

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 23rd November 2010
 Planning Application Report of the Planning and Development Manager

Application address: Cedar Press Southern Ltd, Royal Crescent Road			
Proposed development: Re-development of the site to provide a 100 bedroom hotel and 122 flats (65 x one bedroom, 51 x two bedroom and 6 x three bedroom) in a 25 storey building with associated landscaping, parking and access.			
Application number	08/01791/FUL	Application type	FUL
Case officer	Jenna Turner	Public speaking time	15 minutes
Last date for determination:	04.03.2009 Out of Time	Ward	Bargate
Reason for Panel Referral	To seek panel's approval of the scheme following an objection from English Heritage	Ward Councillors	Cllr Bogle Cllr Damani Cllr Willacy

Applicant: Orchard Homes and Developments Limited	Agent: Paris Smith Llp
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Recommendation Summary	Conditionally approve in conjunction with the S106 legal agreement completed 07.09.10.
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The principal of a tall building in this location, the relationship to the adjacent Conservation Area and Listed Buildings, and the potential for influencing the ecology of the area have been assessed as acceptable and appropriate in relation to this scheme. Other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Planning permission should therefore be granted.

Policies - SDP1, SDP2,SDP3, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP16, SDP17, SDP20, SDP21, SDP22, NE1, NE4, HE1,HE3, CLT1, CLT5, CLT6, H1, H2, H8, H9, H10, H11, H12, MSA1, IMP1 of the City of Southampton Local Plan Review Adopted Version (March 2006) and policies CS1, CS4, CS6, CS13, CS14, CS15, CS16, CS18, CS19, CS20, CS22, CS23 and CS25 of the Core Strategy Development Plan Document January 2010.

Appendix attached			
1	Previous Panel Report and Minute	2	English Heritage Response
3	Development Plan Policies		

Recommendation in Full

Approve subject to the conditions as previously agreed by the Planning Panel on 26.05.09.

1. Background and Update

1.1 In May 2009, the Planning Panel resolved to grant planning permission subject to the following 5 criteria:

1. That the PROW Panel confirm that an Appropriate Assessment for this development is not required prior to the formal consideration of the planning proposal given the action enacted to finalise a bird flight path survey as sought by English Nature.
2. the applicant entering into a Section 106 Legal Agreement to secure
 - a. A financial contribution towards the provision and maintenance of open space in accordance with policy CLT5 of the revised deposit of the Local Plan and applicable SPG
 - b. A financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 of the revised deposit of the Local Plan and applicable SPG
 - c. A financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site in accordance with appropriate SPG to encourage sustainability in travel through the use of alternative modes of transport to the private car
 - d. A financial contribution towards strategic transport contributions for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG
 - e. A highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer
 - f. A refuse management plan and servicing management plan for both residential and hotel uses
 - g. The provision of 25% affordable housing units (31 units) in accordance with policy H9 of the City of Southampton Local Plan and the adopted SPG Planning Obligation. In the event that a surrogate site is required, no development shall commence until planning permission has been issued for an alternative site and no occupation shall take place until the surrogate site is ready for occupation
 - h. The submission, approval and implementation of public art that is consistent with the Council's Public Art Strategy
 - i. The submission, approval and implementation of a Green Travel Plan to address the impact of the parking provision so that it can be assessed along with the transport needs of the development
 - j. A commitment to local labour and employment initiatives both during the construction phase and post completion
 - k. The provision of on-site CCTV system

I. A post completion TV reception study with mitigation works undertaken at the developer's expense

3. The receipt of satisfactory information demonstrating that the proposal will not pose a significant risk to migratory and non-migratory birds so as to enable the subsequent removal of Natural England's objection subject to any additional conditions that may result therefrom.

4. The receipt of satisfactory amended montage images of the development as viewed from Ocean Village and Peartree Green and subsequent confirmation of no objection from City Design and English Heritage following re-consultation of the amended plans and images received.

5. The receipt of a satisfactory revised Landscaping Scheme

1.2 The report to the Planning Panel and the minute of the meeting are attached at **Appendix 1**. Following the Planning Panel meeting, the Section 106 legal agreement has been completed to secure the items listed under 2, above. In respect of items 1 and 3, above, the applicants have also submitted a Southampton Wetland Bird Flight Path Study and consequently English Nature have removed their objection to the proposal.

1.3 The two outstanding issues are items 4 and 5. The applicant's have submitted amended montage images showing the proposed building as viewed from Ocean Village and Peartree Green and the City Design Team has confirmed no objection to the scheme. However, in October of this year, English Heritage provided their final comments regarding the design of the scheme (**Appendix 2** refers) and despite amended plans being received, the final comments reiterate their earlier concerns expressed. The 4th panel resolution cannot, therefore, be satisfied and the planning panel's approval of the application is sought in light of the continued concerns of English Heritage.

1.4 A revised landscaping scheme has been submitted but there are some outstanding issues relating to the detailed landscaping design. It is therefore recommended that the outstanding landscaping issues be resolved by way of the planning condition.

2.0 The site and its context

2.1 As set out in the attached report to Planning Panel in May 2009 (**Appendix 1**).

3.0 Proposal

3.1 As set out in the attached report to Planning Panel in May 2009 (**Appendix 1**).

4.0 Relevant Planning Policy

4.1 As set out in the report to Planning Panel in May 2009 (**Appendix 1** refers), with the exception of the relevant Core Strategy policies which have been adopted since the last application was approved. The most relevant policies of these proposals are set out at **Appendix 3**. The application benefits from a resolution to grant planning permission which pre-dates the adoption of the Core Strategy, and the scheme has been developed in line with the requirements of the relevant Local Plan policies. As such, it is not considered that the higher standards for affordable housing and requirements for family housing should be applied in this instance.

5.0 Consultation Responses and Notification Representations

5.1 As set out in the report to Planning Panel in May 2009, with the following additions:

5.2 **English Heritage** - The tower would benefit from a more graceful profile as the balcony design accentuates the bulk of the building rather than its verticality. The south and north elevations in particular would appear bulky in form. Raise concern that the submission of the application is premature in the absence of an adopted tall building strategy for the city.

5.3 **English Nature** - No objection. Suggest that details of water abstraction and discharge are secured.

6.0 Planning Consideration Key Issues

6.1 The May 2009 Planning Panel granted delegated authority to approve this planning application subject to English Heritage confirming no objection to the revised proposal. One of the key concerns raised by English Heritage is that the application has been submitted in the absence of an adopted strategy for tall buildings within the city. The Council's Tall Building document was not adopted as supplementary planning guidance and was superseded by the Local Plan Review. The saved Local Plan policy SDP9 accepts the principle of tall buildings at junctions and at "gateway" locations. The City Centre Urban Design Strategy (Supplementary Planning Document) identifies the application site as being located at a key gateway into the city centre and that there is a potential for a landmark building to the eastern end of Central Bridge. The application site meets these requirements and has, therefore, been assessed as acceptable, in principle, for a tall building proposal. This view is supported by the City Design Manager.

