

Southampton City Planning & Sustainability
Planning and Rights of Way Panel meeting 22 November 2011
Planning Application Report of the Planning and Development Manager

Application address: 5-92 Laxton Close			
Proposed development: Demolition of the existing buildings and re-development to provide 30 houses (29 x 3 bedroom and 1x 4 bedroom) and 33 flats (7 x 1 bedroom and 26 x 2 bedroom) with associated parking and other works including diversion of an existing public footpath (affects a Public Right of Way).			
Application number	11/01423/FUL	Application type	FUL
Case officer	Stephen Harrison	Public speaking time	15 minutes
Last date for determination:	N/A Planning Performance Agreement	Ward	Sholing
Reason for Panel Referral:	Major Development on Council Land	Ward Councillors	Cllr Blatchford Cllr Fitzgerald Cllr Kolker
Applicant: Lovell Partnerships Ltd		Agent: Pope Priestley Architects Llp	
Recommendation Summary	Conditional Approval		

Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. The impact of the proposed development, in terms of visual and neighbour amenity, highway safety and parking are considered to be acceptable for the reasons detailed in the report to the Council's Planning and Rights of Way Panel on 22nd November 2011. Particular account has also been taken of the third party response to the scheme, the quality of the proposed redevelopment proposals, the associated regeneration benefits and improvements to local housing (including a high percentage of affordable and family housing), current market conditions and the overall viability of the 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, and application 11/01423/FUL should therefore be granted in accordance with the following policies:

City of Southampton Local Plan Review (March 2006) policies SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP19, SDP22, NE7, HE6, CLT5, CLT6, CLT7, H1, H2, H3, H7 and TI2 and City of Southampton Core Strategy (January 2010) policies CS4, CS5, CS13, CS14, CS15, CS16, CS18, CS19, CS20, CS21, CS22, CS24 and CS25 as supported by the relevant national planning guidance and the Council's current supplementary planning guidance listed in the Panel report.

Appendix attached			
1	Development Plan Policies	2	SCC City Design Comments

Recommendation in Full

1. Conditional Approval - Subject to:

- (a) Confirmation in writing by the applicant prior to the grant of planning permission that the attached draft Heads of Terms are acceptable;
- (b) the receipt of an undertaking from the Head of Property and Procurement Services that the contract for the sale of Council owned land, the subject of this application, will be conditional upon the applicant (and any other landowner) entering into a S.106 legal agreement with the Council to provide the following planning obligations:
 - i) A minimum on-site provision of 2 dwellings (ie.20% of the net gain) to be provided on-site as affordable housing in accordance with adopted LDF Core Strategy Policy CS15;
 - ii) A financial contribution and/or the implementation and maintenance of an agreed series of site specific transport under S.278 of the Highways Act with implementation prior to first occupation in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006) as supported by adopted LDF Core Strategy policies CS18 and CS25;
 - iii) A financial contribution and/or the implementation and maintenance of an agreed series of strategic transport projects for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D;
 - iv) Financial contributions towards the relevant elements of public open space required by the development – including the replacement of the existing children’s playarea - in line with Policy CLT5 of the City of Southampton Local Plan Review (March 2006) as supported by adopted LDF Core Strategy policies CS21 and CS25;
 - v) Submission and implementation of a Training & Employment Management Plan committing to adopting local labour and employment initiatives (during and post construction) in line with adopted LDF Core Strategy policies CS24 and CS25;
 - vi) Submission and implementation of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
 - vii) Agreement of construction vehicle routing; and,
 - viii) The funding of Traffic Regulation Orders (TRO) required to enable the development to be implemented.
- 2. That the Planning and Development Manager be given delegated authority to add or vary any of the attached planning conditions and relevant parts of the Section 106 agreement; and,
- 3. That approval is given by the Panel for the proposed works to the existing Right of Way linking Laxton Close with Bramley Crescent.

1.0 Background

- 1.1 This application forms part of the Council’s Phase II Estate’s Regeneration project that seeks to tackle economic deprivation and social disadvantage through the redevelopment of its existing housing estates. The applicants, in association with

First Wessex Housing Association, are the Council chosen development partner for this site.

2.0 **The Site and its Context**

2.1 This application relates to the redevelopment of 5-92 Laxton Close, which is a level site accessed directly from Upper Weston Lane and Laxton Close itself. The character of the area is predominantly residential with detached and semi-detached housing fronting the street. The application site sits in a backland location and appears somewhat alien to the established pattern of development with 5 detached five-storey flatted blocks sited within an open setting, which is itself characterised by mature trees, a children’s playarea and the railway line that forms the site’s southern boundary.

2.2 The application site is located within a flood zone 1 (assessed as having a less than 1 in 1000 annual probability of flooding). Locally it is identified as having ‘medium’ accessibility to local transport links and services. The site is designated as a ‘Noise Category A’ meaning that, despite its proximity to the railway line, noise is not a constraint to residential redevelopment.

3.0 **Proposal**

3.1 Full planning permission is sought for the redevelopment of this 1.06 hectare site for 63 dwellings with the following residential mix:

	1 bed flat	2 bed flat	3 bed house	4 bed house	Total
Private	4	17	14	0	35 (55.6%)
Affordable	3	9	15	1	28 (44.4%)
Total	7	26	29	1	63

3.2 A density of 62 dwellings per hectare is proposed, with 30 of the units (47.6%) identified as genuine family housing.

3.3 The development replaces 5 existing flatted blocks of five storeys, which once comprised 55 flats. These blocks are all currently vacant and in a state of disrepair.

3.4 The Laxton Close access is retained and is also required to serve the retained neighbouring properties at 1-4a Laxton Close. A total of 66 on-site parking spaces are provided, including 3 visitor spaces, and a 1:1 allocation located within private garages and semi-private parking courts is proposed.

