

Planning and Rights of Way Panel 14th March 2017
Planning Application Report of Service Lead – Infrastructure, Planning & Development

Application address: 69 - 73 Anglesea Road, Southampton			
Proposed development: Redevelopment of the site. Demolition of the existing buildings. Erection of a part two-storey and part three-storey building fronting Anglesea Road to provide 41 retirement flats with the erection of 16 dwellinghouses (including 6 bungalows) accessed from Stratton Road with associated access, parking and landscaping - Description amended after validation following changes to the proposed layout and the replacement of a flatted block of 20 flats with 12 houses			
Application number	15/02410/FUL	Application type	FUL
Case officer	Stephen Harrison	Public speaking time	15 minutes
Last date for determination:	14.03.2016 Extension Agreed	Ward	Shirley
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors	Cllr Chaloner Cllr Kaur Cllr Coombes

Applicant: McCarthy & Stone Retirement Lifestyles Ltd.	Agent: The Planning Bureau Ltd.
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Recommendation Summary	<ol style="list-style-type: none"> 1. That the Panel confirm the Habitats Regulations Assessment (HRA) in Appendix 1 to this report; and 2. 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 Planning Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations, as reported to the Planning & Rights of Way Panel on 14th March 2017 have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies – SDP1, SDP4-SDP12, SDP16, SDP22, NE4, HE1, HE6, CLT1, CLT3, CLT5, CLT7, H1-H3 and H7 of the City of Southampton Local Plan Review (Amended 2015) and CS4, CS6, CS10, CS13-CS16, CS18-CS20, CS22, CS23 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015) as supported by the Council’s current list of Supplementary Planning Documents, including the Residential Design Guide (2006) and the National Planning Policy Framework (2012)

Appendix attached			
1	Habitats Regulations Assessment (HRA)	2	Development Plan Policies
3	Viability Assessment – DVS Findings		

Recommendation in Full

- 1) That the Panel confirm the Habitats Regulations Assessment (HRA) in **Appendix 1** to this report to enable the planning application to be determined; and then,
- 2) 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:
 - a. Either a s.278 agreement or financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site – including works to both Stratton Road and Anglesea Road to improve access, visibility and pedestrian safety (where necessary) - in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - b. Provision of affordable housing in accordance with Policies CS15, CS16 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - c. 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;
 - d. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - e. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013);
 - f. 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, the Solent Disturbance Mitigation Project (SDMP) and the Conservation of Habitats and Species Regulations 2010 as set out in the attached Habitats Regulations Assessment;

- h. Parking permit restriction to prevent residents gaining permits for the nearby Controlled Parking Zone.
- 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.
- 4) 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.

1.0 The site and its context

- 1.1 The application site incorporates the former Dairycrest depot and the residential properties located at no.69 - 73 Anglesea Road. The site is located to the south east of Anglesea Road and to the north west of Stratton Road.
- 1.2 The vacant Dairycrest depot site is covered with buildings and hardstanding, and is principally accessed from Stratton Road. In places development abuts residential neighbours. There was, at one time, an active access to the site from Anglesea Road however this has since been closed and was, until recently, permanently fenced off. The application site also incorporates 3 existing residential plots located at 69, 71 and 73 Anglesea Road. No.73 Anglesea Road currently comprises 4 residential flats whilst no.69 and no.71 Anglesea Road are both single dwellinghouses. These dwellings are currently occupied and are within the ownership of the applicant.
- 1.3 This site is located within a predominantly residential area. This part of Anglesea Road is characterised by large, predominantly 2 storey, detached dwellings set within spacious plots and set back from the road by large gardens and driveways. There are also a number of mature trees along Anglesea Road, including within the application site that are protected under the Southampton (Former Crest Dairy Site Anglesea Road) Tree Preservation Order 2014 and the Southampton (69 Anglesea Road) Tree Preservation Order 2016. There is a modern 3 storey flatted block located at 67 Anglesea Road (approved under ref. 03/01813/FUL) in addition to a part 2 / part 3 storey medical clinic located on the opposite side of Anglesea Road at no.72 – 74; known as the Freya Centre (approved under ref. 03/00424/FUL).
- 1.4 Stratton Road is characterised by more modest two storey residential dwellings arranged in terraced rows. A number of these properties have driveways whilst others are served by established parking courts. Stratton Road itself separates these existing residential dwellings from the application site. The site is bounded by a two storey ‘Sure Start’ community centre to the south; a palisade fence marks this boundary, and by the two storey ‘Shield and Dagger’ public house to the north. The site is located outside of the St James Road Conservation Area, which centres on the nearby park and Wordsworth Road and it would be correct to state that the application site forms part of the setting to this designated heritage asset.
- 1.5 Parking restrictions exist along Anglesea Road, however on road parking along Stratton Road and other neighbouring streets is unrestricted.

2.0 **Proposal**

- 2.1 The planning application was originally submitted in 2015 and has been amended following initial validation. It now comprises three separate parts that can be summarised as follows:
- 2.2 The first element of this scheme remains unchanged and relates to the construction of a 3 storey block of 41 retirement apartments. This block would front Anglesea Road and would have a hipped roof with a total height of approximately 12m (7.6m to the eaves) with two lower hipped sections measuring approximately 8m in height (4m to the eaves). The proposed flats within this block would comprise the following:
- Ground floor: 7 x 2 bedroom flats and 6 x 1 bedroom flats (total of 13).
 - First floor: 7 x 2 bedroom flats and 9 x 2 bedroom flats (total of 16).
 - Second floor: 8 x 2 bedroom flats and 4 x 1 bedroom flats (total of 12).
- 2.3 At ground floor level, a communal lounge, reception room, office, mobility scooter store and refuse store would be provided. There would also be a guest room at first floor level. 32 car parking spaces, with a further 3 visitor spaces, would be provided for this block, positioned to the rear. As is usual with McCarthy and Stone developments this block would be age restricted so that residents would need to be a minimum of 60 years of age and/or with a partner of 55 years of age or older.
- 2.4 Vehicular access to this block would be via a new entrance from Anglesea Road. This would be an 'access only' entrance with vehicles required to leave the site via Stratton Road only. 'Alligator teeth' would be positioned along the access road from Anglesea Road to prevent cars leaving this way thereby creating a one way system for vehicles. An amenity area for residents would be provided to the rear in addition to landscaping to the front and the side. The TPO trees are retained.
- 2.5 The second element of this scheme has been amended. As originally submitted the applicant's proposed the construction of a 3 storey block of 20 flats fronting Stratton Road. Following the receipt of amended plans the block of flats have now been replaced with a more traditional street pattern of terraced housing comprising:
- 8 x 2 bedroom two storey terraced houses
 - 2 x 3 bedroom two storey terraced houses
 - 2 x 2 bedroom bungalow
- 2.6 Each 2 bed dwelling would have access to a single parking space and the 3 bed units would have 2 spaces to the side of the property. 3 visitor parking spaces are proposed.
- 2.7 The third element of this scheme relates to the construction of pairs of semi-detached bungalows (4 in total). These would be positioned along the southern boundary of the site and would each have a hipped roofslope with side gables. The total height would be approximately 6m (2.2m to the eaves). These would be accessed from Stratton Road and each would have access to 2 private car parking spaces and a private rear garden. These bungalows are for the existing residents on site to enable them to relocate.
- 2.8 One existing sub-station would be retained and 2 new sub stations would be

provided on site. It is likely that this development will be phased as the bungalows are needed before the sheltered housing can be constructed. The residential terraces will then follow and a phasing plan is to be secured with a planning condition.

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4.0 Relevant Planning History

- 4.1 No objection was raised to application ref.16/00060/DPA for the proposed demolition of no.69, 71 and 73 Anglesea Road and the former Dairycrest depot. The detailed planning history for the Dairycrest operation is not relevant in the determination of this case.

5.0 Consultation Responses and Notification Representations

- 5.1 In accordance with current good practice the applicants arranged their own pre-application public consultation event on Monday 16th November 2015.
- 5.2 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (01.01.16) and erecting a site notice (22.12.15). **7 representations** were received from surrounding residents (6 objecting and 1 supporting) to this initial notification. Following the receipt of amended plans and a full re-notification (including a fresh site notice dated 10.01.17) a further letter of support has been received, albeit from the same neighbour that previously found the scheme to be acceptable. The following is a summary of the points raised:
- 5.3 **The proposed scheme would be harmful to the character and appearance of the St James' Road Conservation Area. Specifically, this relates to the proposed height, style and building materials which are out of character with this neighbouring Conservation Area. At 3 storeys in height, the proposed buildings, would be taller than the two storey buildings within the surrounding area. It would therefore, be visible over the rooftops from vantage points in Wordsworth Road, Church Street, St James' Road, Winchester Road and St James' Park, all of which fall within the**

Conservation Area.