6.2 English Heritage also raised concerns that the form of the tower would appear bulky, particularly when viewed from Ocean Village, as a result of the wrap around balconies which give it a horizontal emphasis. The north and south elevations of the building, which are the bulkiest elevations, are designed with vertical strips of contrasting materials. This provides a visual break to the horizontality elements of the wrap around balconies. This approach was worked up with the City Design Team following initial concerns with the appearance of the building as viewed from Ocean Village in particular. The montage work that has been submitted demonstrates that the building would have a graceful profile when viewed from key vantage points in the city and would reinforce the existing cluster of taller buildings which are located to the western end of Central Bridge.

6.3 The final issue that English Heritage raise is that the building should defer at low level to the Listed Terminus shed which lies to the south-west of the site. The shorter podia section of building which fronts Royal Crescent Road creates a contemporary and urban street scene by improving the sense of enclosure to Royal Crescent Road. This lower scale of the hotel section of the building relates the proposed development to the scale and massing of existing nearby buildings and also assists the tower in integrating into its immediate context by providing a 'step-up' to the tower itself. As such, this would prevent the scale and height of the development from dominating the adjacent buildings, in particular the Listed Good Shed and Central Bridge.

7.0 Summary

7.1 It is considered that the proposed development would make a positive contribution to Southampton's skyline and improve the appearance of a key approach to the city centre. Furthermore, the careful design of the 6 storey podia, and the manner in which the proposal addresses the street at ground floor level, would ensure that it would not over-dominate the immediate context but compliment nearby building and improve the setting of the Conservation Area. Whilst the opinion of English Heritage is respected, and material to the decision, it is the opinion of officers that this scheme is acceptable both in principle and detail and offers an attractive addition to the City's skyline.

8.0 Conclusion

8.1 Subject to the imposition of the attached suggested planning conditions, the proposal would be acceptable. The application is therefore recommended for condition approval.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1. (a) (b) (c) (d) 2 (c) (d) (e) 6 (a) (c) (d) (e) (f) (h) (i) (l) 7 (a) (c) (f) (m) (o) (q) (v) (x) (y) 8 (a) 9 (a)

JT for 23/11/10 PROW Panel

08/01791/FUL**Appendix 1**

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 26 May 2009
 Planning Application Report of the Head of Division

Application address	Cedar Press Ltd, Royal Crescent Road		
Proposed development	Re-development of the site to provide a 100 bedroom hotel and 122 flats (65 x one bedroom, 51 x two bedroom and 6 x three bedroom) in a 25 storey building with associated landscaping, parking and access		
Applicant	Orchard Homes and Developments Limited	Agent	Paris Smith LLP 1 London Road Southampton

Application number	08/01791/FUL	Application type	Full detailed
Case officer	Jenna Turner	Application category	Major (small scale)

Recommendation Summary	Delegate to Development Control Manager to grant planning permission subject to criteria listed in report
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Reason for Panel consideration	Major development (small scale) requiring completion of legal agreement under Section 106 of the 1990 Act
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Date of receipt	16.12.2008	City Ward	Bargate
Date of registration	24.12.2008	Ward members	Cllr Bogle
Publicity expiry date	05.02.2008		Cllr Damani
Date to determine by	04.03.2008		Cllr Willacy

Site area	0.24 hectares	Usable amenity area: Private balconies Roof Terraces Total per dwelling	2330 sq.m 450 sq.m 23sq.m
Site coverage (developed area)	93%		
Density - whole site	504 dph		

Residential mix	no	size sq.m	Other land uses	class	sq.m
Studio / 1-bedroom	65	64-80 sq.m	Commercial use	N/A	
2-bedroom	51	67-80 sq.m	Retail use	N/A	
3-bedroom	6	141 sq.m	Leisure use	N/A	
other	N/A		Hotel floorspce	N/A	5185

Accessibility zone		Policy parking max	60 residnt / 30 hotel
Parking Permit Zone	Hampton Park	Existing site parking	29 spaces
Cyclist facilities	Yes	Car parking provision	57 (46 resi 11 hotel)
Motor & bicycles	144 motor 23 cycles	Disable parking (inc.)	

Key submitted documents supporting application			
1	Design and Access Statement	2	Site waste and Management Plan
3	Flood Risk Assessment	4	Consultation Statement
5	Sequential Test	6	Transport Assessment
7	Wind Microclimate Study	8	Assessment of Traffic Noise
9	Telecommunications Impact Assessment of Radio and Television Interference	10	Ecological Survey
Appendix attached			
1	Local Plan Policy schedule	2	Planning History
3	Suggested Planning Conditions		

Recommendation in full

Delegate to Development Control Manager to grant planning permission subject to

1. the applicant entering into a Section 106 Legal Agreement to secure
 - i. A financial contribution towards the provision and maintenance of open space in accordance with policy CLT5 of the revised deposit of the Local Plan and applicable SPG
 - ii. A financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 of the revised deposit of the Local Plan and applicable SPG
 - iii. A financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site in accordance with appropriate SPG to encourage sustainability in travel through the use of alternative modes of transport to the private car
 - iv. A financial contribution towards strategic transport contributions for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG
 - v. A highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer
 - vi. A refuse management plan and servicing management plan for both residential and hotel uses
 - vii. The provision of 25% affordable housing units (31 units) in accordance with policy H9 of the City of Southampton Local Plan and the adopted SPG Planning Obligation. In the event that a surrogate site is required, no development shall commence until planning permission has been issued for an alternative site and no occupation shall take place until the surrogate site is ready for occupation
 - viii. The submission, approval and implementation of public art that is consistent with the Council's Public Art Strategy

- ix. The submission, approval and implementation of a Green Travel Plan to address the impact of the parking provision so that it can be assessed along with the transport needs of the development
 - x. A commitment to local labour and employment initiatives both during the construction phase and post completion
 - xi. The provision of on-site CCTV system
 - xii. A post completion TV reception study with mitigation works undertaken at the developer's expense
2. The receipt of satisfactory information demonstrating that the proposal will not pose a significant risk to migratory and non-migratory birds and the subsequent removal of Natural England's objection.
 3. The receipt of satisfactory amended montage images of the development as viewed from Ocean Village and Peartree Green and subsequent confirmation of no objection from City Design and English Heritage following re-consultation of the amended plans and images received.

And that in the event that the legal agreement is not completed, that the D C Manager be authorised to refuse permission if either items 1, 2, or 3 as listed above are not satisfactorily addressed within **3 months** on the ground of failure to secure the provisions of the Section 106 Agreement.