3.5 All dwellings have access to private amenity space, in the form of balconies, gardens, and communal open space that is supplemented by the retention of on-site public open space and the children’s playarea. The proposals include the removal of some 16 existing trees (7 of which have been given a Category B rating worthy of retention); including the 4 mature trees at the site’s entrance. A full replacement on a 2:1 basis is proposed.

3.6 The application seeks to meet Code for Sustainable Homes Level 4, and will investigate the potential for solar panels and air source heat pumps to meet the Council’s carbon reduction requirements.

4.0 **Relevant Planning Policy**

4.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**. The Core Strategy is in general conformity with the South East Plan, and it is not considered that the policies in the South East Plan either conflict with or add particular weight to the policies in the Core

Strategy for this application. Consequently only the local statutory development plan policies (Core Strategy and Local Plan Review) have been cited in this report.

4.2 Major developments are expected to meet high sustainable construction standards in accordance with the City Council's adopted policies, namely Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13. The current proposals exceed the current requirements and seek to build to a Code for Sustainable Homes Level 4, although the planning conditions suggested currently only require the scheme meets Code 3 as the Council's current.

4.3 PPS3 Housing (2011) removes private residential gardens from the definition of Previously Developed Land (PDL). The revised PPS3 maintains that the planning system should provide "a flexible, responsive supply of land that is managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate" (Paragraph 10 refers). The national annual target that "at least 60 per cent of new housing should be provided on previously developed land" remains, suggesting that residential development can still take place on other land subject to the local circumstances of each site involved. The revised PPS3 maintains that "design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted" (Paragraph 13 refers).

5.0 Relevant Planning History

5.1 11/01188/SCR – Non EIA Development (10.08.11)
Request for a screening opinion under Regulation 5 of the Town and Country Planning Environmental Impact Assessment (England and Wales) Regulations 1999 prior to a planning application for redevelopment of the site to provide 62 residential units (30 houses and 32 flats).
1139/14/5 – Approved 29.09.1958

5.2 Erection of 55 maisonettes and flats

6.0 Consultation Responses and Notification Representations

6.1 The City Council have engaged with the local community regarding the scheme since November 2008, and the applicants presented the scheme to the Panel at the pre-application stage.

6.2 Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (22.09.11) and erecting a site notice (15.09.11). At the time of writing the report **2 representations** have been received from surrounding residents.

6.3 Planning related issues that are addressed later in this report include:

- Significant traffic generation – especially during the construction phase
- Concerned about the impact on local school children during the building works
- The nearest bus stops need further consideration and possibly moving

6.4 **The City of Southampton Society** – No objection raised but the RoW needs to be retained.

6.5 Summary of Consultee Responses

6.6 **SCC Highways** – No objection raised subject to the attached planning conditions. Parking provision is on a 1:1 basis which should help prevent any overspill impact on surrounding streets. The additional traffic flows associated with the site should not have a harmful impact on the neighbourhood or local highway network. The general layout of the site is acceptable, although parking spaces 1 and 2 should be moved north to meet the planting, and the pedestrian access point moved south thus providing a wider gap between the parking spaces of the entrance

square. The site compound will cater for contractor parking during the construction process. A Traffic Regulation Order to control parking on and near the site is required and site specific highway contributions will focus on sustainable modes of travel in the near vicinity.

Note: The applicants have submitted an amended layout plan that makes the requested changes.

- 6.7 **SCC Rights of Way** - Other than the adopted highway carriageway, verges and footways, there is one adopted highway footpath that will require a legal order under s.257 of the T&CP Act '90 to divert from its current alignment. The intention that pedestrian access will remain between Bramley Crescent and Upper Weston Lane is fully supported by this section. Overall, the rights of way section has no objection to the application subject to the RoW being reinstated.
- 6.8 **SCC Housing** – Fully support the scheme. As the scheme comprises a net gain of 8 dwellings the affordable housing requirement from the proposed development is 2 dwellings (although it is noted that 28 affordable units are to be provided)
- 6.9 **SCC Sustainability Team** – No objection raised. It is recommended in the renewable energy report that photovoltaics and air source heat pumps are utilised to achieve the required carbon savings. Water butts are also to be provided. It is recommended that the feasibility of green roofs are investigated as they will ensure ambient air temperatures are maintained at appropriate levels for optimum functioning of the PV, in addition to providing other benefits such as sustainable drainage, local cooling, air quality, biodiversity and insulation.

Note: Suitable planning conditions covering these issues have been included, although it should be noted that a minimum of Code 3 with a 20% carbon reduction through microrenewables has been conditioned in line with current policy notwithstanding the applicant's current offer of a Code 4 scheme.

- 6.10 **SCC City Design** – Support given. A full copy of their response is attached to this report at **Appendix 2**.
- 6.11 **SCC Environmental Health (Pollution & Safety)** – No objection raised subject to the development complying with the attached planning conditions.
- 6.12 **SCC Employment & Skills** - an employment and skills plan is required from this development and should be secured through the S.106 legal agreement.
- 6.13 **SCC Ecology** – The habitats within the site are of low ecological value and I have no objection to the proposed development, however, a number of potential impacts on bats and breeding birds need to be considered as set out in the attached planning conditions. The proposed development should not have an adverse impact on local biodiversity provided precautions in respect of vegetation removal and lighting are observed. There is also the potential for biodiversity gains through implementation of the recommendations in the Ecological Appraisal August 2011.
- 6.14 **SCC Environmental Health (Contaminated Land)** – No comments received
- 6.15 **SCC Heritage** – Planning conditions required in relation to archaeology.
- 6.16 **SCC Tree Team** – No objection raised. Overall there are 14 trees lost to the proposal. The significant trees to be lost include 2x Lombardy Poplars, T17 and T18 within the tree report. However this species can be prone to failure and due to their proximity to a rail line. I do not object to their loss with suitable replacements planted. Other significant trees include T10, T11 and T5 these are large mature cherries, these trees have a limited safe useful life expectancy therefore their loss should be mitigated with replacement planting. 2x Purple maples will also be lost to this proposal. Unfortunately one of these trees, T12,

shows evidence of decay within the tree. Therefore the loss of these trees should be mitigated with replacements. Overall I have no objections to this proposal provided that the arboricultural method statement and scheme of site supervision in the D F Clark Bionomique Arboricultural Impact Assessment report no. DFC 1065.