5.4 Officer Response

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that 'special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a conservation area. Local and national policy and guidance expands upon the legislation and seeks to secure appropriate development. In this regard, the City Council's Heritage Group Leader has been consulted on this scheme and has advised that the impact of the proposed scheme on the St James' Road Conservation Area could successfully be mitigated through adequate landscaping and the use of building materials appropriate for this location. Verified Visual Montages (VVMs) have been submitted by the applicant to enable a full assessment of the proposed scheme in relation to the conservation area. When looking towards the site from the conservation area it is only the roof slopes of the proposed three storey buildings which would be visible and, following the scheme's amendment, the Stratton Road block has now been replaced with terraced housing thereby improving the relationship between the proposed development and its neighbouring conservation area. The removal of the existing redundant buildings, particularly along Stratton Road, will also result in betterment to the setting of the conservation area.

5.5 The site should be assessed for its archaeological potential before any works commence.

5.6 Officer Response

Planning conditions requiring archaeological works to be undertaken prior to the commencement of works on site have been imposed.

5.7 The proposed scheme would result in an unacceptable increase in parking pressure on the surrounding roads in terms of increased traffic and an increased number of cars parking in the area. This would pose a highways safety risk, particularly with regards to Wordsworth School.

5.8 Officer Response

The City Council's Highways Team have been consulted on the scheme and have confirmed that they're satisfied with parking numbers and suggest that the scheme would not be harmful to highway safety on the surrounding residential roads. Further consideration of the parking provision is given in the Planning Considerations section of this report.

5.9 There are safety concerns for children of Wordsworth Primary School (raised by the school itself) which backs onto the application site. This relates to both construction traffic accessing the site and workmen working on site during construction. The site boundary needs to be secure so that children cannot access the site during construction.

5.10 Officer Response

The application site does not share a common boundary with Wordsworth School as an existing development, including a Sure Start Community Centre, and its parking forms a buffer. A 'Construction Management Plan' would be required by planning condition to secure details of how the site will be operated during the construction phase and shall include lorry routing. The developers will want to secure their site during the construction phase in any event.

5.11 **The proposed electricity sub-station will create noise nuisance for occupiers of neighbouring residential units, particularly those residing at no.67 Anglesea Road.**

5.12 Officer Response

One of the 3 sub stations is existing. The City Council's Environmental Health Team have been consulted on this scheme and have not raised an objection with regards to the proposed sub-stations and, as such, this should not form a substantive reason for refusal.

5.13 The neighbour in support of the application comments that the vacant site containing a number of derelict buildings is in need of redevelopment. This scheme would establish a form of development which is acceptable in this highly accessible location. The site would be well landscaped and the standard of living accommodation proposed would be of a high standard. The scheme would significantly improve the outlook and access to light for the flats within no.67 Anglesea Road which currently face a vacant warehouse building. The proposed scheme would improve visibility for the access to the car park serving no.67 Anglesea Road. The provision of two separate entrances to the site is welcomed. Having two entrances would limit the amount of traffic accessing the site via Stratton Road, resulting in a more even distribution.

Consultation Responses

5.14 **SCC Highways** - No objection subject to conditions and S106.

Initially commented that the provision of an 'access only' entrance from Anglesea Road, with egress to the rear onto Stratton Road is acceptable. The following matters do however, need to be secured by planning conditions:

a) 'Build outs' along Anglesea Road.

b) Refuse management plan.

c) Details of cycle storage for staff and visitors to the retirement block.

d) Details of cycle storage for residents of the Stratton Road block and the bungalows. This should include details of the cycle storage systems to be used and of the proposed door locking system.

e) New accesses shall be constructed in accordance with Balfour Beatty's heavy duty footway crossing detail, and be implemented under a licence from Balfour Beatty.

f) All redundant dropped crossings around the site perimeter shall be reinstated as full height kerbs and the footways shall be reconstructed to suit the new levels, all done under a licence from Balfour Beatty.

5.15 In response to the amended layout it is considered that the proposal fronts Stratton Road with driveways for houses, the footway on Stratton Road will need to be reconstructed to accommodate these accesses, and the developer will be required to provide a footpath along this frontage of a minimum width of 2m (*now as shown*). It will also be necessary for the developer to relocate the traffic calming island to allow free movement of some driveways (*now as shown*).

5.16 There is a redundant dropped crossing which coincides with the end driveway on Stratton Road, and the road alignment changes at this point, this will need to be amended to suit the new driveway and the kerb alignment rerouted to suit, the parking space as shown may be encroaching onto public highway at the change

in alignment (*now as shown*).

- 5.17 The visitor parking bays shall be a minimum of 6m long and include splayed ends, and the bin collection point for the two remote houses shall be at the forward end of the parking bay, not beyond it, so clear visibility of the bins can be made from the main route through the site. The roads and footway shall be constructed to an adoptable standard.
- 5.18 **SCC Ecology** – No objection subject to conditions.
The application site consists of a former milk distribution depot and three houses with gardens located on Anglesea Road. Habitats present include buildings, hard standing, amenity grassland, trees, shrubs and ruderal vegetation.
- 5.19 A phase 1 ecology report accompanying the application confirmed that the habitats present are of low ecological value but with potential to support roosting and foraging bats and nesting birds. A detailed phase 2 bat activity survey report was also provided. This indicated that there were no bat roosts present in any of the buildings or trees and only low levels of activity across the site. Species recorded included three species, common Pipistrelle, Pipistrellus Pipistrellus, Soprano Pipistrelle, Pipistrellus Pygmaeus, and Noctule, Nyctalus Noctula, commuting over the site and one, common Pipistrelle, foraging on site.
- 5.20 The survey confirmed the presence of habitat suitable for nesting birds within the gardens of 69-71 Anglesea Road. All nesting birds, their nests, eggs and dependent young receive protection under the Wildlife and Countryside Act 1981 (as amended). It is important, therefore, that any vegetation clearance should either take place outside the nesting season, which runs from March to August inclusive, or after it has been checked by a suitably qualified ecologist. If active nests are found vegetation clearance must be delayed until after the chicks have fledged.
- 5.21 As a residential development there is likely to be a need to mitigate recreational impacts upon European and internationally designated sites along the Solent coastline and in the New Forest. Impacts on the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site are being addressed through the Solent Recreation Mitigation Project's (SRMP) Interim Scheme of Mitigation. The developer has the option of paying the SRMP contribution, which currently stands at £176 per dwelling or providing bespoke mitigation measures. A standard scheme of mitigation similar to the SRMP is not currently available to mitigate impacts on the New Forest SPA and Ramar site and bespoke mitigation measures will therefore be required. Information regarding potential impacts and mitigation measures will need to be provided to the Local Planning Authority to enable a Habitats Regulations Assessment to be undertaken.
- 5.22 The proposed development will result in a significant increase in the extent of landscaping on the site. The submitted Green Space Factor score indicates that this will double from the current 0.09 to 0.2. The proposed landscaping scheme includes a variety of herbaceous, shrub and tree species of which approximately 50% are included on the Royal Horticultural Society's 'Perfect for Pollinators' list. This vegetation will provide a range of foraging and nesting habitat for local wildlife and result in a net improvement on the current situation.
- 5.23 The bat survey recommends the inclusion of three bats boxes which I support. I

would also like to see some bird boxes, specifically swift boxes and sparrow terraces, to be included within the development.

5.24 Japanese knotweed, *Fallopia japonica*, was identified on site. This species is listed on schedule 9 of the Wildlife and Countryside Act 1981 (as amended) which means that it is an offence to release it into the wild or to allow its spread. Japanese knotweed is also classed as Controlled Waste under the Environmental Protection Act 1990. An appropriate methodology setting out how the Japanese knotweed will be dealt with will need to be secured through a planning condition.

5.25 Apart from potential impacts upon European sites, which will need to be addressed before planning permission can be granted, I am of the view that the development will result in a net improvement for local biodiversity and have no objection.

5.26 **SCC Sustainability** – No objection subject to conditions.

5.27 **SCC Environmental Health (Pollution & Safety)** - No objection.
The report for the transformers is satisfactory.

