

**Planning, Transport & Sustainability Division
 Planning and Rights of Way Panel 13 May 2014
 Planning Application Report of the Planning and Development Manager**

Application address: 11 and 12 Vinery Road, Southampton			
Proposed development: Retention of building works already undertaken, reconstruction and extension to form a block of five self-contained flats (four x two bedroom, one x three bedroom).			
Application number	13/01940/FUL	Application type	FUL
Case officer	Mathew Pidgeon	Public speaking time	5 minutes
Last date for determination:	06/03/2014	Ward	Shirley
Reason for Panel Referral:	Referred by the Planning and Development Manager due to wider public interest	Ward Councillors	Cllr Mead Cllr Kaur Cllr Chaloner

Applicant: Mr Manjinder Sandhu	Agent: Mr Tony Huggett
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Recommendation Summary	Conditionally approve
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Community Infrastructure Levy Liable	Yes
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including surrounding character and amenity have been considered as part of the report to the Planning and Rights of Way Panel on 13th May 2014 and are not judged to have sufficient weight to justify a refusal of the application where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP5, SDP7, SDP9, SDP10, H1, H2, H7 and H8 of the City of Southampton Local Plan Review (March 2006) and CS4, CS5, CS13, CS16, CS19 and CS20 of the Local Development Framework Core Strategy Development Plan Document (January 2010).

Appendix attached	
1	Development Plan Policies
2	Planning History

Recommendation in Full

Conditionally approve

1. The site and its context

- 1.1 The application site is located on the north side of Vinery Road. Vinery Road is a cul-de-sac and numbers 11 and 12 are positioned close to where the road ends, thus the relationship with its neighbour at number 13 is not a typical one owing to the orientation of the two buildings. Number 13 also partially faces the flank wall of the application building. The application property is a two storey building with large private rear garden. The property has been substantially demolished and partially re-constructed following the replacement of the two front bay windows due to the discovery that the remainder of the building was in a poor state of repair. The building works have since stopped with the intention to continue once planning permission has been granted. Red bricks have been used for the re-construction works that have so far been carried out and, prior to the removal of the roof; the building had a hipped roof design.
- 1.2 Externally the property previously shared much of the architectural form and character of many of the nearby houses however internally the building was previously split horizontally into two flats.
- 1.3 The area surrounding the site is mainly residential dating from the turn of the century with a more modern 1960's high rise development to the south-east. Traditional two storey housing characterises the residential development in the area however there are also low rise flatted blocks located to the east and west that front Winchester Road. Winchester Road also supports a number of large retail style sheds as well as a few local amenity stores some 400m to the east. There are a reasonable range of facilities within the vicinity of the site.

2. Proposal

- 2.1 The applicant seeks planning permission for the re-construction and extension of the building to the rear and alterations to the roof including the addition of dormer windows, to facilitate the conversion of the building to five separate flats. As a result of the development two four bed flats would be replaced by four two bed flats and one three bed flat.
- 2.2 To facilitate the formation of five flats a part two storey (3m rear projection) and part single storey (7.9m rear projection) is required; the garden will also need to be subdivided to provide private amenity space for occupiers of the ground floor family unit which will also provide three bedrooms and a communal lounge/kitchen. No off road parking can be provided however a parking survey has been submitted in support of the application. The detailed submitted plans also include provision within the site for refuse and cycle storage.
- 2.3 The site can provide 240 square metres of garden space to be shared between four of the flats and a further 20 square metres will be provided for the ground floor three bedroom family unit. Therefore the garden provision exceeds the 20 square metres as recommended for each unit by the Council's adopted standards.
- 2.4 The application has been amended since it was submitted. As originally proposed it was described as 'extensions and conversion of the existing building to provide

the five flats. As amended, it is considered that the ‘reconstruction of the building following partial demolition’ offers a more accurate description of the works.

3. Relevant Planning Policy

3.1 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**.