Proposed Development & Surrounding Context

Site and its Context

The application site comprises a single storey warehouse building and 3-storey ancillary office building and is located to the south of the Grade II Listed Central Bridge. The site is bounded by Saltmarsh Road and Royal Crescent Road and now vacant, was last used as a warehouse with ancillary offices for Cedar Press Ltd. There is a significant change in levels between Royal Crescent Road and Central Bridge and the site lies at a substantially lower level than the land beyond its northern and eastern boundaries. To the southern corner is a group of TPO trees which comprises 3 London Planes. Currently vehicle access is taken from Royal Crescent Road.

The site lies within Flood Zone 2 and therefore at medium risk from a flood event.

Canute Road Conservation Area lies to the west and south of the application site and the Grade II Listed Lucia Welch College building (formally the Terminus Station Good's Shed) is situated to the south-west. Directly opposite on Royal Crescent Road is a development of Halls of Residence which ranges from 6 to 8 storeys in height. Opposite the southern site boundary is the Aviation Museum which has a resolution to grant planning permission for a 6 and 7 storey building comprising flats, a replacement museum and commercial units (copies of the plans are included in **Appendix 2**).

Development Proposal

(i) Design Approach

The application proposes a 25 storey residential tower (76.6 m AOD) on the north-eastern

section of the site which steps down to a 6 storey hotel podia to the west of the site. The primary entrance to the building is within the lower podia on Royal Crescent Road.

The applicant has chosen a contemporary design approach with a curved building design and the use of a modern palette of materials including faceted curtain wall glazing and a panelled cladding system. The elevations of the residential tower are articulated by balconies which wrap around the building and act as a demarcation between the residential and hotel sections of building. The balconies are proposed to be finished in a metallic coloured cladding system although the elevations of the tower have vertical strips where sections of balconies are finished using a contrasting tinted glass. The uppermost floor of the building is recessed from the ones below and the building is finished with a slender flat roof with overhang.

(ii) Accommodation

The application proposes a mixed used development of residential accommodation and a hotel use. The residential and hotel accommodated are completely segregated from one another. 5 floors of hotel accommodation are provided within the lower podia section of building, this includes a reception and bar area at ground floor and restaurant, kitchen and conference rooms at first floor with 100 hotel rooms on the consecutive 3 floors. The hotel rooms themselves range between 22 and 41sq.m in area. In terms of servicing the lift over-run would be accommodated within the building and plant and equipment for the ventilation of the hotel and kitchen will be provided within the 25th floor and at the communal roof terrace.

The residential accommodation commences from the 7th level upwards meaning the tower aspect of the development proposal is wholly residential. The application proposes a mix of 1, 2 and 3 bedroom accommodation of varying sizes. All floors within the building would be accessible by a lift.

A stand alone Combined Heat and Power (CHP) unit is provided within the first floor of the building. A rainwater harvesting tank and surface water storage tank would also be provided below a raised level landscaped edge within the serving area to the north of the building.

(iii) Parking and Access

The principle pedestrian access to the hotel would be from Royal Crescent Road within the 6 storey podia building. A separate access to the building for residents is also sited within this elevation. A further pedestrian access is provided from Saltmarsh Road which would provide an emergency escape route to higher ground in a flood event for both hotel guests and residents.

Short-stay cycle stands for both resident's visitors and hotel guests are provided south elevation of the building, adjacent to entrance to the residential tower. Long-term cycle storage for residents is provided on the first floor of the tower which can be accessed by lift and through the emergency access within the southern elevation of the building.

Vehicular access to the site is also taken from Royal Crescent Road. A surface level car park is proposed for the hotel use to the north side of the building which would be covered with a green roof. Servicing and delivery for the hotel would also take place within the yard area to the north of the building. A coach pull in area is proposed on Royal Crescent Road, adjacent to the access to the hotel.

A basement car park of containing 46 spaces is provided for the residential

accommodation which would take the same access as hotel vehicles from Royal Crescent Road. Around the base of the tower is a void which would provide ventilation to the car park. It is proposed to cover this void with a mesh grill and planters. The basement car park is accessed directly either by lift or staircase from the flats above.

(iv) Amenity Space

All residential units would be served by private balconies which range between 11sq.m in area for the smaller units and 89sq.m for the larger 3 bedroom penthouse units. In addition to this, all residents would have access to a communal roof terrace at sixth floor level which is not accessible to the hotel guests.

(v) Refuse Storage and Collection

Refuse and recycling storage for the hotel use is provided within the building at ground floor. This can be accessed from within the building and externally from the service area. The bins would need to be removed from the integral store to a structure to the north-west of the site on collection days.

The residential refuse and recycling floor is provided at first floor level within the tower. Occupants would access this from within the building. On collection days a platform lift is designed into the fabric of the building to move the containers to ground floor level, so that they can be transferred to the collection store adjacent to the north-west site boundary.

Relevant Planning Policy

The planning policy to be considered as part of this proposal is scheduled in **Appendix 1** to this report. There are no site-specific policies which relate to the application site. The Consideration section of this report, details of how the proposal complies with the relevant policies and guidance. No objection to the principle of a mixed use hotel and residential in this location.

Relevant Planning History

Details of relevant planning history for this site and neighbouring sites are included in **Appendix 2**.

Consultation Responses & Notification Representations

A consultation exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement and erecting a site notice. At the time of writing the report, 0 representations have been received from surrounding residents.

Summary of Consultation comments

SCC Historic Environment – No objection. Suggests the imposition of a condition requiring full details of materials.

SCC Ecologist – The site itself is of minimal biodiversity interest and the enhancement measures as proposed are acceptable. Raises concerns over the potential impact of the tall building on bird flight paths and suggests further information is required to assess the risk, subject to satisfactory information being received regarding bird flight paths, raises no objection to the proposal.

SCC Sustainability – No objection. Suggests condition to secure the stand-alone CHP

unit and rainwater harvesting system.

SCC Trees – No objection. The proposal would result in the loss of 6 low-quality trees which are not considered worthy of long term retention. The 3 London Planes can be retained with the proposed layout. Suggests conditions to secure the protection of trees during construction and landscaping details.

Housing Solutions - A total of 31 affordable units are required the location of which need to be agreed with the Local Planning Authority in consultation with the Housing Solutions. No objection to the provision of affordable units within a surrogate site providing the surrogate site offers a better mix of accommodation.

Regeneration – Supportive of the proposal since it would contribute to the enhancement of the viability of this part of the city centre.

Play Services – No objection. Suggest a contribution towards local play space facilities to off-set the demand generated by the development for such facilities.

City Design – The introduction of a tall building in this location would create a significant and distinctive landmark which would improve this approach to the city. Existing important views of St Michael's spire would not be adversely affected by the proposal. The form and mass of the development on Royal Crescent Road and Saltmarsh Road work well with the immediate site context including the adjacent Listed Building and Listed Bridge. The proposal would make a positive contribution at street level on Royal Crescent Road and Saltmarsh Road by increasing activity and providing a legible street frontage. The elevations are well articulated and have scale and depth with a clear distinction between the hotel and residential aspects. The curves in the design are positive. The contrasting material strip on the north and south facing elevation would successfully reduce the bulk of the building and would create a more elegant design. The top section of the building is not sufficiently elegant.