5.28 **SCC Environmental Health (Contaminated Land)** - No objection subject to conditions. This department considers the proposed land use as being sensitive to the effects of land contamination. Records maintained by SCC - Regulatory Services indicate that the subject site is located on/adjacent to the following existing and historical land uses;

- Milk Depot.

These land uses are associated with potential land contamination hazards. There is the potential for these off-site hazards to migrate from source and present a risk to the proposed end use, workers involved in construction and the wider environment. Therefore, to ensure compliance with Para 121 of the National Planning Policy Framework - March 2012 and policies SDP1 and SDP22 of the City of Southampton Local Plan Review (adopted version, March 2006) this department would recommend that the site be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site.

5.29 **SCC Flood Risk** – No objection subject to conditions.

The principles outlined in the submitted Drainage Strategy provide a marked improvement on the existing situation and are considered to be acceptable (that is, limiting the peak runoff rate from the site to 5 l/s through the provision of underground attenuation on site and a reduction in volume of runoff through a proposed reduction in impermeable area on the site through the redevelopment). However, the drainage strategy states that the outlined surface water drainage scheme is only provisional as further site investigation works are required to fully determine if infiltration is (or is not) suitable. If infiltration is found to be suitable on site and some (or all) of the surface water runoff will be discharged through this method, the following information will need to be provided as part of the discharge of condition application to demonstrate that it is appropriate:

- Confirmation that the infiltration tests have been undertaken at the required location, depth and with a head of water that replicates the proposed design;
- Confirmation of the measures which are necessary to prevent construction

- activities (especially compaction) changing the infiltration characteristics;
- Confirmation that the test infiltration capacity is likely to be representative of the wider ground mass;
- Confirmation that evidence has been provided of seasonal variations in groundwater levels;
- Confirmation that the maximum likely groundwater levels are >1m below the base of the infiltration devices;
- Confirmation that an assessment has been undertaken to assess the potential effect of infiltration on groundwater levels local to any infiltration component and the potential wider impact of multiple infiltration components within the site, with respect to groundwater flood risk;
- Confirmation that an assessment has been undertaken of the risk of springs developing in layered geology/steep topography as a result of the proposed infiltration.

Given that the surface water drainage scheme could change following further ground investigation work a pre-commencement condition should be applied.

- 5.30 **SCC Heritage Conservation** – No objection following additional information
The applicant has supplied a comprehensive Built Heritage Statement which, while I disagree strongly with the conclusions in 2.2 of the document, sets out the main issues regarding the impact of the proposals on the St James Conservation Area. The loss of No 73 Anglesea Road is regretted, however this can in part be mitigated through a programme of recording of the building, and a planning condition is suggested.
- 5.31 It is unclear what impact the 'later living' apartments will have on the setting of the Conservation Area. They will certainly be visible from some parts, but no views or analysis have been submitted to support the assertions contained in the Built Heritage Statement. While the building is described as three-story, this does not take into account the substantial pitched roof. The visibility (or otherwise) of this building should be established and if necessary mitigated through planting and / or the use of appropriate materials. Similarly the affordable housing element, which will impact on the setting of the Conservation Area, has not been adequately considered. Again, mitigation through appropriate use of materials (red brick rather than yellow stock, and conservations of the roofing materials) would be appropriate. The VVMs indicate that the impact of the scheme could largely be mitigated through planting of semi-mature species.
- 5.32 The assertion that 'the Local Planning Authority would not require any further archaeological investigation to be undertaken' is not supported by evidence, and the site should be subject to a programme of archaeological evaluation once the demolition of the existing buildings down to floor slab level has been completed.
- 5.33 **SCC Trees** – No objection subject to conditions.
- 5.34 **SCC Children Services** - No objection subject to acceptable boundary treatment
We query about the nature of the boundary between the Ashby centre and the proposed bungalows. The Ashby Centre has a children's play area at its' front which has a boundary with the Dairy. This boundary needs to be secure to meet Ofsted requirements. The current boundary is a fence of about ten feet high and should be ideally replaced with a wall of similar height.
- 5.35 **Southern Water** – No objections subject to conditions and informatives.

5.36 **Natural England - Objection**

Natural England notes that the applicant has provided further information in the form of an 'Amenity and Recreation Statement' which aims to assess the ecological impact of the operational phase of the development on the New Forest sites. The statement suggests that that your authority would be able to rule out the likelihood of significant effects arising from the proposal due to the mitigation measures proposed in section 5.6.

5.37 On the basis of the information provided, it is the advice of Natural England that it is not possible to conclude that the proposal is unlikely to result in significant effects on the European sites in question.

5.38 Natural England advises that the statement currently does not provide enough information and/or certainty to justify its conclusion and that your authority should not grant planning permission at this stage. Where there is a likelihood of significant effects, or there are uncertainties, a competent authority should undertake Appropriate Assessment, in order to assess the implications of the proposal in view of the conservation objectives for the European wildlife site(s) in question. Natural England therefore advises that an Appropriate Assessment should now be undertaken, and the following information is provided to assist you with that assessment.

- Given the minimum age of occupants given in the statement we would not be able to rule out likely significant effect.
- Due to the inability to enforce pet covenants they cannot be accepted as avoidance and mitigation.
- Information/welcome packs alone are not acceptable as mitigation.
- All of the appeal statements provided in the statement relating to Thames Basin Heaths (TBH) are irrelevant. They are all dated before a strategic TBH solution was formed, even before the Examination of the South East Plan technical discussions. Ever since the NRM6 Policy and TBH Delivery Framework of 2009, all nursing facilities have followed the approach we are advocating below.
- Moving forward as a solution, we suggest that the applicant either limits the development to C2 limited mobility, or limits the age to a higher age bracket (say 80 years plus). In addition we would require the removal of car parking facilities, other than for visitors and the application of a no pets covenant.
- An alternative solution would be a financial contribution to enhancements on local green space. The statement already identifies a number of local green spaces in close proximity to the development site, so the applicant could work with the local authority in identifying enhancement measures that could be made to make those sites more useable

5.39 Officer Response

*An attempt to overcome this objection has been made as outlined within the attached Habitats Regulations Assessment at **Appendix 1**. Provided that the development is carried out in accordance with this document, it is considered that it would not have an unacceptable impact on the New Forest sites and the s.106 contribution towards the Solent Waters also mitigates the scheme's direct impacts upon local Special Protection Areas. The Panel will note that a significant CIL contribution will be made by this development and the Council ring-fences part of these monies for direct mitigation to encourage people to stay locally for recreation, such as dog walking, rather than visit the New Forest. Whilst Natural*

England have not removed their objection the HRA is considered to offer a robust response that enables the Panel to then determine the planning application on its own merits.

5.40 **SCC Housing** – Concerns raised.

The consultation response highlights the policy requirement of 35% of all new dwellings to be 'affordable'. Of 8,919 applicants on the Housing Register in November 2015, 5,238 are registered for 1 bedroom accommodation and 1,561 for 2 bedroom accommodation. In terms of shared ownership applicants for Southampton, 42% are in the 18-29 age group, 34% in the 30-39 age group and 15% are aged 40-49. These figures are correct as at 1st Oct 2015. A reduced affordable housing contribution limits the Council's ability to support this need.

5.41 Housing Delivery and Renewal colleagues continue to have residual concerns regarding some aspects of the applicant's viability submission and subsequent assessment by the DVS, which stem from the fact that this is a comparatively unusual and more complicated scenario than is normally the case. In particular, it seems that the scheme might potentially be capable of supporting more affordable housing than has currently been assessed if the background behind certain financial assumptions are explored in more detail, such as the implications of the of the land valuation and preferred build programme as submitted by the applicant and accepted by the DVS. As it would not seem appropriate to debate the detail of this before Panel, it is respectfully requested that Panel consider making any granting of consent subject to further investigations as suggested above

5.42 Officer Response

*In terms of the 57 dwellings there is an expectation that 18 affordable dwellings (35% of the 51 net gain) will be provided on site. The scheme has evolved since its validation in 2015 and where initially 20 affordable flats were proposed (on the larger scheme of 65 dwellings). The applicants have amended their scheme to provide houses rather than flats and have supported this change with a viability appraisal that indicates that the scheme is no longer viable if the Policy maximum is sustained. Policy CS15 suggests that 'the proportion of affordable housing to be provided by a particular site will take into account the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model)'. The applicants have submitted a detailed viability appraisal of their scheme. It concludes that nil affordable housing can be supported by this scheme. This is a weakness of the scheme but has been assessed and verified by an independent adviser to the Council; in this case the District Valuation Service (DVS). A copy of the DVS report is appended to this report at **Appendix 3**. Further discussion on this issue is provided in the 'Planning Considerations' of this report, and an update of any further discussions with DVS will be reported at the meeting*

6.0 Planning Consideration Key Issues

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

- a) The Principle of Development;
- b) Loss of Family Housing;
- c) Design incorporating heritage issues;
- d) Highways safety and Parking;

- e) The quality of the residential environment proposed;
- f) The impact in terms of residential amenity; and,
- g) The direct local impacts and viability including on protected habitats.