3.2 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

The NPPF introduces a presumption in favour of sustainable housing development.

4. Relevant Planning History

4.1 It is likely that the building was originally constructed as two 4-bedroom flats over two floors (horizontal sub-division).

4.2 In September 2013, planning permission was refused for a part two-storey/part single storey rear extension with alterations to roof, dormer windows to left and right side of building, to facilitate change of use from two flats (flat 11 with C4 HMO use, flat 12 with C3 use), to four x 2-bed and one x 3-bed flats, with associated bin and cycle store and amenity space (LPA ref: 13/01046/FUL)

4.3 Refusal Reasons:

- (i) Overdevelopment of the site/Impact on Neighbour.
- (ii) Poor Residential Environment.
- (iii) Parking.

The full reasons for refusal are given in **Appendix 2**.

5. Consultation Responses and Notification Representations

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (18/04/2014) and erecting two site notices (17/01/2014 and 17/04/2014). At the time of writing the report **19** representations have been received from surrounding residents. The following is a summary of the points raised:

5.2 Principle of development.

- *Objection to the significant increase in flats on the site given that the street is characterised by family dwelling houses.*

Response:

- The principle of converting the building to five flats is not opposed by policy or the NPPF and, therefore, the specific impact of the development needs to be judged against the merits. The building has historically been occupied as two 4-bed flats. Policy CS16 of the LDF Core Strategy indicates there should be no net loss of family housing. The policy identifies family housing as dwellings of three or more bedrooms that have direct access to usable private garden space. The building that was on site prior to construction works commencing contained one four bedroom unit that had direct access to the garden at the

rear. The first floor flat did not have direct access and therefore as the scheme proposes one three bed unit at ground floor with direct access to a private garden the scheme does not result in the net loss of a family dwelling unit and will comply with Policy CS16.

5.3 Impact on neighbouring amenity.

- *Loss of light;*
- *Reduced privacy for number 10 and 13 due to additional windows;*
- *Overshadowing of 10 and 13;*
- *Overbearing impact on numbers 10 and 13/impact of mass and scale;*
- *Depth of the two storey rear extension will have a significant effect on outlook from the front facing windows and rear garden of 13 Vinery Road;*
- *With more bins needed the movement of those bins from the rear storage area to the front will disturb neighbours. Location of bins on the pavement on collection day will be an obstruction to pedestrians;*
- *Addition of garden land over a right of way enjoyed by the occupier of number 13 Vinery Road.*

Response:

- It should be noted that the main part of the building has historically been occupied and included side windows serving habitable rooms that were not obscurely glazed. The planning application provides the Council with the opportunity to require side facing habitable room windows to be obscurely glazed (if necessary). Conditions can be used to prevent storage of bins on the highway on days other than collection day, this is generally accepted across the city. A judgement has to be made as to whether or not the extension to the rear means that the standard of amenity enjoyed by occupiers of neighbouring properties becomes unacceptable. When assessed by officers it is judged that sufficient light, outlook and privacy would remain to both neighbours when compared to the situation that existed. The depth of the two storey rear extension is 3m and is set in from the existing east boundary by 1m. There is no public right of way that will be blocked by the development. Civil matters of land ownership need to be resolved privately and outside of the planning application process.

5.4 Design.

- *A large block of flats is detrimental to the character of the road.*
- *Poor Design.*

Response:

- The proposed design will not be significantly different to the original property when viewed from the street. Fairly subtle changes have been made to the front elevation and the proposed changes to the rear and to the roof are unlikely to be visually prominent in the street scene. Officers do not oppose the principle of extending to the rear on design grounds. The proposed extension is not considered to be significantly at odds with the original design of the building. Since the previous refused scheme the design of the roof extension to the rear has been improved and the scale and mass of the proposal is less than previously considered. As such the previous concerns have been addressed through this resubmission.