Response

The top section of the building has been amended since these comments were received to resolve the top section of the building.

Natural England – Object. Suggest that an Appropriate Assessment is required to judge potential impacts that the building could have an impact on bird flight paths, particularly having regard to the proximity of the site to the adjacent SPA/Ramsar. In addition to this, the potential impact of the development on the water quality of the Solent SPA and SAC's needs to be assessed.

Response

A study of bird flight paths within the city is currently underway and the results of this study can inform. This will provide the necessary information which can inform the assessment of the potential impact of the development on bird flight paths. The recommendation is therefore subject to the receipt of satisfactory information in relation to this issue. Conversely, if the study concludes the development would have a harmful impact on birds, then the application would be refused by the Development Control Manager.

With regards to water quality, Southern Water has confirmed that there is capacity within the existing infrastructure to serve the proposed development. Furthermore, in order to address potential issues within increased surface water run-off from the development, the applicant's are proposing to incorporate a Sustainable Urban Drainage System as well as

rainwater harvesting.

Environment Agency - The development will not have an adverse on flood risk or be susceptible to flood risk providing a condition is imposed securing the emergency access in the event of a flood and ensuring that the habitable accommodation is no lower than 4.6 m above ordnance datum.

English Heritage – The site provides a possible focal point for a gateway building at the west end of the Itchen Bridge. The lower podium element relates the building to the adjacent listed building of Terminus House. The tower would benefit from a more graceful profile as the balcony design accentuates the bulk of the building rather than its verticality. The south and north elevations in particular would appear bulky in form.

Response

Revised plans have been submitted which incorporates vertical strips in the bulkiest elevations of the building (north and south). These strips have comprised of balconies finished in a contrasting material to the remainder of the building. When viewed from a distance, this would provide a visual break in the wrap around balconies and therefore break the horizontality of these elevations. In addition to this, the balconies at the top of the tower are treated in a contrasting material to clearly demarcate the top of the building and provide a visual 'stop'. The roof itself has been simplified and given a more slender profile to provide an effective finish to the top of the tower.

Architects Panel – The curved detailing of the proposal is a strong and positive feature. Suggests material details need to ensure the curves are fluid. Raise questions over the servicing of the hotel accommodation. The top section of the tower needs more elegance. Suggest visual images are needed displaying the whole building in context.

Response

See comments above in relation to English Heritage's concerns.

Hampshire Constabulary – No objection subject to the imposition of a condition to secure security measures.

Southern Water – There needs to a clearance of 3m either side of the public sewer which crosses the site. Currently, ancillary structures (rainwater harvesting and surface water drainage tanks) which lie within this 3m easement area. Initial investigations demonstrate that Southern Water can provide sewage disposal to service the development. Conditions are also required to ensure that the proposed drainage system should take into account the possibility of surcharging within the public sewerage system to protect the development from flooding. Raise concern that there is inadequate capacity in the local network to deal with surface water disposal and therefore alternative measures of surface water disposal need to be investigated.

Response

Construction within the 3m easement area of the public sewer is controlled by separate legislation and would be subject to a separate consent from Southern Water. That said, there are alternative locations where the ancillary structures can be located within the site and therefore a condition is suggested, requiring a details of revised locations to be submitted to the LPA for approval, prior to the commencement of the development. Details of alternative measures of surface water disposal have been provided and a planning condition is suggested to secure the suggested measures.

BAA – No objection since the building would not exceed 115m AOD. A bird hazard management plan needs to be submitted for approval prior to the commencement of development. An informative on the decision notice is suggested to make the developer aware of the guidance regarding the use of cranes during construction.

Planning Consideration Key Issues

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

- Principle of development
- Principle of a tall building
- Design and impact on the established character, including the adjacent Conservation Area and Listed Building and Listed Bridge
- The impact on existing residential amenity;
- The quality of residential environment for future occupants
- Whether the travel demands of the development be met
- Impact on ecology

Principle of Development

The application site lies within the city centre as defined in the Local Plan and therefore the provision of a hotel development on this site is in accordance with the advice in PPS 6 and policy CLT1 of the Local Plan which guides tourism related uses, such as hotels into existing urban centres. The applicant's have adequately demonstrated the market need for the hotel development within their Design and Access Statement.

In terms of the residential aspect of the proposal, the application has satisfied the relevant policy tests as set out in PPS25 in relation to safeguarding the development from flood risk and the proposal provides opportunities to reduce overall flood risk through the application of sustainable drainage techniques. The level of residential development fits within the density parameters for the site and is in accordance with central government's wishes for more intensive use of brownfield sites. The proposed development has a density which satisfies the minimum density of 100dph which is advocated for sites within areas of high accessibility for public transport such as this.

The re-development of the site for a mix of hotel and residential development is acceptable and accords with policies contained within the development plan. Mixed use developments are recognised as being positive in principle due to associated sustainability benefits and also from a crime and safety perspective, with the building remaining in active use throughout the day.

Principle of a Tall Building

Local Plan policy SDP9 accepts the principle of tall buildings at junctions and at "gateway" locations. The City Centre Urban Design Strategy (Supplementary Planning Document) identifies the site as being located at a key gateway into the city centre and that there is a potential for a landmark building to the eastern end of Central Bridge. The application site meets these requirements and has, therefore, been assessed as acceptable, in principle, for a tall building proposal. This view is supported by the City Design Manager (see comments above).

Design & Impact on Character of the Area

The details of the proposal are assessed in the context of adopted Local Plan policies

SDP6, SDP7, SDP8 and SDP9 and the guidance contained within the joint document prepared by English Heritage and the Commission for Architecture and the Built Environment (CABE), entitled “Tall Buildings” (2007).

The proposed tower is designed to create a positive landmark feature, creating a new focus at this gateway location, particularly when the site is approached from the east, over the Itchen Bridge. The tower element would also reinforce the existing cluster of taller buildings located at the west end of Central Bridge which includes Duke’s Keep (12 storeys), and the Unite building (6-18 storeys). The proposal uses a contemporary design approach which is distinguished by curved elevations in contrast to the sharp, angular nature of the site itself whilst adding interest to the elevation and providing relief to the massing. The shorter podia section of building which fronts Royal Crescent Road creates a contemporary and urban street scene by improving the sense of enclosure to Royal Crescent Road. This lower scale of the hotel section of the building relates the proposed development to the scale and massing of existing nearby buildings and also assists the tower in integrating into its immediate context by providing a ‘step-up’ to the tower itself. As such, this would prevent the scale and height of the development from dominating the adjacent buildings, in particular the Listed Good Shed and Central Bridge.