- 6.17 **SCC Playspace** – No objection subject to the replacement of the existing children’s playarea. The Council will continue to maintain the equipment.
- 6.18 **Environment Agency** – no objection is raised subject to suggested drainage planning condition (as attached to this recommendation).
- 6.19 **BAA** – No objection subject to the submission of a Bird Hazard Management Plan as part of the attached planning condition.
- 6.20 **Network Rail** – No objection raised
- 6.21 **Southern Water** – Although there is currently inadequate capacity in the local sewage network no objection is raised subject to the use of the suggested planning conditions attached to this recommendation.

7.0 Planning Consideration Key Issues

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

- i. The Principle of Development;
- ii. Design, Density & Impact on Established Character;
- iii. Residential Amenity;
- iv. Highways and Parking;
- v. Biodiversity; and,
- vi. S.106 Mitigation and Viability

7.2 Principle of Development

7.3 The application site is formed by 5 flatted blocks separated by parking courts and open space of various quality. Whilst the priority for housing delivery should be previously developed land, and not gardens or open space by definition, the merits of this case should be given careful consideration. In particular, an assessment of the scheme’s impact on the character of the area, and its efficient use of land for housing delivery, are material to the Council’s planning decision.

7.4 The application proposes that 30 of the dwellings (16 of which are identified as affordable) will be genuine family homes, with access to private amenity space. Some 44% of the dwellings will be managed by First Wessex as affordable. The proposals exceed existing development requirements for the delivery of affordable and family housing and are welcomed in principle.

7.5 In terms of open space and the requirements of LDF Core Strategy Policy CS21 care has been taken to ensure that access to external green space is retained. The existing site provides limited private amenity space for the flats. Whilst the amount of public open space is reduced by the proposed layout, the amount of external space set aside for combined private and public space is increased as part of the development and the open character is largely retained, particularly around the mature trees that frame the children’s playarea. As such, the scheme is not considered to be in conflict with Policy CS21.

7.6 Design & Density

7.7 This triangular shaped plot is bounded on two sides by residential development, with the railway line and associated fencing forming the southern boundary. The existing flatted blocks are alien to the established pattern of development, but provide precedence for additional height and scale, particularly within the centre of the site. The chosen design solution keeps development away from the neighbouring boundaries whilst strengthening the existing central spine road through the site. The existing Right of Way serving Bramley Crescent, the open

space and mature planting within is retained as part of the proposals.

- 7.8 The form of development includes terraced housing linked to flatted blocks of between 2 and 4 storeys. It creates a successful perimeter block development at an appropriate density that clearly delineates private and public areas. Parking is well scattered across the development, within private courtyards and garages, so as to reduce the dominance of the private car to the overall layout. It is considered that the proposed footprint and quantum of development is acceptable and would make an efficient use of land whilst providing a good mix and additional family dwellings within a mature landscape setting.
- 7.9 The design of the housing is simple and contemporary, which is appropriate given the surrounding context. A traditional palette of materials is proposed, including a mixture of facing brick, coloured render and tiled roof. Coloured panels are introduced as a feature around the balconies. Further details can be secured with the attached planning condition.
- 7.10 The current scheme, therefore, assists the Council in meeting its housing requirements without harming the character of the area. It is considered that the application accords in broad terms with Local Plan design policies SDP1, SDP7, NE7 and H7 as supported by Core Strategy Policy CS13. The Council's City Design team have worked with the applicant to reduce the scheme's impact and are supportive of the application. A full copy of their consultation response is attached to this report at **Appendix 2**.
- 7.11 Residential Amenity
- 7.12 The proposed dwellings have been designed to sit within their plot and are set away from the common boundary with immediate neighbours. Where development is closest to the neighbours there exists mature planting that will be retained to mitigate any impact. As a result of these proposed spatial characteristics the existing residential amenity of the area, in terms of daylight, shadowing, privacy and outlook will not be compromised by this proposal.
- 7.13 The internal layout of the dwellings and room sizes are acceptable. All flats and houses enjoy dual aspect, and noise transfer between units can be mitigated at the Building Regulations stage. The buildings have safe and convenient access to integral bin and cycle storage, which can be secured with a planning condition.
- 7.14 The scheme meets the external space standards of the Council's approved Residential Design Guide SPD (2006); namely paragraph 2.3.14 and section 4.4, as is required for a satisfactory development. In amenity terms the proposed separation between dwellings, the retention of the mature landscape setting, the orientation of the buildings within their plot and the generous area of retained public open space combine to create an acceptable addition to the area. The application accords with the 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, which seek to protect residential amenity.
- 7.15 Highways and Parking
- 7.16 Car parking is a key determinant in the choice of mode of travel. The Local Plan aims to reduce reliance on the private car and encourage alternative modes of transportation such as public transport, walking and cycling.
- 7.17 Applying the Council's revised adopted maximum standards (of 1 spaces per 1 bed, 2 spaces per 2 and 3 beds and 3 spaces per 4+ bed unit) as set in the recently adopted Car Parking SPD (September 2011) the proposed development could be supported by no more than 120 parking spaces.
- 7.18 Instead, each dwelling is served by a single parking space, with 3 additional spaces across the development proposed for visitors. This level of provision is acceptable and will not lead to a significant overspill into neighbouring streets. Achieving the maximum parking standard would result in a car dominated layout

with a significant reduction in open space.