5.5 Parking pressure.

- *Insufficient parking spaces are provided (eligibility is for two parking permits per flat).*

Response:

- The issue of parking has been considered by the Council's Highways Team. The submitted parking survey indicates that there is capacity to accommodate any potential overspill parking relevant to the scale of the proposed development. There is clearly significant concern locally about the potential effect of additional parking in the road. The applicant has carried out the survey and whilst objectors consider that spaces alongside a dropped kerb should be discounted these do not necessarily have to be kept clear and are often parked in front of by occupants of the adjacent houses. These spaces therefore can contribute towards the number of available parking spaces on the street. In any event, as the site has good access to local amenities, employment and public transport links it is possible that residents will choose not to own a car.

5.6 Other matters.

- *Will code for sustainable homes be achieved?*

Response: Code for Sustainable Homes is required and conditions can be added to ensure code level 4 is achieved.

- *Inaccurate description - the property has almost been completely rebuilt, have building regulations been achieved?*

Response: The Building Control Team is aware of the proposal and building works will need to be cleared through Building Control procedures if planning permission is granted. The description of development has been amended since the original submission and neighbours have been notified of the change (letters of consultation dated 11/04/2014).

- *Increased demand on utilities, water and sewerage.*

Response: Existing utility connections can be used. Management of utilities including provision of sufficient supply will be managed outside of the planning system given the scale of works proposed.

- *Does the building comply with modern energy efficiency measures; construction site management in accordance with regulations/building regulations?*

Response: These matters are for the Building Control Team to manage. It is noted that the Building Control and Planning Enforcement Teams are aware of the development and are awaiting the outcome of this Panel before taking further action as required.

- *Objection to family homes being converted to rental properties.*

Response: The Council have no control over tenure as such this is not a material planning consideration. There is no net loss of family accommodation in planning terms.

Consultation Responses

5.7 **SCC Highways** - The submitted parking survey confirms that there is capacity to accommodate the potential overspill parking relevant to the scale of the proposed development. In terms of bedrooms, the existing site consists of eight bedrooms and the proposed development consists of 11 which is only an increase of three. The survey shows on average 20 spaces available just within Vinery Road and St. Winfred's Road during the survey days which is sufficient to cope with the addition of three bedrooms.

5.8 **SCC Sustainability Team** – No objection.

5.9 **SCC CIL Officer** - The development is CIL liable as the proposal creates additional self contained residential units facilitated by an extension to the residential building. The charge will be levied at £70 per sq m on the Gross Internal Area of the extension.

6. Planning Consideration Key Issues

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

- the principle of the development;
- the impact of the design of the building on the character of the area;
- the quality of the residential environment produced for prospective residents;
- the impact on the amenities of neighbouring residents;
- car parking issues;
- housing density; and
- code for sustainable homes.

6.2 Principle of Development

6.3 The principle of extending the building and the formation of five flats is acceptable. There is no net loss of a family dwelling unit. The proposal also provides the opportunity to increase the supply of much needed residential accommodation that will help to achieve the city's housing targets. Policy CS4 identifies the need for 16,300 new homes in the City between 2006 and 2026. The NPPF introduces a presumption in favour of sustainable housing development.

6.4 The proposal provides a three bedroom unit at ground floor with direct access to private amenity space of at least 20 square metres. The scheme is therefore compliant with Policy CS16 (Housing mix and type).

6.5 Impact of the design of the building on the character of the area

6.6 The design of the proposed building is quite similar to the previous building that was formerly on site, and the appearance of the building from the street will not be very different from other properties in Vinery Road.

6.7 The proposed dormer windows to facilitate the proposed loft conversion, whilst remaining fairly large, have been reduced in size since the previous refusal and are set back from the front of the roof. They are also subordinate to the main ridge. The dormer windows are also set off the eaves of the roof. Whilst the triangular shaped windows at the ends of the dormer windows are rather unusual they are not considered to be harmful to the character of the property or the wider streetscene.