At ground floor level, the proposal addresses the Royal Crescent Road frontage well by located the primary entrances to both the hotel and residential accommodation within this elevation. The incorporation of the hotel reception and bar at ground floor level would create a vibrant and active street frontage which would be a marked improvement on the existing situation. The group of TPO trees to the south-western corner of the site are retained and the proposal would introduce further hard and soft landscaped edges to the development which would ensure that the building makes a positive contribution at street level, as well as from long-distant views. The parking and servicing for both hotel and residential uses is contained within the site and largely screened from public viewpoints by the development itself and its ancillary structures. The bin collection store proposed to the north-west of the site is designed with a green roof to soften its appearance whilst enhancing the biodiversity of the site. Furthermore, the scale, design and materials used in the western elevation of this structure would allow the development to visually integrate with the Listed Central Bridge Structure.

The elevations of the tower are articulated with balconies which wrap around the building and accentuate the curves. When the application was first submitted, the wrap around balconies eroded the verticality and elegance of the tower, particularly from long-distant viewpoints. The scheme has therefore been amended to include vertical strips on the north and south elevations which are achieved by contrasting material treatment to balconies. On the north and west elevations of the tower, the fenestration has also been recessed in sections. The overall affect of the amendments ensures that the building would have a more slender profile by breaking the horizontality of the wrap-around balconies with strong vertical lines. The top section of the tower has also been amended since first submitted to also address concerns raised by consultees regarding the elegance of the building as it would appear from long-distance view points. The tower now has a slender, flat roof with a greater overhang to provide a more simplified form to the top of the building. The balconies which wrap around the upper floors are also treated in a contrasting material to the majority of the development and the upper floor itself is recessed to punctuate the top of the tower.

It is therefore considered that the proposed development would make a positive contribution to Southampton’s skyline and improve the appearance of a key approach to the city centre. Furthermore, the careful design of 6 storey podia and the manner in which

the proposal addresses the street at ground floor level, would ensure that it would not over-dominate the immediate context but compliment nearby building and improve the setting of the Conservation Area.

The Impact on Existing Residential Amenity

The principle issue in this respect is the potential impact of the building on the amenities of the occupiers of the adjacent Halls of Residence. The 6 storey podia of the development which would be positioned opposite the Halls of Residence, is of a similar scale and massing to these buildings and therefore would not appear over-dominant when viewed from these properties. There would be approximately 23 metres between the Royal Crescent Road elevation of the hotel section and the facing Halls of Residence which is considered sufficient to ensure the outlook and privacy of these units are not harmed. The tower element is over 40 metres away from the Halls of Residence which is considered sufficient to minimise the sense of being over-looked. The manner in which the proposed building steps-up to the tower section would prevent it from appearing overly-dramatic when viewed from these properties. Shadow diagrams have been provided with the application which demonstrate whilst there would be some additional over-shadowing of the Halls of Residence in the morning, but for the majority of the day, the units would be unaffected by the development in this respect.

A Telecommunications Impact Assessment of Radio and Television Interference which demonstrates that the proposed building would not adversely affect either the television and radio reception received by surrounding residents. As part of the Section 106 Agreement, it is suggested that a further study be undertaken following construction to assess this impact further and to secure any necessary mitigation measures.

Given the building's proposed siting it is not considered that the proposed development will lead to any adverse impact on the surrounding properties in terms of overshadowing, loss of outlook or a significant loss of privacy. As such the application is considered to address the requirements of adopted Local Plan policies SDP1(i), SDP7(v) and SDP9(v) as supported by the relevant sections of the Council's approved Residential Design Guide SPD (2006).

Quality of the Residential Environment

The layout of the resultant flats is judged to be acceptable. Some of the apartments will have solely northern aspects; however, it is acknowledged that this situation cannot be avoided in a 360 degree building. Furthermore, the flats would benefit from an elevated position and would be unaffected by enclosure by nearby buildings. All flats would have access to a private balcony and a communal terrace. The overall amount of amenity space complies with that suggested in the Residential Design Guide (Supplementary Planning Document). The building has safe and convenient access to integral bin and cycle storage. Lift access is provided to serve all floors. The wind microclimate study submitted with the application indicates that mitigation would be necessary to the roof terrace, along the north elevation, north western corner, eastern corner and east of the development across Saltmarsh Road. Soft landscaping and a wind mitigation scheme will be necessary to reduce microclimate impacts to acceptable levels and these are to be secured by a planning condition.

The residential accommodation is completely segregated from the hotel accommodation and therefore residential occupiers would not experience from noise or disturbance from the adjacent use. The soundproofing between flats units would be dealt with at the Building

Regulations Stage. Conditions are suggested seeking full details of noise and odour attenuation measures for all mechanical equipment associated with the hotel use to ensure that such equipment would be present disturbance to prospective occupiers.

The site falls within Noise Exposure Category 'C' due to the traffic noise from the adjacent Central Bridge. The applicant's have submitted a Noise Report which demonstrates that mitigation measures can be incorporated which ensures the occupants of the flats would not be subject to undue noise disturbance. Accordingly, Environmental Health Officers have raised no objection to the proposal and have suggested the use of a planning condition to secure the mitigation measures.

Highways and Parking

The number of car parking spaces provided to serve the residential accommodation is slightly below the maximum allowed within an area of High Accessibility and therefore complies with Local Plan car parking standards. A planning condition is suggested to provide a controlled access to the basement car park both in the interests of safety and security but to ensure the spaces remain available for residents. The site is located within a city centre location and therefore as well as excellent access to public transport links, the site is within walking distance of a range of services and facilities. The level and quality of the cycle storage provision is acceptable and the access to this is both convenient and safe.

In terms of the proposed hotel use, the proposed number of car parking spaces has been calculated by examining the likely trip rates and modes of trips to the development and the accessibility of the site by alternative modes of transport to the private car. The submitted Transport Assessment calculated the likely trips rates by assessing comparable uses in similar town centre and edge of centre locations. Since the site is highly accessible to the central train station, coach station as well as ferry and flight services the number of car parking spaces is considered to be sufficient to serve the proposed use. A pull in area for coaches would be provided adjacent to Royal Crescent Road. A Green Travel Plan is required to be submitted by the Section 106 agreement to encourage prospective users of the development to utilise alternative modes of transport to the private car.

The Council's Highways DC Officer has confirmed that they have no objection to the application in terms of its parking ratio or its impact on the highway network. The access to the site is considered to be acceptable and the internal servicing area could accommodate the size and number of vehicles that would be associated with the development and enable them to turn on site.

Impact on Ecology

The central issue in relation to potential impacts on ecology results from the height of the building which if positioned within key bird flight paths could present a hazard to birds in terms of a physical obstruction which they could fly into. A study is currently being undertaken which will provide the necessary information to assess this risk. The recommendation of this application for approval is therefore subject to the receipt of satisfactory information in relation to this issue. Conversely, if the study concludes the development would have a harmful impact on birds, then the application would be refused by the Development Control Manager.