- 7.19 Given that there is a net gain of 8 additional dwellings the impact on traffic generation will be marginal. The Council's Highways Officer has raised no objection to the proposal, subject to the attached planning conditions including means for controlling construction delivery times and routing so as not to conflict with local schools. The application is considered to accord with Local Plan policies SDP4, SDP5 and Core Strategy policies CS18 and CS19.

7.20 Biodiversity

- 7.21 As the development may affect bats, which are European Protected Species, the Local Planning Authority needs to demonstrate that it has discharged its duty. The applicant's submission satisfactorily deals with these requirements and the inclusion of a biodiversity strip along the railway line will assist with these aims. The Council's Ecologist has raised no objection to the proposals.

7.22 S.106 Mitigation and Viability

- 7.23 The applicants have agreed to enter into a S.106 legal agreement with the Council (at the land transfer stage). It is, however, likely that the application will be supported by an up-to-date viability appraisal of the proposal that concludes that a full S.106 contribution makes the delivery of the scheme non-viable on a commercial basis. A scheme's viability is a material consideration where it is directly linked to housing delivery and the wider regeneration benefits. The applicant's submitted appraisal will need to be independently tested before the Council can agree to waive any of its normal requirements. It is recommended that the Planning and Development Manager be delegated power to vary relevant parts of the Section 106 agreement following the outcome of the viability appraisal. As part of these negotiations due weight will be afforded to the applicant's offer that 28 of the 63 dwellings (44.4% of total) shall be provided as 'affordable'.

8.0 Summary

- 8.1 The impact of the proposed development, in terms of visual and neighbour amenity, highway safety and parking are considered to be acceptable for the reasons set out in this report. Particular account has also been taken of the third party response to the scheme, the quality of the proposed redevelopment proposals, the associated regeneration benefits and improvements to local housing (including a high percentage of affordable and family housing), current market conditions and the overall viability of the scheme.

9.0 Conclusion

- 9.1 The application is acceptable in planning terms and it is recommended that conditional approval is issued following confirmation from the applicant and the Council's Head of Property and Procurement Services that a S.106 legal agreement will form part of the land transfer thereby mitigating the impact of the development on the existing community.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1 a-d, 2 b-d, 4 f, g, k, 5 a, c, e, f, 7 a, b, e, g, j, n & v, 9 a & 10 a-b

SH2 for 22/11/11 PROW Panel

PLANNING CONDITIONS to include:

01. APPROVAL CONDITION - Implementation Commencement

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission was granted.

REASON:

In accordance with Section 91 of the Town & Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

02. APPROVAL CONDITION - 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.

03. APPROVAL CONDITION - Details of External Materials - Samples

Notwithstanding the submission to date no work for the construction of the buildings hereby permitted (excluding the demolition and site preparation phase) shall commence unless and until details and samples of the materials and finishes to be used for the external walls, windows, window and balcony reveals, doors and roof of the building have been submitted to and approved in writing by the Local Planning Authority. 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 interest of the visual amenities of the locality and to endeavour to achieve a development of high visual quality.

04. APPROVAL CONDITION - Amenity Space Access [Pre-Occupation Condition]

The external amenity space serving each dwelling hereby approved, and pedestrian access to it, shall be made available for use by the associated dwelling prior to the first occupation of that dwelling hereby permitted, and shall be retained with access to it at all times for the use of the dwellings.

REASON:

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

05. APPROVAL CONDITION - Noise Mitigation & Attenuation

Unless otherwise agreed in writing with the Local Planning Authority prior to the commencement of development the approved development shall be implemented and completed only in accordance with the recommendations as set out in the applicant's MLM Noise and Vibration Impact Assessment (July 2011). For the avoidance of doubt those bedrooms with line of sight to the railway line and closer than 40 metres to the track will require an acoustic air brick instead of a trickle vent and this should be implemented prior to the first occupation of the development and retained thereafter.

REASON:

To protect occupants of the development from railway noise and to ensure that the amenity of existing residents is not unduly compromised during the implementation phase.

06. APPROVAL CONDITION - Hours of Construction & Associated Deliveries

In connection with the implementation of this permission any demolition, conversion and construction works, 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.

No deliveries of construction materials or equipment, or removal of demolition materials associated with this development shall take place between the following times:

- 8am to 9am and 2:30pm to 3:30pm Mondays to Fridays

REASON:

To protect local residents from unreasonable disturbances from works connected with implementing this permission, and to ensure that construction traffic does not conflict unduly with the local school's peak hour traffic.

07. APPROVAL CONDITION - Construction Method Statement

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Demolition and Construction Method Statement (DCMS) for the development. The DCMS shall include, for instance, details of: (a) parking of vehicles of site personnel, operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials, including cement mixing and washings, used in constructing the development; (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of demolition and construction and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of demolition and construction; (f) details of demolition and construction vehicles wheel cleaning; (g) details of how noise emanating from the site during demolition and construction will be mitigated; (h) details of the retained pedestrian and vehicular access for 1 to 4a Laxton Close throughout the build; (i) measures for fencing off the open space earmarked for retention during the demolition and construction phase; and, (j) details of the Site Manager's telephone number that residents can use in the event that they wish to raise concerns. The approved DCMS shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

REASON:

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

08. APPROVAL CONDITION - Landscaping

Notwithstanding the information submitted with the application (and detailed on the TGD Landscape Ltd plan 1411-101 and supported by the July 2011 Landscape Maintenance Plan) no development shall take place (excluding the demolition and site preparation phase) until full details of both hard and soft landscaping for the open spaces, landscape buffers, all car parking and the Laxton Close approach 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 etc);
- ii. external lighting (to include type and luminance);

- iv. 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;
- v. a specification for any green/brown/biodiverse wall(s) and roof(s) and the biodiverse strip adjacent to the railway line;
- vi. the provision of a 2 for 1 replacement of those trees to be lost (where practicable). The replacement trees shall be of a heavy standard size (12 - 14cm girth) as a minimum and will be planted within the site or at a place agreed in writing with the Local Planning Authority; and
- vii. A landscaping management plan, including long term objectives, management responsibilities and maintenance schedules for the landscaped areas.