6.2 Principle of Development

- 6.2.1 Paragraph 48 of the National Planning Policy Framework (NPPF) states that 'housing applications should be considered in the context of the presumption in favour of sustainable development'. Adopted LDF Core Strategy Policy CS4 states that 'an additional 16,300 homes will be provided within the City of Southampton between 2006 and 2026'. It is within this policy context the proposed development should be considered. Furthermore, this site is allocated for housing development under saved policy H1 of the adopted Amended Local Plan Review (March 2015). Annex 6 of this document estimates that approximately 60 dwellings could be accommodated on this site. The proposed construction of 57 dwellings is compliant with this policy.
- 6.2.2 Saved policy H3 (Special Housing Need) advises that 'residential development will be expected to be capable of being adapted to conform with 'lifetime homes' principles wherever practicable'. The explanatory text for this policy advises that 'older people are looking increasingly for a wider choice of housing and residential support'. In addition to the private market housing this scheme would provide 41 retirement apartments aimed at the over 60s who wish to downsize and benefit from residential accommodation which also provides an element of care and support. Paragraph 7.17 of the Local Plan Review advises that: 'it is estimated that up to a third of households contain somebody who has a special need. The building regulations (document M) state that provisions are expected to enable occupants with disabilities to cope better with reducing mobility and to remain for a longer period within their own homes. The City Council wishes to improve the ratio of properties which are capable of accommodating adaptations easily, meeting the varying needs of occupiers under the 'Lifetime homes' principle'. This scheme would therefore, contribute to the provision of specialist housing within the city, and in combination with the private market housing would also offer a mix of accommodation to residents thereby assisting in retaining/promoting a 'mixed and balanced community' as required by the NPPF (see paragraph 50 for instance).
- 6.2.3 This site is located within Band 3 of the Core Strategy Public Transport Accessibility Levels (PTAL) map for Southampton. Core Strategy policy CS5 states that within this location residential density levels of 50–100 dwellings per hectare will be considered acceptable. With a site area of approximately 0.86ha, the proposed creation of 57 dwellings on site would result in a density of 66 dph. This is within the recommended levels and would, therefore, be considered appropriate in this location. This site is of a sufficient size to accommodate the proposed development.
- 6.2.4 This scheme would remove a non-conforming use within a predominantly residential area, would provide much needed housing on a site which has been identified for housing development by the City of Southampton Local Plan Review. The number of units proposed is in keeping with the number of dwellings identified by saved policy H3, and the site is considered to be an appropriate location for high(er) density development due to its moderate accessibility levels. Furthermore, the provision of retirement housing in this location would meet the

needs of an ageing population. Having regard to the policies, discussed above, this scheme is considered to be acceptable in principle.

6.3 Loss of Family Housing

6.3.1 LDF Core Strategy Policy CS16 seeks to secure a mix of housing types and more sustainable and balanced communities. The policy seeks 'a target' of 30% of all dwellings as family homes (defined as having 3 bedrooms and a private garden) on sites of 10 or more and also no net loss of existing stock. In this case there are 2 existing 3 bed dwellings that are to be demolished to make way for the retirement block. These dwellings are re-provided along Stratton Road. Policy CS16 confirms that the requirements do not apply to specialist housing comprised of accommodation specifically for senior citizens or supported accommodation for people with disabilities. As such, it is reasonable to conclude that it is not necessary for the 41 retirement flats to provide any 3 bed units.

6.3.2 The remaining dwellings accessed from Stratton Road should be guided by this policy and whilst 2 no.3 bed units are provided to mitigate the loss along Anglesea Road, the remainder are made up of 2 bedroom accommodation. Of the remaining 14 no.2 bed dwellings proposed a further 4 should, strictly, provide a third bedroom. In these circumstances, given the good overall mix of accommodation, the fact that the retirement scheme could free up family housing elsewhere in the City as residents 'downsize', and the reduced viability of the scheme without further amendments, it is considered that the scheme is acceptable when assessed against the underlying principles behind Policy CS16.

6.4 Design and Heritage

6.4.1 There are two parts to the scheme comprising a flatted block to the northern part of the site, and a more traditional terraced street pattern to the south. The latter relates more to the nearby conservation area.

6.4.2 The application needs to be assessed against current local and national planning policy and guidance. Paragraph 56 of the NPPF advises that the 'Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'. With regards to heritage, paragraph 129 of the NPPF adds that 'Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset)'.

6.4.3 Core Strategy policy CS13 states that development should 'respond positively and integrate with its local surroundings, character and architectural vernacular without being a pastiche of the past'. Core Strategy policy CS14 states that 'the Council will safeguard from inappropriate development and, where appropriate, enhance important historical assets and their settings and the character of areas of acknowledged importance including Listed Buildings, Conservation Areas, sites of archaeological importance and their setting and parks and gardens of special historical interest'.

- 6.4.4 Saved policy H7 of the City of Southampton Local Plan Review 2010 states that 'planning permission will only be granted for residential development provided that the highest standards of quality and design are applied, in particular: (iv) That, where development abuts, or is closely related to a conservation area, statutorily or locally listed buildings, new build should complement or enhance their character, and respect their surroundings'. Paragraph 3.5.1 of the Residential Design Guide (RDG) supports the Development Plan and adds that 'each local neighbourhood should have its own visual character and identity that relates to its local district centre but also makes it unique and distinguishable from the next local neighbourhood'. Paragraph 3.7.7 of the RDG continues by advising that 'new infill development, part way along streets should complement the existing pattern of development in the rest of the street'.
- 6.4.5 The application site is positioned between Anglesea Road and Stratton Road. At present, it isn't overly visible from Anglesea Road as it is screened by the existing properties in this location; including no.69, 71 and 73 Anglesea Road, which are to be demolished as a result of this application. The vacant and derelict Dairycrest buildings are, however, highly visible from Stratton Road, positioned behind palisade fencing. This is at odds with what is a predominantly residential area. The removal of these employment buildings will enhance the character of the area and the setting to the conservation area.
- 6.4.6 i) Anglesea Road frontage
Anglesea Road comprises predominantly two storey, detached dwellinghouses set within spacious plots. Properties along the Anglesea Road frontage are set back from the road behind front gardens and driveways and there are a number of mature trees lining the street frontage. There is a degree of variation with regards to the character of properties along this road. A mix of materials and features are present within the vicinity of the site and include buff brick, red brick, roof slates, clay pantiles, render, timber sliding sash windows, UPVC windows projecting bays, decorative gables and chimneys. There are also a number of more modern additions in the vicinity of the site. Notably, there is a 3 storey flatted block at 67 Anglesea Road which was permitted in 2003 (LPA ref: 03/01813/FUL). This property is constructed using buff brick with an asymmetric roof form. Furthermore, the 3 storey Freya Centre on the opposite side of the road has a more modern appearance and is constructed using timber cladding and buff brick. This property also has an unusual curved roof form and is of a more modern style.
- 6.4.7 To each side, the building would step down to a lower hipped section measuring approximately 8m in height (4m to the eaves), effectively breaking up the overall mass of the proposed block. To the front, design features including two storey projecting bays, decorative gables, balconies and the use of alternating brick would also break up the overall bulk of the building. Furthermore, retaining an adequate set back of approximately 9m from the front boundary of the site in keeping with neighbouring development, the retention of existing mature trees along the Anglesea Road frontage and the addition of further planting to the front of the property would soften the overall impact of the 3 storey building on the wider streetscene.
- 6.4.8 Paragraph 6.3.8 of the RDG advises that 'the height of new development should relate to the height of existing development in the street and also the width across the street'. Paragraph 6.3.9 adds that 'the degree of enclosure of a street by the elevations of development, boundary treatment and landscape features such as trees and hedges, contribute to the character of a street'. At 3 storeys in height,

the proposed retirement block fronting Anglesea Road would be taller than the predominant building height (2 storeys) which characterises this part of Anglesea Road. Taller buildings of 3 storeys have, however, already been established in this location (at no.67 and no.68-78 Anglesea Road). Furthermore, a number of features which have been incorporated into the design of this block would effectively minimise the overall scale and bulk of this element of the scheme, ensuring that a building of the proposed height would be an appropriate addition in this location. The Council's Heritage and Design officers have been involved in the scheme since the pre-application submission and are supportive of the chosen design and layout of the retirement block.