6.8 The proposed roof form is greatly improved since the previously refused scheme. In particular the design of the roof at the rear of the building now matches the pitch of the roof at the front and, therefore, a significant shortcoming of the

previous scheme has been addressed. As a result of the development the roof will be higher and longer than the original building on the site so that accommodation can be formed in the roof, however the scale is modest and is not judged to be detrimental to the character of the area. The ridge will become 3m in length and the height of the ridge and eaves would both increase by 300mm. Other buildings within the locality have similar eaves and roof heights as has been demonstrated by the submitted street view elevation drawing which illustrates how the proposed building will sit between 9 and 10 Vinery Road, and 13 Vinery Road. The amendments now lead officers to the conclusion that the roof is no longer contrived and takes a more traditional form.

6.9 Quality of the residential environment produced for prospective residents

6.10 Access into the main building appears acceptable utilising the existing main entrance and stair core. Consideration should be given to gating the side access in order to make the rear of the site secure. This can be controlled with a planning condition. Communal and private amenity space (for the family unit) can be provided and access to the rear garden is provided for all residents of the block. Although occupants would need to exit and re-enter the site to access the rear (where refuse and cycles would also be stored) given the fairly quiet residential character of the surroundings this is not considered to be an unacceptable characteristic of the development. The length of highway which occupants would need to walk along is also very short and is directly in front of the host building.

6.11 Privacy is achieved by providing defensible space in front of habitable room windows and with the use of obscure glazing to 1.7m above floor level (to three bedrooms only). Flats which require obscure glazing to habitable room windows will importantly also have habitable rooms which will not need to be served by obscure glass and in particular all lounges, kitchen/dining areas will have windows that will not need to be obscurely glazed and have a reasonable outlook. All flats are dual aspect and noise transfer between units can be controlled at the Building Regulations stage.

6.12 Revised boundary treatment to the three bed unit at ground floor will also be needed to improve the residential environment for the occupants of this unit.

6.13 Impact on the amenities of neighbouring and surrounding residents

6.14 The depth and width of the rear two-storey projection has been reduced so that the scale, height, bulk and massing will no longer significantly harm the amenity of the occupants at 13 Vinery Road. Also the roof profile at the rear has been amended to lessen the visual and physical impact of the development. As a consequence it is considered that the rear extension would no longer appear unduly dominant or overbearing. The improved design of the roof will also respect the visual qualities of the area.

6.15 The building that was originally on site had an impact on outlook enjoyed from rear facing habitable room windows at number 10 Vinery Road. The projection proposed to the rear of the application site will also have an impact. However, on balance the effect is judged to be acceptable and not significantly harmful to neighbouring outlook.

6.16 Car Parking

6.17 In order to determine the acceptability of the provision of no off-street parking spaces a parking survey has been provided. The parking survey, as considered by the Highways Team, demonstrates that there is sufficient scope for the additional units of accommodation. The site holds a sustainable location in terms of access to local facilities.

6.18 The development has also not raised any concerns regarding highway safety.

6.19 Housing Density

6.20 The site is comparatively large considering the surrounding development in the locality and the resultant density of the site as a consequence of the development would be 100 dwellings per hectare. The density proposed therefore exceeds the thresholds of Policy CS5 but, as the proposed building envelope and its impact on existing residents is considered to be acceptable, the additional density and housing provision is considered to be acceptable in this instance.

6.21 Code for Sustainable Homes

6.22 In this case the applicant has not provided a CfSH pre-assessment estimate. However, advice received from the Sustainability Team suggests that the development should be able to achieve code level 4 despite works having commenced. The Council have also received written confirmation from the agent acting on behalf of the applicant which commits to achieving level 4. As the application was originally submitted for extensions to the existing building it was not necessary for a pre-assessment estimator to be provided. Subsequently it transpired that the building had been substantially demolished and partially re-constructed and as such a pre-assessment estimator has been requested. It is anticipated that a verbal update will be provided to the panel regarding this matter but planning conditions are imposed in any event.