The hard and soft landscaping works, including the provision of the open space and children's playarea, shall be carried out in accordance with the details approved. 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.

If within a period of five 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 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.

09. APPROVAL CONDITION – Arboricultural Method Statement

Unless otherwise agreed in writing with the Local Planning Authority prior to the commencement of development the approved development shall be implemented and completed only in accordance with the recommendations as set out in the applicant's DF Clarke Bionomique Ltd Arboricultural Impact Assessment (July 2011).

REASON:

To protect occupants of the development from railway noise and to ensure that the amenity of existing residents is not unduly compromised during the implementation phase.

10. APPROVAL CONDITION - Tree Retention and Safeguarding

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.

11. 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.

12. APPROVAL CONDITION - Code for Sustainable Homes Residential Development

Written documentary evidence demonstrating that the development will achieve at minimum Level 3 of the Code for Sustainable Homes, shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted, unless an otherwise agreed timeframe is agreed in writing by the LPA. The evidence shall take the form of a post construction assessment and certificate as issued by a legitimate Code For Sustainable Homes certification body.

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).

13. APPROVAL CONDITION - Renewable Energy - Micro-Renewables

An assessment of the development's total energy demand and a feasibility study for the inclusion of renewable energy technologies on the site, that will achieve a reduction in CO2 emissions [20% as required in core strategy policy CS20] must be conducted. Plans for the incorporation of renewable energy technologies to the scale that is demonstrated to be feasible by the study, and that will reduce the CO2 emissions of the development [20% as required in core strategy policy CS20] must be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding the demolition and site preparation phase) hereby granted consent. Renewable technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

REASON:

To reduce the impact of the development on climate change and finite energy resources and to comply with adopted policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

14. APPROVAL CONDITION- Green roof feasibility study (Pre-Commencement)

A detailed feasibility study for a green roof must be submitted and agreed in writing with the Local Planning Authority prior to the commencement of the development (excluding the demolition and site preparation phase) hereby granted consent. If the study demonstrates the site has the capacity for the green roof, a specification shall be agreed in writing with the Local Planning Authority. The green roof to the approved specification must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter.

REASON:

To reduce flood risk and manage surface water run off in accordance with core strategy policy CS20 (Tackling and Adapting to Climate Change) and CS23 (Flood risk), combat the effects of climate change through mitigating the heat island effect in accordance with policy CS20, enhance energy efficiency through improved insulation in accordance with core strategy policy CS20, promote biodiversity in accordance with core strategy policy CS22 (Promoting Biodiversity and Protecting Habitats), contribute to a high quality environment and 'greening the city' in accordance with core strategy policy CS13 (Design Fundamentals), and improve air quality in accordance with saved Local Plan policy SDP13.

15. APPROVAL CONDITION - Sustainable Drainage System (Surface Water)

Prior to development commencing (excluding the demolition and site preparation phase) details of the construction of the surface water drainage system for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the Planning Authority. The surface water drainage shall thereafter be undertaken only in accordance with the approved details. The submission shall include a feasibility study by independent consultants demonstrating the investigation and assessment of the potential for creation of a sustainable drainage system on site. If the study demonstrates the site has the capacity for the implementation of a sustainable drainage system, a specification shall be agreed in writing with the Local Planning Authority and fully operational prior to the first occupation of the development. It shall thereafter be retained and maintained for the benefit of the site and its users.

REASON:

To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, to ensure future maintenance of the surface water drainage system and to comply with policy SDP13 (vii) of the City of Southampton Local (2006) and the LDF Core Strategy Policy CS20 and in accordance with the applicant's FRA, which was received by the LPA on 29 September 2011.

16. APPROVAL CONDITION - Sewers

No development shall commence (excluding the demolition and site preparation phase) until details of the proposed means of foul sewerage have been submitted to, and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the agreed details prior to the first occupation of the development.

REASON:

As further capacity is required to accommodate the proposed intensification of development.

17. APPROVAL CONDITION - Flood Risk

Unless otherwise agreed in writing with the Local Planning Authority prior to the commencement of development the development shall be implemented in accordance with the Campbell Reith Hill LLP Flood Risk Assessment (FRA), which was received by the LPA on 29 September 2011, prior to the first occupation of the development.

REASON:

To ensure that a site can be developed safely the FRA is proposing mitigation measures that ensure increased surface water flow does not create flooding to people / property nearby.

18. APPROVAL CONDITION - Road Construction [Pre-Commencement Condition]

No development hereby permitted shall be commenced until the Local Planning Authority have approved in writing:-

- A specification of the type of construction proposed for the roads, cycleways 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.
- A programme for the making up of the roads and footpaths to a standard suitable for adoption by the Highway Authority.

REASON:

To ensure that the roads [cycleways] and footpaths are constructed in accordance with standards required by the Highway Authority.

19. APPROVAL CONDITION – Residential Parking

The residential parking shall be provided prior to the first occupation of each dwelling at a ratio of 1 parking space per 1 dwelling. No more than 1 parking space shall be allocated to each dwelling unless otherwise agreed in writing with the Local Planning Authority and 3 visitor parking spaces shall be provided prior to the completion of the development and thereafter retained for public/general use.

REASON:

To ensure that the scheme provides a suitable level of parking to serve its needs in the interests of highway safety.

20. APPROVAL CONDITION - Refuse & Recycling Bin Storage – In accordance

Appropriate bin storage shall be laid out with a level approach prior to the first occupation of each dwelling hereby approved in accordance with the approved plans. The facilities shall include accommodation for the separation of waste to enable recycling. Refuse bins shall not be left in collection points or otherwise external to the approved refuse stores other than on the day of the designated collection. The approved refuse and recycling storage shall be retained whilst the development is used for residential purposes.

REASON:

In the interests of the visual appearance of the building and the area in general.