Summary

It is considered that the proposed development would make a positive contribution to Southampton's skyline as well as enhancing the appearance of the site within its immediate context. The proposal would provide a good mix of residential accommodation and the introduction of the hotel use would help enliven this section of the city centre.

CONCLUSION

By securing the matters set out in the recommendations section of this report and by the completion of a Section 106 Legal Agreement, the proposal would be acceptable. The application is therefore recommended for delegated approval to the Development Control Manager.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), 1(b), 1(c), 2 (a), 2 (c) 2 (d), 3(a), 4(am), 4(ar), 5 (e), 6(a), 6(c), 6(d), 6(e) 6(f), 6(h), 6(i),6(l), 7(a), 7(c), 7(e), 7(g), 7 (k), 7(m), 7 (t), 7 (v), 7(w) 8(a), 9(a), 9(b), City Local Plan (March 2006) and Residential Design Guide (September 2006).

JT - 07.05.09 for 26.05.09 PRow Panel

CONDITIONS

01.APPROVAL CONDITION - Full Permission Timing Condition - Physical works

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

REASON:

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

02.APPROVAL CONDITION - Details of External Materials [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall be finished in the following materials as submitted to the Local Planning Authority:

Facing brick of refuse store Ibstock Bexhill
Hard landscaping areas Charcon Appalachain paving (groundbuff)
 Charcon Courtstone paving (charcoal)
 Charcon stone master paving (varied buff)
Fenestration Smart Systems curtain wall system (dark grey matt finish)
 Pilkington Optifloat glass
Balcony Cladding Pilkington Arctic Blue
 Rockpanel metallics (aluminium grey)

The materials shall be used on the sections of the building as detailed on the plans hereby approved particularly in relation to the vertical strips of glazed balconies as detailed on the approved plans. Any further materials to be used in the construction of the development

hereby approved shall be submitted to the Local Planning Authority for approval in writing and the development shall proceed in accordance with the approved details.

REASON:

In the interests of ensuring that the new development is constructed in accordance with the submitted details and to secure a harmonious form of development.

03.APPROVAL CONDITION - Landscaping Details [pre-commencement]

No development shall take place until full details of both hard and soft landscaping have been submitted to and approved in writing by the local planning authority. The submitted details shall include:

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle and pedestrian access and circulation areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. details of any proposed boundary treatment, including retaining walls; and
- iv. a landscape management scheme.
- v. details of the construction and type of species to be used in the green roofs

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.

03.APPROVAL CONDITION – Detailed roof design [pre-commencement condition]

Prior to any development commencing details of the a plan of no less than 1:20 scale illustrating the detailed roof profile shall be submitted to the Local Planning Authority for approval in writing. The development shall proceed in accordance with the agreed details.

REASON

To ensure the development is undertaken in a satisfactory manner.

04.APPROVAL CONDITION - Landscaping Implementation [Performance condition]

The hard and soft landscaping works shall be carried out in accordance with the details approved in the above planning condition. The works shall be carried out before any of the development is occupied or in accordance with a timescale which has been agreed in writing with the local planning authority prior to the commencement of development.

REASON:

To ensure that the works are carried out as approved in the interests of the visual amenities of the area.

05.APPROVAL CONDITION - Landscaping Replacement [performance condition]

If within a period of three years from the date of the planting of any tree or shrub, or any tree or shrub planted in replacement of it, it is removed, uprooted, destroyed, dies or becomes in any other way defective in the opinion of the local planning authority, another

tree or shrub of the same species and size of that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

REASON:

To ensure that any trees or shrubs planted as part of the landscaping scheme are replaced in accordance with that scheme.

06.APPROVAL CONDITION – Wind Microclimate Mitigation [pre-occupation condition]

Prior to the development hereby approved first coming into use and before it is first occupied, the series of mitigation measures as detailed in BMT Fluid Mechanics Wind Microclimate Study shall be provided in accordance with the recommendations of this study. The measures shall thereafter be retained as approved.

REASON

To ensure a satisfactory residential environment

07.APPROVAL CONDITION - Details of Plant Equipment [pre-commencement condition]

Prior to the commencement of the development details of any plant equipment including extract and ventilation equipment, refrigeration or air conditioning units, including their positioning on the premises, external appearance and noise, odor and vibration attenuation measures shall be submitted to the Local Planning Authority for approval in writing. The development shall proceed in accordance with the agreed details.

REASON

To protect the amenities of the occupiers of adjoining properties.

08.Approval Condition - Servicing [Pre-occupation condition]

Full details of how service vehicle deliveries relating to the hotel use will be managed including the hours of deliveries shall be submitted to and approved in writing by the Local Planning Authority prior to the development first coming into use. Development shall take place in accordance with the approved details unless otherwise agreed in writing by the local planning authority and the approved details conformed to thereafter.

REASON:

In the interests of the safety and convenience of all highway users.

09.Approval Condition - Security Measures [Preoccupation Condition]

Prior to the occupation of the building hereby approved the following security details shall have been submitted to and approved in writing by the Local Planning Authority:

- i. basement car park area including any barriers or security grille;
- iii. the door types of the refuse and cycle storage areas;
- iv. the access points to the building
- v. details of how access to the emergency escape route from the hotel will be controlled

The development shall be completed in accordance with the agreed details.

REASON

In the interests of crime prevention and residential safety

10.APPROVAL CONDITION - Hours of operation [performance condition]

The bar and restaurant associated with the hotel use hereby approved shall not be open for business outside of the hours specified below

Monday to Thursday and Sundays: 07:00 to 23.00
Fridays and Saturdays 07:00 to 00:00

REASON

In the interests of the amenities of the prospective occupiers of the development

11.APPROVAL CONDITION - Soundproofing from external traffic noise [Pre-Commencement Condition]

Works pursuant to this permission shall not be commenced until a scheme for protecting the proposed flats and houses from traffic noise from Central Bridge has been submitted to and approved by the local planning authority in writing. The mitigation measures shall be based upon further survey work and shall be implemented as approved and thereafter retained as approved.

REASON:

In order to protect occupiers of the flats from traffic noise

12.APPROVAL CONDITION – Rainwater Harvesting and Surface Water Storage [pre-commencement condition]

Prior to the commencement of the development hereby approved details of the revised location of the rainwater harvesting and surface water storage tanks shall be submitted to the Local Planning Authority for approval in writing. Details of how both systems will be integrated into the development and service the development shall also be submitted to the Local Planning Authority for approval in writing. Both systems shall be implemented as approved prior to the development first coming into use and occupation.

REASON

To ensure a sustainable form of development and to ensure that the development reduces surface water runoff.

