/8"=1'-0"

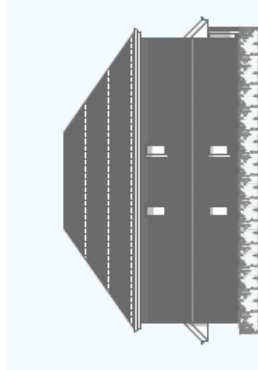


FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

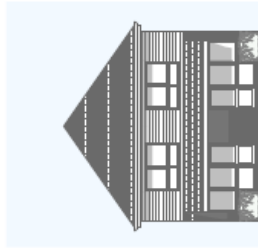


SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

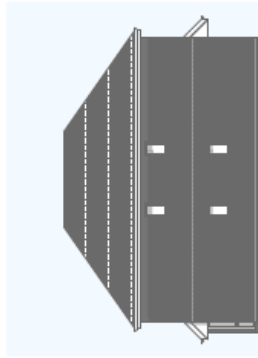
EXTERIOR MATERIALS
 ROOF: Composite Shingles
 EXTERIOR WALLS: Horizontal Siding
 INTERIOR WALLS: Drywall
 FLOORING: Hardwood



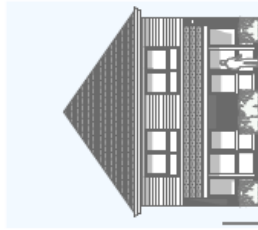
FRONT ELEVATION
SCALE: 1/8"=1'-0"



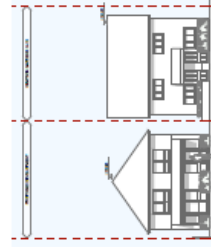
SIDE ELEVATION
SCALE: 1/8"=1'-0"



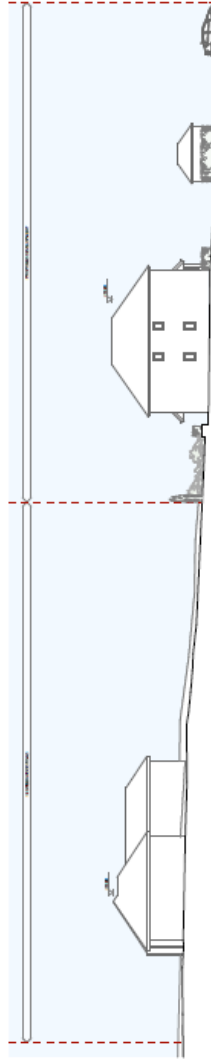
BACK ELEVATION
SCALE: 1/8"=1'-0"



SIDE ELEVATION
SCALE: 1/8"=1'-0"



SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"



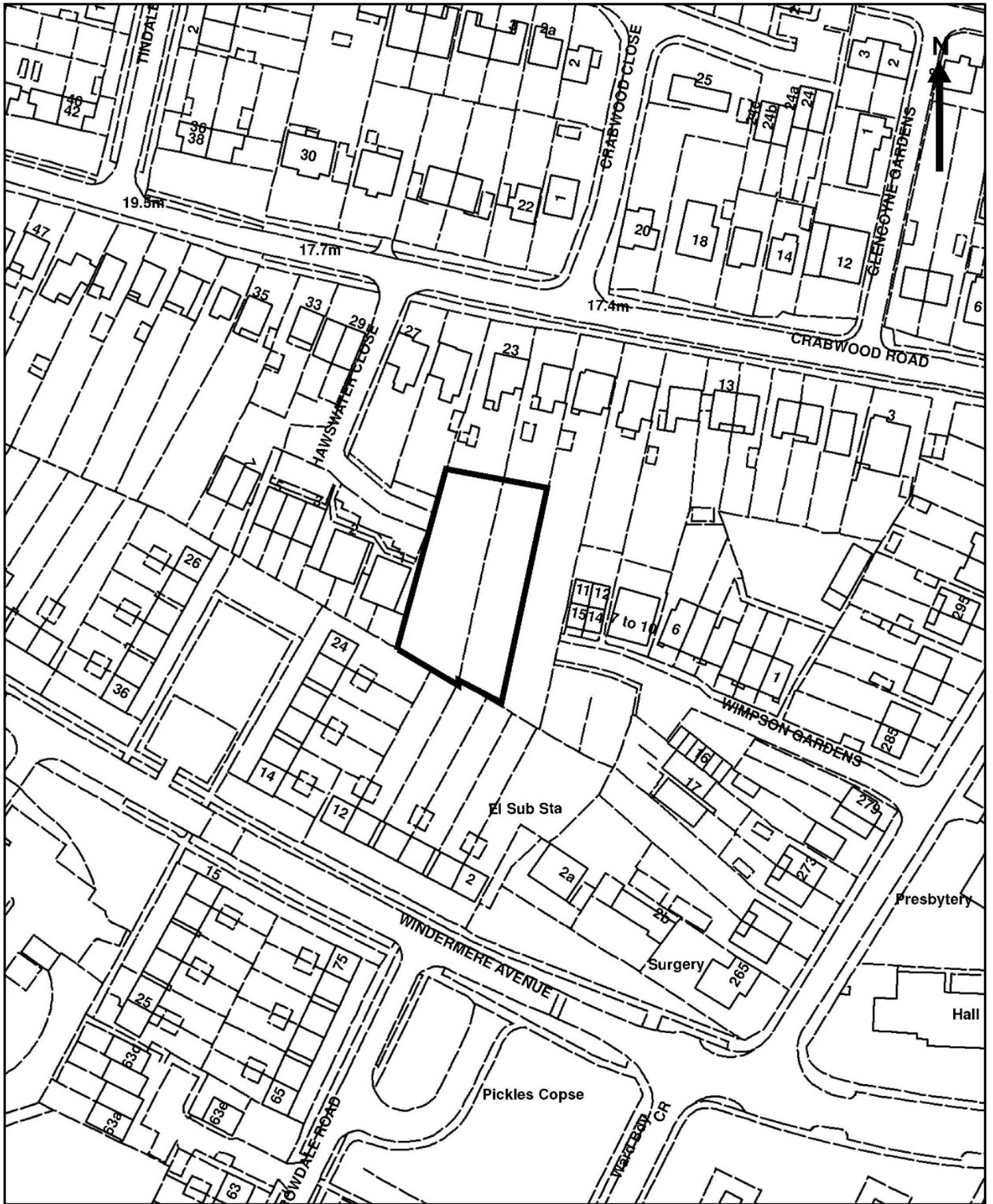
LOT PLAN
SCALE: 1/8"=1'-0"



PROPOSED DEVELOPMENT
 Project: 12345 Main Street, Atlanta, GA 30301
 Date: 10/26/2023
 Scale: 1/8"=1'-0"

EMPERY+CO
 600 Peachtree Street NE, Suite 2000
 Atlanta, GA 30308
 Phone: (404) 525-1234
 Email: info@emperryco.com

16/01987/FUL



Scale: 1:1,250

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