Informative:

All refuse stores identified on the approved plans listed should be constructed of brick under a suitable weatherproof roof with adequate ventilation. The doors should be hinged to open outwards with a minimum opening of 1.4m wide, and any lock system should comply with the Council's standard lock requirements operated by a fob system. Six spare fobs should be supplied to the Council prior to the first use of the relevant store. Each store should be fitted and retained with internal lighting that shall operate when doors are open and a tap and wash down gulley should also be provided. The access path to the bin store should be constructed to footpath standards and to be a minimum width of 1.5m. Any gates on the pathway are not to be lockable unless they comply with SCC standard fob lock details. The gradient of the access path to the bin store should not exceed 1:12 unless suitable anti-slip surfacing is used, and still should not exceed 1:10 and a single

dropped kerb to the adjacent highway will be required to access the refuse vehicle with the Euro bins.

21. APPROVAL CONDITION – Right of Way

The existing right of way linking Laxton Close and Bramley Crescent shall be made available, with safe footpaths for pedestrians, prior to the first occupation of the development or in accordance with another timescale that shall have been agreed in writing with the Local Planning Authority prior to the first occupation of the development.

REASON:

As the development involves a temporary stopping up during the construction phase and to ensure that the existing right of way is correctly reinstated.

22. APPROVAL CONDITION - Cycle Storage

Appropriate, secure, covered cycle storage shall be laid out with a level approach prior to the first occupation of each dwelling hereby approved in accordance with the approved plans. The facilities shall include Sheffield style stands and shall be retained whilst the development is used for residential purposes.

REASON:

To encourage cycling as an alternative form of transport

23. APPROVAL CONDITION - Contamination – Desk Top Study

Notwithstanding the information already submitted no development shall take place until the developer has carried out adequate assessments to determine the likely presence of contamination on the site (desk study) and assessed the potential risks to human health and the wider environment. If any significant hazards are identified a scheme of further investigation will be required in order to assess the risk(s). If significant risk(s) are identified a detailed remediation scheme must be devised and implemented to ensure the long-term safety of the site.

Documented evidence of the above procedures shall be submitted to the Local Planning Authority for their written approval at each stage. Any remediation scheme required and approved shall be fully implemented and adhered to. Any amendments to the remediation scheme relevant to the risk associated with the contamination shall be submitted to the Local Planning Authority for prior approval in writing. On completion of the remediation works and, prior to occupation of the properties on the development, the developer and/or his approved agent shall submit written confirmation that works have been completed in full and in accordance with the approved scheme.

The presence of any significant unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority and an investigation and management scheme implemented prior to occupation in accordance with details to be agreed.

REASON:

To identify unacceptable risks to human health and the environment and ensure investigation, assessment and remediation of the site is to an appropriate standard in accordance with the guidance given in Model Procedures for the Management of Land Contamination - Contaminated Land Report 11 - Environment Agency - 2001.

24. APPROVAL CONDITION - Contamination - Export of Soil

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 shall be submitted to the Local Planning Authority for approval prior to the first occupation of the development hereby approved.

REASON:

To ensure that no ground contamination risks to human health and the environment are introduced onto the application site.

25. APPROVAL CONDITION – Ecological Mitigation

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, [as set out in the submitted Campbell Reith Ecology Appraisal (August 2011)] which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme before any demolition work or site clearance takes place. For the avoidance of doubt it is recommended that bat boxes are restricted to the flatted blocks and that, in addition to the swift bricks proposed, the scheme should include a house sparrow terrace, and they all should be installed prior to the first occupation of the development and retained thereafter.

REASON:

To ensure that the development mitigates against its impacts on local biodiversity and enhances (where appropriate) the application site as required by LDF Core Strategy Policy CS20, PPS9 and the Wildlife and Countryside Act 1981 (as amended)

26. APPROVAL CONDITION - Protection of nesting birds [Performance Condition]

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

REASON:

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

27. APPROVAL CONDITION - Bird Hazard Management Plan (BHMP) - BAA

Development shall not commence (excluding the demolition and site preparation phase) until a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of the management of any flat or shallow pitched roof that may be attractive to nesting, roosting and loafing birds and include details for preventing birds from perching in the window reveals. The BHMP shall comply with BAA's Advice Note 8. The BHMP shall be implemented as approved upon completion of the roof and shall remain in force for the life of the development. No subsequent alterations to the BHMP are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON:

It is necessary to manage the roofs in order to minimise its attractiveness to birds which could otherwise endanger the safe movement of aircraft and the operation of Southampton Airport – BAA comments dated 15th September refer.

28. APPROVAL CONDITION – Archaeological work programme

No development shall take place within the application site until the applicant has secured the maintenance of an on site watching brief by a suitably qualified and experienced archaeologist during construction work in accordance with a written detail which has been submitted to and approved by the local planning authority.

REASON:

The Local Planning Authority wishes to ensure that adequate arrangements are made to allow an archaeological watching brief to take place during all new foundations, below ground works and excavation phases of the development. The purpose of the watching brief is to ensure that any agreed design measures to preserve the archaeological remains in situ are correctly implemented on site and to allow investigation and recording of any archaeological evidence that might be revealed in areas not covered by preservation measures.

29. APPROVAL CONDITION – Obscured Glazing

Those windows marked as having obscured glazing on the approved plans shall be installed and retained as annotated.

REASON:

In the interests of protecting existing and proposed levels of privacy.

30. APPROVAL CONDITION - Residential - Permitted Development Restriction

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:

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

Class B (roof alteration),

Class C (other alteration to the roof),

Class E (curtilage structures), including a garage, shed, greenhouse, etc.,

Class F (hard surface area)

or Class H (satellite antenna or dish)

Reason:

In order that the Local Planning Authority may exercise further control in this locality given the small private garden and amenity areas provided as part of this development in the interests of the comprehensive development and visual amenities of the area.