13.APPROVAL CONDITION – Low Carbon/ Renewable Energy (Pre-Commencement Condition)

Prior to development of this major proposal commencing full details of the low carbon/ renewable energy systems to be incorporated within the development shall be submitted to and agreed in writing with the Local Planning Authority. The details should include the full specification of the free standing CHP system and shall include an energy assessment statement setting out the levels of energy savings incorporated within the development calculated in terms of carbon emissions compared to agreed benchmarks for electricity and gas.

REASON:

To reduce the impact of the development on climate change and finite energy resources and to comply with policy SDP13 (vi) of the City of Southampton Local Plan (2006) should be undertaken.

14.APPROVAL CONDITION - Sustainable Construction Materials Non - Residential [pre-commencement]

A report detailing the specifications of the materials and construction techniques to be employed should be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development hereby granted consent. This report should demonstrate that the development achieves at least 25% of the available BREEAM Materials credits. The Local Planning Authority must be satisfied that developer has met the agreed requirements and this must be approved by them in writing prior to the first occupation of the development hereby granted consent. Only materials to the specifications agreed must be used in the construction of the development.

Reason:

To ensure that the development minimises its use of resources and impact on the environment and to comply with policy SDP13 (ii) of the City of Southampton Local 2006

15.APPROVAL CONDITION - Sustainable Construction Materials Residential [pre-commencement condition]

A report detailing the specifications of the materials and construction techniques to be employed should be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development hereby granted consent. This report should demonstrate that the development achieves at least 1 out of the available 2 Construction Site Waste credits in the Code for Sustainable Homes Was 2 and achieves at least 8 out of the available 24 Materials credits in the Code for Sustainable Homes. The Local Planning Authority must be satisfied that developer has met the agreed requirements and this must be approved by them in writing prior to the first occupation of the development hereby granted consent. Only materials to the specifications agreed must be used in the construction of the development.

Reason:

To ensure that the development minimises its use of resources and impact on the environment and to comply with policy SDP13 (ii) of the City of Southampton Local 2006

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

Written documentary evidence demonstrating that the development will achieve at minimum a rating of Very Good against the BREEAM standard, including at least 60% of the available BREEAM Energy credits, shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent.

Reason:

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

17.APPROVAL CONDITION - Code for Sustainable Homes [Pre-Occupation Condition]

Written documentary evidence demonstrating that the development will achieve the Code for Sustainable Homes (or equivalent ratings using an alternative recognised assessment method), shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent.

Reason:

To ensure the development achieves a minimum level 3 standard so that its overall demand for resources and to demonstrate compliance with policy SDP13 of the City of Southampton Local Plan (2006).

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

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

Reason:

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

19.APPROVAL CONDITION - no storage under tree canopy [Performance Condition]

No storage of goods including building materials, machinery and soil, shall take place underneath the crown spread of the trees to be retained on the site. There will be no change in soil levels or routing of services through tree protection zones or within canopy spreads, whichever is greater. There will be no fires on site. There will be no discharge of chemical substances including petrol, diesel and cement mixings within the tree protection zones or within canopy spreads, whichever is greater.

Reason:

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

20.APPROVAL CONDITION - Arboricultural Method Statement [Pre-Commencement Condition]

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

1. A specification for the location and erection of protective fencing around all vegetation to be retained
2. Specification for the installation of any additional root protection measures
3. Specification for the removal of any built structures, including hard surfacing, within protective fencing areas.
4. Specification for the construction of hard surfaces where they impinge on tree roots
5. The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)

6. An arboricultural management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures.
7. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

Reason

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

21.APPROVAL CONDITION - Arboricultural Protection Measures [Pre-Commencement Condition]

No works or development shall take place on site until a scheme of supervision for the arboricultural protection measures has been approved in writing by the LPA. This scheme will be appropriate to the scale and duration of the works and may include details of:

- Induction and personnel awareness of arboricultural matters
- Identification of individual responsibilities and key personnel
- Statement of delegated powers
- Timing and methods of site visiting and record keeping, including updates
- Procedures for dealing with variations and incidents.

Reason:

To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2005, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees on site.

22.APPROVAL CONDITION – Amenity Space Access [performance condition]

The 6th floor roof terrace and the access to it shall be made available for use prior any of the flats hereby approved, are first occupied. The roof terrace shall be thereafter retained as a communal amenity space area for the benefit of the residential development hereby approved.

REASON

To secure a satisfactory form of development

23.APPROVAL CONDITION – Cycle parking provision [performance condition]

Prior to the development first coming into use all long-term and short term cycle storage facilities shall be made available for use in accordance with the plans hereby approved. The cycle storage facilities shall be thereafter retained for use of the development hereby approved.

REASON

To encourage cycling as a sustainable mode of transport

24.APPROVAL CONDITION – Refuse and Recycling Bin Storage [performance condition]

Prior to the development first coming into use and occupation, the facilities for the storage and removal of refuse and recycling shall be provided and made available for use in accordance with the approved plans. The refuse storage shall be thereafter retained as approved.

REASON

To provide a satisfactory form of development

25.APPROVAL CONDITION - Construction Environment Management Plan (Pre-Commencement Condition)

Prior to the commencement of any development a written construction environment management plan shall be submitted to and approved by the LPA. The plan shall contain method statements and site specific plans to prevent or minimise impacts from noise, vibration, dust and odour for all operations, as well as proposals to monitor these measures at the site boundary to ensure emissions are minimised beyond the site boundary. All specified measures shall be available and implemented during any processes for which those measures are required.

REASON:

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

26.APPROVAL CONDITION - Contractors Compound (Pre-Commencement Condition)

No commencement of work pertaining to this permission shall be carried out on the site unless and until there is available within the site, provision for all temporary contractors buildings, plant and storage of materials associated with the development and such provision shall be retained for these purposes throughout the period of work on the site; and the provision for the temporary parking of vehicles and the loading and unloading of vehicles associated with the phased works and other operations on the site throughout the period of work required to implement the development hereby permitted in accordance with details to be submitted to and agreed in writing by the Local Planning Authority.

REASON:

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

27.APPROVAL CONDITION - Hours of Construction[Performance condition]

In connection with the implementation of this permission any demolition, conversion and construction works, including the delivery of materials to the site, shall not take place outside the hours of 8am and 6pm Mondays to Fridays and 9am and 1pm on Saturdays. Works shall not take place at all on Sundays or Public Holidays without the prior written approval of the Local Planning Authority. Any works outside the permitted hours shall be confined to the internal preparation of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

REASON:

To protect local residents from unreasonable disturbances from works connected with implementing this permission.

28.APPROVAL CONDITION – Measures to protect adjacent Listed Bridge [pre-commencement condition]

Prior to the commencement of the development hereby approved a method statement detailing the measures to protect the adjacent Listed Central Bridge during site clearance and subsequent construction shall be submitted to and agreed in writing by the Local Planning Authority. The development shall commence in accordance with the agreed details.

REASON

To protect the Listed structure from damage during construction.