6.4.9 ii) Stratton Road frontage

Stratton Road is characterised by more modest two storey residential dwellings arranged in terraced rows. The existing properties in this location are more limited in terms of design and character. It is the blank side elevations of these properties and the communal parking courts which address the main street frontage in this location. Stratton Road itself separates these existing residential dwellings from the application site. To the south, the site is bounded by a 2 storey Sure Start community centre, set back from the road by a large car park. To the north, the Shield and Dagger public house bounds the site. The vacant buildings on the Dairycrest site are highly visible in this location, detracting from the overall appearance of the wider streetscene, detrimental to the character of this predominantly residential area.

6.4.10 Following the submission of amended plans, and the replacement of a three storey flatted block with two storey terraced housing the proposed Stratton Road frontage is considered to be appropriate. Furthermore, the proposed housing would replace a series of vacant buildings which have fallen into a state of disrepair, bringing the site back into effective use. It would establish a pattern of development which would be appropriate in relation to the surrounding area, whilst introducing additional activity to the streetscene.

6.4.11 It is the side elevations of the bungalows which would front Stratton Road. These would be positioned adjacent to the southern boundary of the site, between the existing Sure Start Centre and the proposed terraced housing. Positioning the bungalows in this way would replicate the established pattern of development on the opposite side of the road where side elevations of existing residential development front Stratton Road. The proposed bungalows would be relatively modest in scale and would, therefore, have a limited impact on the wider streetscene when compared to the existing buildings.

6.4.12 iii) External Spaces and Landscaping

Paragraph 3.11.1 of the RDG advises that the treatment of boundaries fronting the street will be in keeping with the treatment of other boundaries along the street'. Paragraph 2.11.2 adds that 'front boundary treatments should be robust and fit for purpose. Proposals might include hard landscape features such as walls or soft landscape features such as hedges. The detailed design, materials and colours should be consistent with the predominant positive characteristics of existing boundaries in the street. The use of dwarf walls with pillars, with or without railings or vertical bar galvanised steel railings and pedestrian entrance gates are encouraged where there is a strong precedent'. Boundary treatments along Anglesea Road are currently relatively low in height and comprise a mixture of boundary walls, fences, railings and vegetation. A number of front boundaries

have been removed to facilitate the creation of off road parking areas for vehicles. The proposed boundary treatment along Anglesea Road would comprise low level railings and planting, retaining the open feel which characterises this residential road. Boundary treatments along Stratton Road are more limited however where they are present, they also comprise low level walls, fences and planting.

- 6.4.13 Paragraph 4.3.1 of the RDG advises that 'an appropriate balance of high quality amenity space (both public and private) and streets to connect them should be provided'. Paragraph 4.3.2 adds that an 'attractive and well-designed environment 'lifts the spirits' promoting good mental and physical health. Careful consideration should be given to the quality, amount and siting of land allocated for access roads and car parking so that land used for public and private amenity e.g. gardens and play space, can be maximised'. A comprehensive planting scheme comprising a network of ornamental and amenity planting would be implemented for all elements of the scheme. This would significantly improve the site which, with the exception of the existing residential gardens, comprises buildings and hardstanding only. It would provide a pleasant residential environment. The orientation of residential dwellings and the installation of low boundary treatments throughout the site would ensure that all routes would be overlooked and safe for use by both pedestrians and vehicles. A public pedestrian route through the site to enhance connectivity between Anglesea Road and Stratton Road was sought however it was not possible to secure this. As such, the site is effectively, divided into two distinct halves, one for the retirement block and one for the remaining units. A private link between the two is, however, provided and this will allow controlled access through the site for residents of the flatted block.
- 6.4.14 iv) Heritage Impacts
The application site is located adjacent to the boundary of the St James' Road Conservation Area. As such, special attention shall be paid to the desirability and enhancing the character appearance of Conservation Areas in accordance with section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
- 6.4.15 The closest part of the St James' Conservation Area is located along Didcot Road, to the north of the application site. It is therefore, the terraced housing fronting Stratton Road which is likely to have the greatest impact on this designated heritage asset. Properties within the conservation area are predominantly red brick terraced dwellinghouses or individual detached properties comprising yellow brick or render. Originally, slate roofs were the predominant roofing material however concrete tile replacements have unfortunately, become commonplace within the area. Notwithstanding the details received at this stage, a suitably worded planning condition will be imposed to secure further details of building materials to assess their suitability in relation to both the wider streetscene and the conservation area but the change from a three storey block to two storey housing improves the site's relationship to the nearby conservation area..
- 6.4.16 In order to fully assess the impact of the proposed scheme on views into and out of the St James' Road Conservation Area, the City Council's Heritage Group Leader requested verified visual montages (VVMs). These were provided by the applicant and are useful in assisting with a full consideration of the scheme's impact. Following a review of these documents, it is considered that the proposed development will not have a significant impact on the conservation area. When looking towards the site from the conservation area, the roof of the proposed retirement block fronting Anglesea Road will be visible above the roofslopes of

existing residential development within Didcot Road and Newbury Road. However, it is considered that this would not have a significant adverse impact on the character or appearance of the conservation area. In fact, the removal of the existing vacant buildings on the site is considered to be a significant improvement which would bring a vacant brownfield site back into effective use thereby enhancing the setting to the conservation area.

6.5 Highways Safety, Parking and Refuse Management

- 6.5.1 The proposed vehicular access to the site from Anglesea Road has been revised following negotiation during the lifetime of this application. Initially, permission was sought to establish a new access / egress point on Anglesea Road to serve the retirement block only. Concern was, however, raised by the City Council's Highways Team regarding the safety of the proposed access / egress point and the ability for safe servicing of the development. Specifically, this related to the potential hazard which would arise due to additional vehicles entering Anglesea Road from the site. Anglesea Road is a very busy road with cars frequently parking on both sides. As a result, it is difficult for two vehicles to travel along Anglesea Road at one time.
- 6.5.2 The proposed retirement block would benefit from an 'access only' entrance from Anglesea Road. The installation of 'alligator teeth' and a no entry sign along the access road would prevent vehicles leaving the site via Anglesea Road. Vehicles would instead, be required to pass through a secure gate in the centre of the site in order to exit the site via the proposed access on Stratton Road. This would address the previous concerns raised by the Highways Team regarding highway safety along Anglesea Road. The provision of 2 'build outs' adjacent to the new entrance on Anglesea Road would ensure that this access would benefit from good levels of visibility as cars would not be able to park adjacent to this entrance. As such, vehicles would be able to enter the site in a safe manner at all times.
- 6.5.3 The proposed terraced housing fronting Stratton Road, and the proposed bungalows, would be accessed via a new access off Stratton Road. Occupiers of these proposed units would be required to access and leave the site via this entrance. They would not be able to use the access from Anglesea Road. The City Council's Highways Team have confirmed that they are satisfied that the proposed access and egress arrangements will be acceptable in terms of highways safety.
- 6.5.4 The Parking Standards SPD (2011) sets out parking requirements for new residential development within the city. The 2011 Census data for Shirley confirms that 26.6% (slightly below Southampton as a whole) of households in the ward did not have access to a car and 45.3% (slightly above Southampton as a whole) of households have access to only 1 car. Adequate parking, in accordance with the SPD would be provided for both the Stratton Road houses (at 1 space per 2 bed and 2 spaces per 3 bed dwelling) and the bungalows (at 2 spaces per dwelling). A total of 22 spaces (with a further 3 visitor spaces) are provided for the private dwellings compared with the maximum standard of 32 (applying the Council's current maximum standard of 2 spaces per 2/3 bedrooms).
- 6.5.5 The proposed sheltered accommodation would also be below the maximum requirements of the Parking SPD for this type of accommodation, providing a total of 32 spaces (with a further 3 visitor spaces) when a maximum parking

requirement of 41 spaces (for 'sheltered housing') applies. The Council does not, however, have a specific parking standard for 'retirement accommodation'. The SPD includes 'nursing homes' which is 25% parking provision. Highways officers advise that the retirement accommodation offered by McCarthy and Stone fits between this and 'sheltered housing' (at 1 space per flat). Providers of accommodation for the retired have advised that car ownership levels do decrease once people move into this type of accommodation as they find they do not need their cars as generally they are located conveniently for local facilities, and often there are group outings. After 12 months of living in this type of accommodation the providers advise that car ownership will have dropped significantly below 50%.