Note(s) To Applicant

Note to Applicant - Pre-Commencement Conditions

Your attention is drawn to the pre-commencement conditions above which require the full terms of the condition to be satisfied before development commences. In order to discharge these conditions you are advised that a formal application for condition discharge is required. You should allow approximately 8 weeks, following validation, for a decision to be made on such an application. If the Decision Notice includes a contaminated land condition you should contact the Council's Environmental Health Department, and allow sufficient time in the process to resolve any issues prior to the commencement of development. It is important that you note that if development commences without the conditions having been formally discharged by the Council in writing, any development taking place will be unauthorised in planning terms and this may invalidate the Planning Permission issued. Furthermore this may result in the Council

taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council's Development Management Service.

Note to Applicant - Performance Conditions

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

Note to Applicant - Southern Water – Water Supply - Informative

A formal application for connection to the public water supply is required in order to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, SO23 9EH (tel. 01962 858688).

Note to Applicant - Southern Water – Sewers - Informative

The applicant should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. Please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, SO23 9EH (tel. 01962 858688).

Note to Applicant – Nesting Birds

The applicant is reminded of their legal duty not to disturb any bats or birds found nesting on site.

Note to Applicant – Highway License

The applicant is reminded that the approval of the Highway Authority will be required prior to undertaking any works to the public highway required to facilitate the development.

POLICY CONTEXTCore Strategy - (January 2010)

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
CS21	Protecting and Enhancing Open Space
CS22	Promoting Biodiversity and Protecting Habitats
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (March 2006)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Urban Design Context
SDP8	Urban Form and Public Space
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
SDP19	Aerodrome and Technical Site Safeguarding and Airport Public Safety Zone
SDP22	Contaminated Land
NE7	Rail Corridor
HE6	Archaeological Remains
CLT5	Open Space in New Residential Developments
CLT6	Provision of Children's Play Areas
CLT7	Provision of New Public Open Space
H1	Housing Supply
H2	Previously Developed Land
H3	Special Housing Need
H7	The Residential Environment
TI2	Vehicular Access

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - August 2005 and amended November 2006)
Parking Standards SPD (Approved September 2011)

Other Relevant Guidance

- PPS1 Delivering Sustainable Development (February 2005)
Planning Policy Statement: Planning and Climate Change - Supplement to
Planning Policy Statement 1 (December 2007)
- PPS3 Housing (November 2006)
- PPS5 Planning Policy Statement 5: Planning for the Historic Environment (March 2010)
- PPS9 Biodiversity and Geological Conservation (August 2005)
- PPG13 Transport (April 2001)
- PPG16 Archaeology and Planning (November 1990)
- PPG17 Planning for Open Space, Sport and Recreation (July 2002)
- PPS22 Renewable Energy (August 2004)
- PPG24 Planning and Noise (October 1994)

SCC City Design Comments

The proposals for this site have evolved considerably over the last 16 months in response to comments from the City Design Team amongst others. As a result the scheme is now well thought out and represents an excellent opportunity to regenerate the area and remedy the many urban design problems of the existing development.

Much of the open space immediately around the pavilion blocks on the site had no practical function and presented a maintenance burden without contributing in a meaningful way to the recreation opportunities of the area. Whilst the area of open space is reduced most of it is now designated as private gardens. This means that the new residents benefit from all the advantages of having access to a private garden, whilst the maintenance burden on the Council is reduced. In addition the creation of clear definitions between public and private space will reduce the potential for anti-social behaviour.

Amount and Layout

Whilst this is a substantial development of a density much greater than in the general context area the amount of development is justified for three reasons. First, the site is geographically isolated from the neighbouring housing and second because the environment it promises to deliver is a significant improvement on the existing situation. Thirdly there is a precedent for multi-storey medium density development on the site; whereas the existing flats are five storeys the new is limited to a maximum of four storeys and only in limited places (albeit over a much greater built footprint area than the existing buildings).

The development creates three new 'part' urban blocks, roughly related to the three corners of the site. Each backs onto private land except in the North west corner where a short new close is created fronting onto the existing units 1, 2 and 4a. The block in the north east corner includes a mews courtyard arrangement accessed through a carriage arch. This is a suitable design response to the challenge of making the most of the land area in this awkward corner.

This perimeter block form provides good enclosure, definition and surveillance of the public realm. Public and private spaces are clearly distinguished and streets have clearly defined edges, leading to a more legible development than the existing one.

A modest public green space is focused around four existing trees in the south east of the site. At approximately 0.08 Ha this is slightly smaller than the 0.1 Ha area which is the minimum that the Open Spaces Team feel is efficient to adopt. However given that it backs onto the new gardens of Plots 9-22 and the existing gardens to the east it will have the feel of a slightly larger space.

The plans were altered during the pre-application discussions at the council's request to better facilitate connection to the existing footpath link to Bramley Crescent.

Scale

The existing development with its six storey blocks provides a precedent for tall buildings in the area. However through use of the perimeter block form with continuous built edges

the developer has managed to produce a relatively high density development without resort to excessive heights.

The development will have a strongly urban character, with the central route in particular feeling tightly enclosed and denser than is the norm in the context area. However, because of the design advantages over the existing layout described above this is considered acceptable. Also the proximity to the railway 'green corridor' and private gardens along the eastern and north western boundary will compensate for this.

Landscape

The sketch landscape strategy provided is of high quality. The handful of minor changes required by the City Design team can easily be addressed through the application of a suitable landscape condition. Principal of these is the need to introduce tree planting to the far north east corner of the site. The use of 'Home zone' principles to design most of the vehicular routes through the development will lead to limited vehicle speeds and an environment where children can play in relative safety.

There is a group of mature trees near the entrance to the site which will be lost as a result of the development. In part to compensate for this the developers have located three new trees in the parking square just inside the entrance to the site. Two of these trees need to be a species of substantial ultimate stature (forest canopy height).