Application 08/01791/FUL – Cedar Press, Royal Crescent Road

Relevant Planning Policy

Adopted City of Southampton Local Plan Review Policies

SDP1	General Principles
SDP2	Integrating transport and Development
SDP3	Travel Demands
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Context
SDP8	Urban form and public space
SDP9	Scale, Massing and Appearance
SDP10	Safety and Security
SDP11	Accessibility and Movement
SDP12	Landscape and biodiversity
SDP13	Resource conservation
SDP14	Renewable Energy
SDP16	Noise
SDP17	Lighting
SDP19	Aerodrome safeguarding
SDP20	Flood Risk and Coastal Protection
SDP21	Water Quality and Drainage
SDP22	Contaminated land
NE1	International Sites
NE4	Protected Species
HE1	New Development in Conservation Areas
HE3	Listed Buildings
CLT1	Location of Development
CLT5	Open Space in New Residential Developments
CLT6	Provision of Children's Play Areas
H1	Housing Supply
H2	Previously Developed Land
H7	Residential Environment
H8	Housing Density
H9	Affordable Housing Requirements
H10	Provision of Affordable Housing
H11	Location of Affordable Housing
H12	Housing Type and Design
MSA1	City Centre Design
IMP1	Provision of Infrastructure

Other guidance

PPS1	Delivering sustainable development
PPS3	Housing
PPS6	Planning for Town Centres
PPG13	Transport
PPS25	Development and Flood Risk

Residential Design Guide – September 2006

SPG on Planning Obligations – November 2006
City Centre Urban Design Strategy – March 2001
The Development Design Guide – February 2004
The North-South Spine Strategy – May 2004
The Streetscape Manual – March 2006
Public Art Strategy - 2004

CABE/English Heritage “Tall Buildings” (2007).

Relevant Planning History

07/01906/SCR No objection 11.12.07
Request for a Screening Opinion under Regulation 5(1) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 prior to a formal planning application for the redevelopment of the site with a mixed use development including a tall building.

12735/1537/N27 Conditionally Approved 22.07.78
The construction of a factory, showroom and offices with associated commercial vehicle parking and car parking.

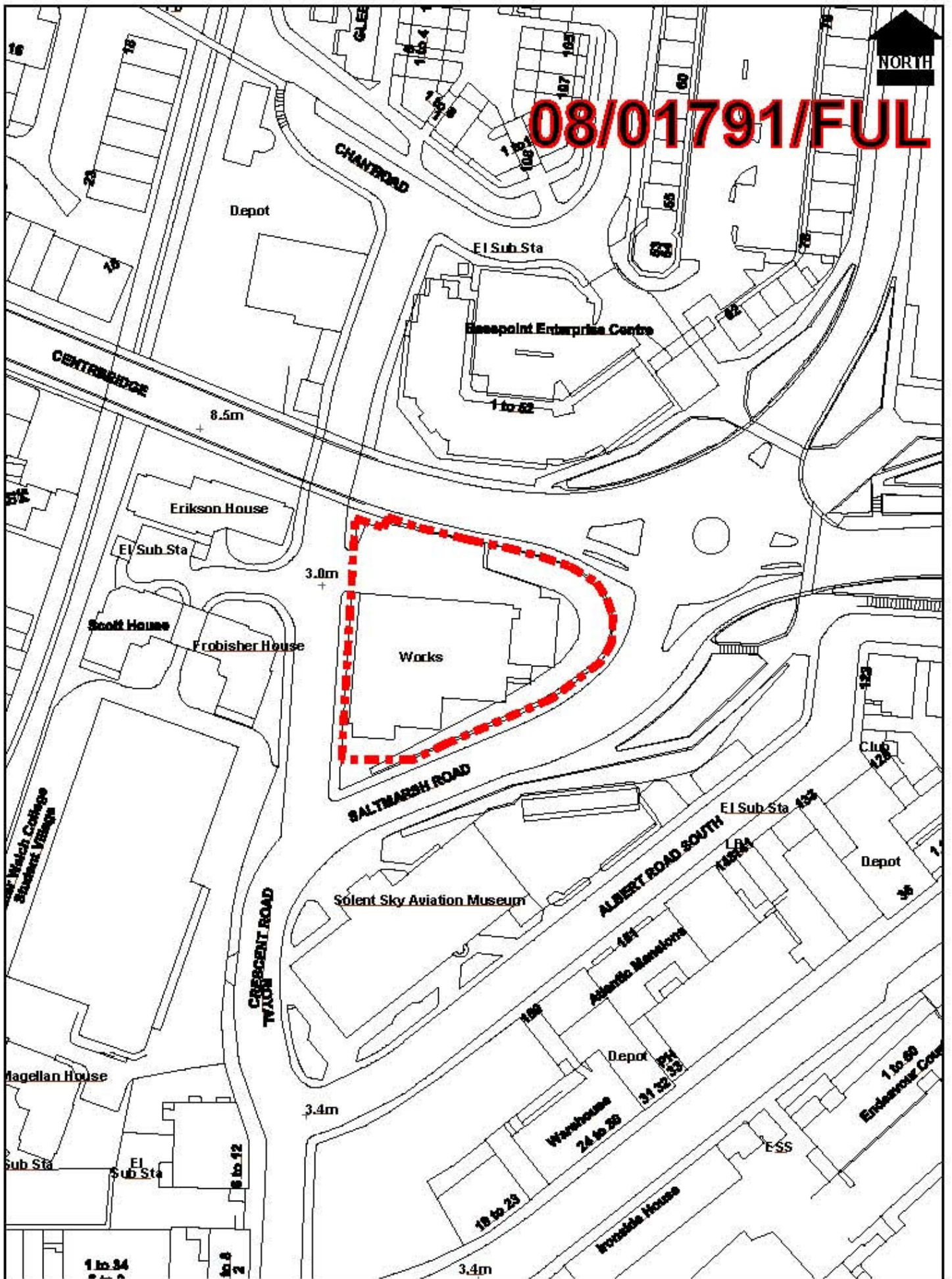
25-32 Canute Road and 157-159 Albert Road South, Southampton Hall of Aviation, Albert Road South/adjoining public highway

08/00332/OUT Pending Decision
Redevelopment of the site by the erection of a 6-storey building fronting Canute Road, a 7-storey building fronting Albert Road South and a building of up to 6-storeys on the Aircraft Museum site to provide a total of 103 flats, a replacement museum and 4 commercial units with associated parking, landscaping and highway works including the closure of part of the public highway in Albert Road South following demolition of existing buildings (Outline application seeking approval for access, layout and scale).

POLICY CONTEXT

Core Strategy - (January 2010)

CS1	City Centre Approach
CS4	Housing Delivery
CS6	Housing Density
CS13	Fundamentals of Design
CS14	Historic Environment
CS15	Affordable Housing
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS23	Flood Risk
CS25	The Delivery of Infrastructure and Developer Contributions



Scale : 1:1250

Date 11 November 2010

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