- 6.5.6 It is the opinion of officers that the car parking provided for the flatted block is sufficient, whilst recognising concerns locally that the development may lead to overspill parking into Anglesea Road compounded by the loss of existing on-street parking to accommodate the new build out and access. On this point the applicant's Transport Statement concludes that 'it is acknowledged that the implementation of parking restrictions would have an impact on the existing parking stock on Anglesea Road, though as previously mentioned it is anticipated that a large proportion of these cars can be attributed to local business in the area, and can be considered inappropriate due to the adequate parking provision located within the Shirley High Street area... The results of the snapshot parking surveys suggest that a significant proportion of the parking demand on this section of Anglesea Road is related to the shops and services on Shirley High Street with resident parking likely to make up approximately half of the demand (given only 4 'spaces' were taken on a Sunday morning). In addition the proposed development will remove the existing properties on Anglesea Road, one of which does not have vehicular access and is currently converted into 4 flats. These flats could generate a demand for parking on Anglesea Road of between 4 and 6 vehicles and this demand would be removed as part of the redevelopment of the site. On the basis of the above it is therefore likely that the access proposals, along with the parking restrictions, would not have a significant impact on the parking stock on Anglesea Road and, indeed, the net impact of removing available parking spaces with removing some of the parking demand could be nil detriment'.
- 6.5.7 Combined with the highly accessible location of the site, with Shirley Town Centre a five minute flat walk from the site, the gated access preventing residents of the terraced housing from gaining access easily to Anglesea Road, and the possibility that residents of the retirement block may chose not to own a car it is considered that the scheme would not have a detrimental impact on parking pressure within the surrounding area.
- 6.5.8 The application makes provision for suitable refuse and cycle storage, and the McCarthy and Stone development also includes a store for mobility scooters. Conditions will secure this storage for the lifetime of the development.
- 6.5.9 Having regard to the issues discussed above, it is considered that the scheme would be acceptable in terms of car parking provision and highways safety.

6.6 Quality of the Residential Environment

- 6.6.1 Saved Local Plan Policy SDP1 states that: 'Planning permission will only be

granted for development which (i) does not unacceptably affect the health, safety and amenity of the city and its citizens'. Policy H7 adds that 'planning permission will only be granted for residential development provided that the highest standards of quality and design are applied'. Paragraph 2.2.1 of the RDG supports these policies by confirming that 'new housing development, extensions and modifications to existing homes should ensure that access to natural light, outlook and privacy is maintained for existing occupants and their neighbours in their homes and private gardens as well as for the intended occupants of new habitable rooms'.

- 6.6.2 All habitable room windows within the proposed units would benefit from sufficient access to light, privacy and outlook.
- 6.6.3 Paragraph 4.4.1 of the RDG states that 'all developments should provide an appropriate amount of amenity space for each dwelling to use'. A minimum of 20 sq.m of amenity space is required for the flatted block. For semi-detached housing, including bungalows, (70sq.m) and terraced dwellings (70sq.m) different standards apply.
- 6.6.4 In this case the retirement block provides attractive areas of external space, although it would be wrong to include the public frontage and landscaped areas around the parking as 'fit for purpose' and private when calculating external amenity space. In terms of useable amenity space there are two areas with an attractive southerly aspect adjacent to the rear wing of the block. The main outdoor seating area measures 375sq.m and the second adds a further 300sq.m. At first and second floor level all flats within the proposed retirement block would benefit from private balconies ranging from 4.4 sq.m to 2.5 sq.m in area. These ground floor areas provide an acceptable external environment for residents (at approximately 16sq.m per flat excluding the balconies) and, given the type of residential accommodation on offer, are deemed to be acceptable.
- 6.6.5 The two storey houses are each served by a private rear garden ranging in size from 50sq.m, for the terraced housing fronting Stratton Road, and 130sq.m for the largest garden. The scheme includes 2 no.3 bed dwellings with a rear garden of 100sq.m and, as such, these dwellings can be treated as genuine family dwellings. Residents would also be able to access nearby amenity spaces. In particular, Lordsdale Greenway is located approximately 90m from the site whilst St James' Park is located approximately 150m away from the site.

6.7 Residential Amenity

- 6.7.1 All new development is expected to protect existing residential amenity and the removal of the existing employment uses certainly improves the living environment for existing neighbours. There are a number of close building-to-building relationships between the site and its neighbours and these are assessed in turn below:
- 6.7.2 At present, 1 and 2 Hamdown Cottages (on Newbury Road) are positioned immediately adjacent to one of the vacant dairy buildings. The rear gardens of this property are therefore, relatively enclosed on all sides. These properties have windows within the rear elevation at both ground and first floor level which are positioned approximately 2m away from the vacant dairy building sited immediately adjacent to the rear boundary of these properties. This situation

would improve as a result of this proposal which would see this vacant building demolished and a greater separation distance provided between the rear boundary of these residential properties and the new built form on the application site. Specifically, a separation distance of approximately 16m (taken from the rear elevation of no.1) would be retained between these properties and the closest part of the nearest bungalow. Having regard to this, it is considered that the proposed scheme would improve the existing arrangement for these properties leading to an improvement in terms of residential amenity for their occupiers.

6.7.3 Autumn Cottage off Didcot Road was constructed as a residential garage ancillary to Homecott House. It was converted to a residential dwellinghouse in 2009 under application ref.09/00278/FUL. As with Hamdown Cottages and Newbury House, this site backs onto one of the vacant buildings on the Dairycrest site. In this case, this site immediately adjoins this building. This situation would improve as a result of this proposal which would see this vacant building demolished and a greater separation distance provided between the rear boundary of these residential properties and the new built form on the application site.

6.7.4 Adequate separation distances (listed below) would be retained between all elements of the scheme and the existing residential properties at Homecott and Marlow off Didcot Road. This would ensure that no loss of amenity would occur for the occupiers of these properties:

33m between Homecott and the retirement block.
40m between Marlow and the retirement block.

6.7.5 The Shield and Dagger Public House is located on the corner of Stratton Road and Newbury Road. At ground floor level, this property comprises a public house however there is associated residential accommodation at first floor level. At present there is a 14m separation distance between the first floor windows serving the flat and one of the vacant Dairycrest buildings. This relationship will be improved with the removal of the existing buildings, the terraced housing pushed towards Stratton Road, and the use of single storey (bungalows) in the backland part of the site nearest these affected neighbours.

6.7.6 No.75b Anglesea Road is a single storey bungalow positioned to the north of the site. It is the proposed retirement block which is located closest to this existing residential property. At present, this property is bounded to the side and to the rear by vacant buildings on the Dairycrest site. This situation would improve as a result of this proposal which would see these vacant buildings demolished and a greater separation distance provided between the rear and side elevations of this residential property and the new built form on the application site. Specifically, a separation distance of approximately 20.5m would be retained between this property and the closest part of the three storey flatted retirement block. These two properties would be separated by a parking area and associated landscaping. The retention of an adequate separation distance would ensure that no loss of amenity would occur for occupiers of this neighbouring property in terms of a loss of light, overlooking or overbearing impact.

6.7.7 No.75 Anglesea Road comprises a number of residential flats with windows facing the application site. All windows facing the site are however, obscure glazed (2 at ground floor level, 1 at first floor level and 2 within the mansard roof). At present, a distance of approximately 13.5m exists between no.75 and the neighbouring

property at no.73 Anglesea Road. No.73 is however, due to be demolished as part of this proposal. A separation distance of approximately 4.5m would remain between no.75 Anglesea Road and the side elevation of the proposed retirement block. Having regard to the fact that it is only obscure glazed windows which exist within the side elevation of no.75 it is considered that no loss of amenity would occur for the occupiers of this property.