There is a similar group of trees in the parking court to the north east corner of the site. It is highly unusual for trees to be planted in such cramped locations. It is recommended that the standard landscape condition be augmented by the following text; 'the developer shall provide detailed drawings in plan and in section of the construction of tree pits within paved areas for approval. The details shall include a vertical, cylindrical galvanised and powder coated steel grille for the protection of the tree. The detail shall also include use of StataCell soil structure system manufactured by Greenleaf or similar approved product, detail of finish to the tree pit, irrigation and aeration system and support system.

The proposed planting of trees and shrubs to the boundary with the railway will considerably enhance its value as a wildlife corridor and hence the biodiversity of the site. Despite the densification of the site the previous landscape comprised to a large extent of a 'green desert' low in species richness. The introduction of planting to some public areas and the potential variety of planting in private gardens presents the prospect of an increase in the quantity and diversity of wildlife despite the overall reduction in area of green space.

Appearance

The designs are strongly contemporary in style and promise an attractive and generally appropriate intervention into the townscape. The use of a variety of cladding materials and subtle modelling of the elevation will successfully break up the mass of the buildings.

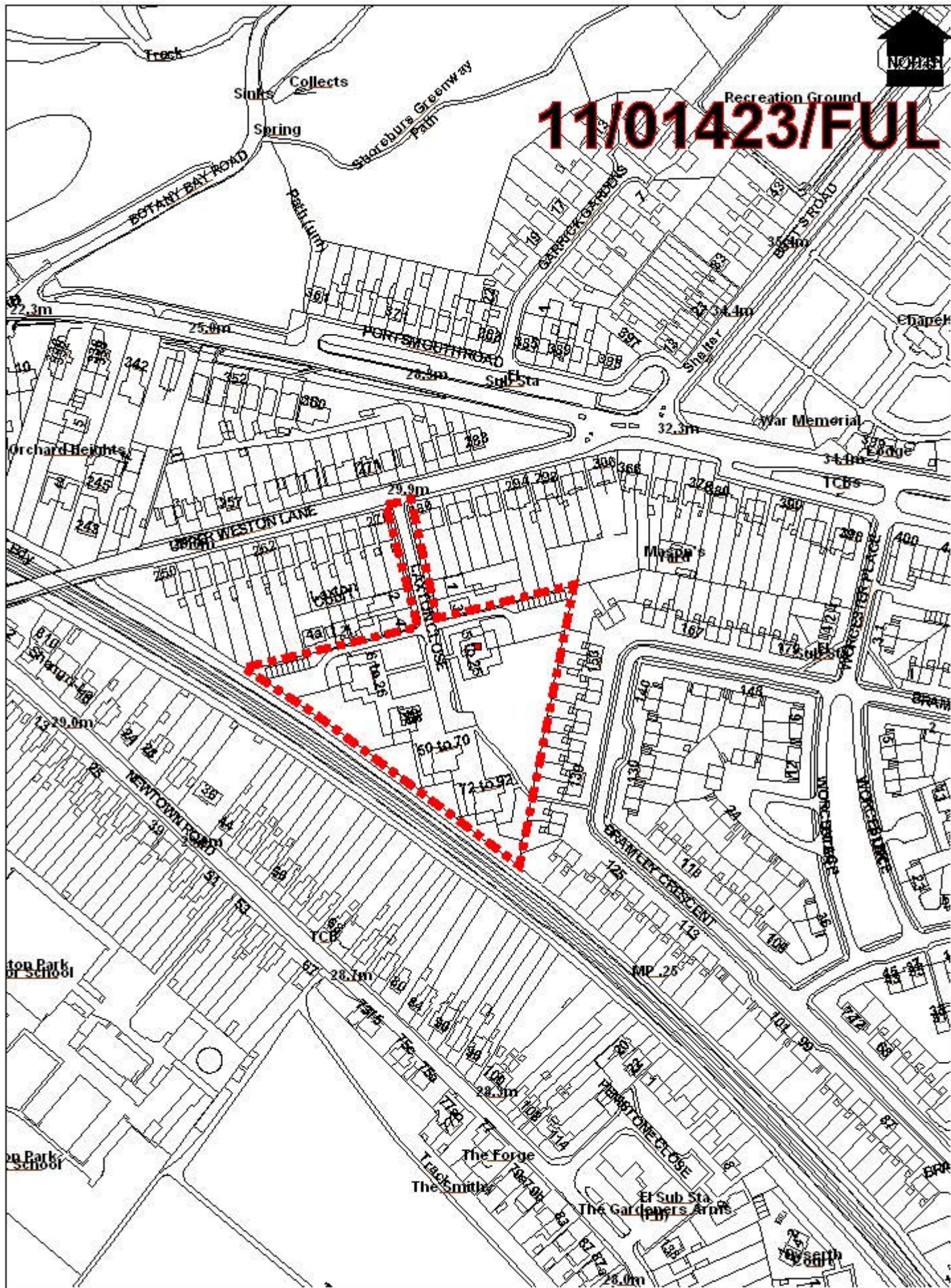
Although the site itself may not have much context of any quality the approach via Upper Weston Lane has considerable positive characteristics with its early 20th century gable fronted detached houses and the mid 20th century steeply pitched pyramidal roofs to bungalows on Laxton Close itself. The houses are typically red brick with bay windows with tile hanging and some render to gables and side elevations, chimneys, characteristic boundary walls with brick pillars to driveways, and with distinctive arched porches leading to a recessed front door. There is therefore much to go on to enrich the existing context

and provide inspirations for a contemporary take of the existing using the 'positive' aspects of the context that exist.

However the designs are for medium to high density development so in many respects cannot borrow easily from the existing context although it would have been good practise to have reflected some of these elements such as the introducing a contemporary version of the arched porches and recessed doorways to help the scheme relate to the context.



11/01423/FUL



Scale : 1:2500

Date 08 November 2011

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