6.7.8 A separation distance of approximately 8.5m exists between the side elevation of no.67 Anglesea Road and the side elevation of no.69 Anglesea Road. No.69 is due to be demolished as part of this proposal. A separation distance of approximately 11.5m would be retained between the side elevation of no.67 and the side elevation of the retirement block. There is a single window at ground, first, second and third floor level of this block serving kitchens at each level. As no windows would be established within the affected elevation of the proposed retirement block it is not considered that this proposal would give rise to a harmful impact on the residential amenities of the occupiers of this neighbouring property.

6.7.9 The Ashby Sure Start Centre adjoins the site along Stratton Road. Concern has been raised in representations regarding the proposed boundary treatment to the rear of the bungalows. The Ashby Sure Start Centre has a playground which would immediately adjoin the rear boundary of these bungalows and concern has been raised regarding the privacy of this playground once the bungalows are occupied. To ensure that an acceptable boundary treatment would be installed, a bespoke landscaping condition will be imposed requiring further details to be submitted and approved by the Local Planning Authority prior to first occupation of the bungalows.

6.7.10 Having regard to the issues discussed above, it is considered that the proposed scheme would be considered acceptable in terms of residential amenity thereby satisfying the Development Plan policy and guidance set out above.

6.8 Direct Local Impacts and Viability

6.8.1 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 will be secured through a S106 agreement.

6.8.2 Natural England have lodged a holding objection to this scheme on the basis that the impact of the development on the New Forest National Park has not been adequately assessed. The New Forest National Park is also a Special Protection

Area, Special Area of Conservation, Ramsar site and contains Sites of Special Scientific Interest. Accordingly, the Council have undertaken an Appropriate Assessment as required by the Habitats Regulations. This Assessment is included as **Appendix 1** to this report and concludes that the development is unlikely to have a significant effect on the designated habitats. Only once the HRA is agreed by the Panel officers can conclude that the development, for which planning permission is sought, would be acceptable in this respect. In this case, it is the intention to utilise a 5% proportion of CIL to provide the improvements to local green spaces outlined in the Habitats Regulations Assessment.

- 6.8.3 The application also needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Developer Contributions SPD. Given the wide ranging impacts associated with a development of this scale, an extensive package of contributions and obligations is proposed as part of the S.106 recommended above.
- 6.8.4 A development of this scale would normally trigger the need for 35% affordable housing (net additional) in accordance with Core Strategy Policy CS15.
- 6.8.5 In terms of the development there is an expectation, in the first instance, that 18 units (35% of the 51 net additional) would be provided on site as 'affordable'. Policy CS15, however, suggests that 'the proportion of affordable housing to be provided by a particular site will take into account the costs relating to the development; in particular the financial viability of developing the site (using an approved viability model). The applicants have submitted a detailed viability appraisal of their scheme. It concludes that nil affordable housing can be supported by this scheme. This is a weakness of the scheme but has been assessed and verified by an independent adviser to the Council; in this case the District Valuation Service (DVS). A copy of their report is appended to this report at **Appendix 3**. This DVS report also concludes that the scheme is not viable, albeit to a lesser amount, and that a nominal contribution can be supported by the development and the s.106 will be prepared on this basis. As the s.106 negotiations crystallise this may, obviously, change given the limited surplus shown.
- 6.8.6 Clearly at the present time both parties are showing the scheme as unviable to varying degrees.
- 6.8.7 It is recommended that the DVS report is accepted and the Council supports the delivery of this project on the basis of the current viability (ie. with an affordable housing contribution of approximately £75,000, or equivalent on-site, subject to further review). Alternatively, as the Council can demonstrate a five year housing land supply the Panel may decide that it would be better to wait for the economic conditions to improve and seek affordable housing when a fully policy compliant viable scheme is achievable. Clearly the risk with this approach is that the site may remain vacant for longer and the regeneration benefits from the current proposals would be delayed.

7.0 Summary

- 7.1 This proposal would bring the application site back into effective use, introducing an additional residential use within what is a predominantly residential area. The

proposed scheme is policy compliant with issues relating to the principle of development, highways safety, transport, design and residential amenity being adequately addressed. The scheme does not deliver 35% affordable housing but remains policy compliant in this regard given the wording of Policy CS15 in respect of allowing a shortfall when evidenced through a tested viability appraisal.

8.0 Conclusion

8.1 It is recommended that planning permission be granted subject to a Section 106 agreement and conditions and that the above delegations are agreed.

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

1a-d, 2b, 2c, 2d, 2f, 4bb, 6a-b, 7a

SH for 14/03/17 PROW Panel

PLANNING CONDITIONS to include:

1.Full Permission Timing Condition (Performance)

The development hereby permitted shall begin no later than three years from the date on which this planning permission was granted.

Reason:

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

2.Approved Plans

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

Reason:

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

3.Phasing Plan

The development shall be progressed in accordance with the phasing plan listed below. Prior to the commencement of each phase further details of how the remainder of the site will be left following the completion of that phase shall be submitted to and agreed in writing with the Local Planning Authority.

Reason:

To ensure that the development progresses in a manner that leaves the site in a manner appropriate for this residential area at the edge of a designated conservation area.

4.Age Restriction

Occupation of the flatted (retirement) development shall be limited to persons of over 60 years old, or where there are two or more persons resident, then at least one person shall be over 60 and the remaining occupants shall be at least 55 years old.

Reason:

To ensure that reduced standards in terms of parking, on-site amenity space, and the reduced affordable housing viability have been correctly assessed and to ensure the permission relates to the scheme as applied for.

5.Details of building materials to be used (Pre-Commencement Condition)

Notwithstanding the information shown on the approved drawings and application form (excluding enabling works, site clearance, demolition and preparation works) no development works affecting each phase as identified on the approved phasing plan shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the 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.

Note to Applicant:

Whilst concrete roof tiles are annotated on the approved drawings the Council's preference will be for a reconstituted slate and large bulky concrete tiles will be rejected.

6.Parking (Pre-Occupation)

The parking and access shall be provided in accordance with the plans hereby approved before the phase to which it relates first comes into occupation and thereafter they shall be retained as approved. The visitor parking shown on the approved plans shall not be allocated and shall be retained for visitors to the development and with the exception of those plots shown to have 2 on-plot parking spaces no dwelling shall be allocated more than a single parking space.

Reason:

To prevent obstruction to traffic in neighbouring roads, to ensure sufficient on-plot parking is provided and in the interests of highway safety.

7.Access arrangements

The off-site build outs along Anglesea Road, the 'alligator teeth' to the proposed Anglesea Road vehicle access, a no entry sign, and automatic gate along the central boundary, as shown on the approved plans listed below, shall be installed in full prior to first occupation of the flatted (retirement) block hereby approved. These measures shall be retained thereafter for the lifetime of the development.

All vehicular accesses hereby permitted shall be constructed in accordance with Balfour Beatty standards for heavy duty crossings. Furthermore, all redundant crossings around the site perimeter shall be reinstated as full height kerbs and all footways shall be reconstructed to suit the new levels prior to the first occupation of the phase nearest the affected access.

Reason:

To establish an 'access only' entrance from Anglesea Road, with appropriate visibility splays, in the interests of highways safety and so as to ensure that the development can be properly serviced.

8.Cycle storage facilities [Pre-Commencement Condition]

Notwithstanding the cycle storage details as shown on the approved plans, which require further refinement, further details of resident, staff, and visitor cycle storage to serve each phase of the development as shown on the approved phasing plan shall be submitted to and approved in writing prior to the commencement of development affecting each phase (excluding enabling works, site clearance, demolition and preparation works). These details shall include details of the proposed cycle storage systems and door locking mechanism. The approved cycling storage shall be completed prior to the first occupation of each phase and/or dwelling to which it relates and shall be retained thereafter for the lifetime of the development.

Reason:

To encourage cycling as an alternative form of transport and to ensure that the storage is fit for its intended purpose.

9. Road Construction [Pre-Commencement Condition]

No development hereby permitted affecting each phase of the development shall be commenced (excluding enabling works, site clearance, demolition and preparation works) until the Local Planning Authority have approved in writing:-

- o A specification of the type of construction proposed for the roads and footpaths including all relevant horizontal cross-sections and longitudinal sections showing existing and proposed levels together with details of street lighting, signing, white lining and the method of disposing of surface water.
- o A programme for the making up of the roads and footpaths to a standard suitable for adoption (where necessary) by the Highway Authority.
- o A programme for reinstating any redundant/existing dropped crossings and footway crossovers around the site perimeter. These affected kerbs are to be reinstated to a full kerb and footway construction under licence from the Council or our highway partners.

If a Section 38 agreement is not entered into for the formal adoption of the roads, details of how a Management Company will be set up and put in place for the future maintenance of the development will be required and this will need to be supported by a suitable bond.

The development shall be completed as agreed.

Reason:

To ensure that the roads and footpaths are constructed in accordance with standards required by the Highway Authority and to support servicing by a refuse vehicle as intended.

10.Refuse & Recycling (Pre-Commencement)

Prior to the commencement of development affecting each phase shown on the approved phasing plan listed below (excluding enabling works, site clearance, demolition and preparation works) details of storage for refuse and recycling, together with the access to it, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the affected dwelling and/or phase to which it relates is first occupied.

Prior to the first occupation of the flatted (retirement) block further details of a refuse management plan shall be submitted and agreed in writing with the Local Planning Authority.

Except for collection days only, no refuse bins shall be stored to the front of the development hereby approved outside of the dedicated stores.

The agreed refuse storage (and management) shall thereafter be retained as approved.

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.

Note to Applicant:

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

11. Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including enabling works, site clearance, demolition and preparation works, the developer shall submit a programme of habitat and species mitigation and enhancement measures for all phases, in accordance with an update to the following documents that shall have been submitted to and approved in writing by the Local Planning Authority prior to any site works taking place to implement this permission:

- a) Section 4 of the approved ecology report produced by Abbas Ecology (ref.AE/3339).
- b) The Extended Phase 1 Habitat Survey produced by Abbas Ecology (ref.AE/3312 and dated June 2015).

The updated details shall include bat boxes, swift boxes and sparrow terraces and shall be implemented on a phase by phase basis prior to the first occupation of the affected phase in accordance with the approved phasing plan listed below.

Reason:

To safeguard protected species under the Wildlife and Countryside Act 1981 (as amended) in the interests of preserving and enhancing biodiversity and to ensure updates following the 2015 work and a change to the proposed layout.

12. Protection of nesting birds (Performance)

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

13. Japanese Knotweed

No works shall commence on site including the enabling works, site clearance, demolition and preparation works until a method statement for the treatment of Japanese Knotweed (*Fallopia Japonica*) has been submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the agreed timescales and methodology.

Reason:

To comply with the Wildlife and Countryside Act 1981 (as amended).

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

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

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

Reason:

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

15. Demolition and Construction Management Plan (Pre-Commencement)

Before any development or demolition works are commenced on each phase shown on the approved phasing plans listed below, details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Demolition and Construction Management Plan for the development. The DCMS shall include details of:

- a) parking of vehicles of site personnel, operatives and visitors with penalties imposed on contractors/operatives parking within identified nearby residential streets;
- 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 and vibration emanating from the site during construction will be mitigated;
- h) lorry routing agreements, with deliveries to avoid the start and end of the school day and to show how the need for two-way movements (both into and out of the site) from Anglesea Road can be reduced and/or mitigated; and,
- i) Contact details for residents needing to raise concerns during the demolition and construction phase.

The approved DCMS as it affects each phase shall be adhered to throughout the development process.

Reason:

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

16. Piling (Pre-Commencement)

Prior to any piling works affecting each phase shown on the approved phasing plan hereby approved, a piling/foundation design and method statement for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason:

In the interest of residential amenity.

17. Energy & Water (Pre-Commencement)

Before the development of each phase shown on the approved phasing plan listed below 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).

18. Energy & Water (performance condition)

Within 6 months of any part of each phase 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).

19. Land Contamination investigation and remediation

Prior to the commencement of development of each phase approved by this planning permission, as shown on the approved phasing plan listed below (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 affected phase 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 phase 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.

20. Use of uncontaminated soils and fill (Performance)

Only 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.

21. Unsuspected Contamination (Performance)

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

Reason:

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

22. Surface / foul water drainage (Pre-commencement)

Prior to the commencement of development of each phase approved by this planning permission, as shown on the approved phasing plan listed below, a scheme for the disposal of foul water and surface water drainage shall have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water. The development of each shall proceed in accordance with the agreed details with the agreed scheme made available for use prior to the first occupation of the affected phase. The agreed drainage scheme shall be retained as approved for the lifetime of the development.

Reason:

To ensure satisfactory drainage provision for the area.

23.Sustainable Drainage (Pre-Commencement Condition).

No phase shown on the approved phasing plan 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 prior to the implementation of any drainage works. 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:

- a) 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;
- b) Include a timetable for its implementation;
- c) 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).

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

Notwithstanding the submitted details - before the commencement of any site works or development on each phase identified on the approved phasing plan (excluding enabling works, site clearance, demolition and preparation works) a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

- a) proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials including block pavements to the vehicular access road serving the houses, structures and ancillary objects (refuse bins, lighting columns etc.);
- b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- c) an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise and agreed in advance);
- d) details of any proposed boundary treatment, including retaining walls and the removal of all existing palisade fencing;
- e) The rear boundary treatment for the bungalows (Plots 14-17) shall be of a height which is sufficient to protect the privacy of children within the playing area at the neighbouring Ashby Sure Start Centre.
- f) The boundary wall details forming the separation between the different phases and as annotated to form the extent of the gardens plots; and
- g) a landscape management scheme.

The approved hard and soft landscaping scheme (including parking) for the affected phase shall be carried out prior to occupation of the affected phase or during the first planting season following the full completion of building works within that phase, whichever is sooner, unless an alternative timescale is agreed with the Local Planning Authority before these

trigger points. 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

25.Amenity and Recreation

Within a period of 3 months of first occupation of the flatted (retirement) block, details of local amenity spaces within the vicinity of the site shall be made available for all occupiers in accordance with the approved Amenity and Recreation Statement. Specifically, this shall include the following:

- a) Details of the facilities available.
- b) Distance from the site including approximate times to walk, cycle, drive or travel to the site using public transport.
- c) Details of public transport facilities available.
- d) Details of car parking facilities.
- e) A map clearly showing all amenity spaces in relation to the site.

This information shall be provided to all subsequent occupiers of the building

Reason:

To minimise the impact of recreational disturbance on the New Forest National Park and to ensure a high quality standard of living for residents.

26.Amenity Space Access (Pre-Occupation)

Before the first occupation of each dwelling all external amenity space on site, and pedestrian access to it, shall be made available for use in accordance with the plans hereby approved. The amenity space and access to it shall be thereafter retained thereafter for the use of the dwellings.

Reason:

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

27.Residential - Permitted Development Restriction (Performance Condition)

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

Part 1

Class A (enlargement of a dwelling house), including a garage or extensions,
Class B (roof alteration),
Class C (other alteration to the roof),

Class E (curtilage structures), including a garage, shed, greenhouse, etc.,
Class F (hard surface area)

Part 2

Class A (gates and fences)

Reason:

In order that the Local Planning Authority may exercise further control in this locality given the specific circumstances of the application site and in the interests of the comprehensive development and visual amenities of the area.

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

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

Reason:

To protect the amenities of the adjoining residential properties.

29.Trees

The development hereby permitted shall be implemented in accordance with the following documents at all times:

- a) Arboricultural Method Statement produced by Ian Keen (ref.IJK/8899/WDC and dated 04/08/2016).
- b) Tree Protection Plan produced by Ian Keen (ref.8899/01 Rev.D and dated December 2015).

Reason:

To safeguard existing trees on site during construction and over the lifetime of the development.

30.No storage under tree canopy (Performance)

No storage of goods including building materials, machinery and soil, shall take place within the root protection areas of the trees to be retained on the site. There will be no change in soil levels or routing of services through root protection zones. There will be no fires on site within any distance that may affect retained trees. There will be no discharge of chemical substances including petrol, diesel and cement mixings within or near the root protection areas.

Reason:

To preserve the said trees in the interests of the visual amenities and character of the locality.

31.Archaeological evaluation 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.

32.Archaeological evaluation 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.

33.Archaeological investigation (further works)

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

Reason:

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

34.Archaeological work programme (further works)

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.

35.Archaeological structure-recording

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

Reason:

To ensure that the recording of a significant structure is initiated at an appropriate point in development procedure.

Note to Applicant - Community Infrastructure Liability (Approval)

You are advised that the development appears liable to pay the Community Infrastructure Levy (CIL). Please ensure that you assume CIL liability prior to the commencement of the development (including any demolition works) otherwise a number of consequences could arise. For further information please refer to the CIL pages on the Council's website at: <http://www.southampton.gov.uk/planning/community-infrastructure-levy/default.aspx> or contact the Council's CIL Officer.