7. Conclusion

7.1 It is the Officer's opinion that whilst there will be an impact caused by this development on neighbouring amenity and character the impact is, on balance, acceptable when balanced against the positive aspect of the scheme in terms of its contribution towards housing numbers in the city and the tidying up of the site with a viable project. The proposal also provides a suitable living environment for proposed occupiers and complies with relevant policies and guidance as set out in the adopted development plan. Accordingly the scheme is recommended for approval subject to relevant conditions.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1(a), (b), (c), (d), 2 (b), (d), 4 (f), 6 (c), 7 (a), 9 (a), (b).

MP3 for 13/05/2014 PROW Panel

PLANNING CONDITIONS to include:

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 - 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 and samples of building materials to be used [Pre-Commencement Condition]

No further development works shall be carried out unless and until a detailed schedule of materials and finishes including samples (if required by the LPA) to be used for external walls, windows, doors and the roof of the proposed buildings has been submitted to and approved in writing by the Local Planning Authority. Details shall include all new glazing, panel tints, stained weatherboarding, drainage goods, and the ground surface treatments formed. Development shall be implemented only in accordance with the agreed details.

Reason:

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

04. APPROVAL CONDITION - Glazing specification (Pre Occupation Condition).

The proposed obscure glazing shall be implemented in accordance with the approved plans. The bedroom windows annotated shall be obscurely glazed and non-opening up to 1.7 metres above finished floor level. The windows as specified shall be installed before the development hereby permitted is first occupied and shall be permanently retained in that form.

Reason:

To protect the privacy enjoyed by the occupiers of the adjoining properties

05. APPROVAL CONDITION, Boundary Treatment and amenity space [Pre-Occupation Condition]

Unless otherwise agreed in writing, before occupation of the development hereby approved full details of all proposed boundary treatment (including the boundary to the front, adjacent to the highway; and boundary treatment which will divide the private garden spaces) shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also identify how the rear garden area, including refuse and cycle storage areas, will be secured behind a gate. Notwithstanding the approved plans the revised plan shall also illustrate an enlarged rear private garden space for the occupants of the three bed unit. The approved boundary treatment shall subsequently be installed to the specification as approved prior to first occupation and shall be retained thereafter whilst the property is being used for residential purposes. The approved private amenity space shall be laid out prior to the first occupation of any of the hereby approved flats. Such facilities as approved shall be permanently retained for that purpose.

Reason:

To protect the amenities and privacy of occupiers of the adjoining property; and the occupants of the three bedroom unit whilst they are within habitable rooms; and to ensure that satisfactory amenity space is provided for each resident of the hereby approved flats.

06. APPROVAL CONDITION, Refuse and cycle storage [Performance Condition]

Before occupation the hereby approved refuse and cycle storage facilities shall be made available for use by the occupants of the approved flats. Such facilities as approved shall be permanently maintained and retained for that purpose; and at no time other than on collection day shall bins be stored on the public highway or on the site's Vinery Road frontage.

Reason:

In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety and to encourage cycling as an alternative mode of transport.

07. APPROVAL CONDITION - Landscaping detailed plan [Pre-Commencement Condition]

Before the commencement of any further site works a detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, treatment of hard surfaced areas and boundary treatment; shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The landscaping plan should incorporate the use of native species which support biodiversity.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The approved scheme shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner.

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.

08. APPROVAL CONDITION - Hours of work for Demolition / Clearance / Construction [Performance Condition]

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

Monday to Friday 08:00 hours to 18:00 hours (8.00am to 6.00pm)

Saturdays 09:00 hours to 13:00 hours (9.00am to 1.00pm)

And at no time on Sundays and recognised public holidays.

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

Reason:

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

09. APPROVAL CONDITION - Code for Sustainable Homes [Pre-Commencement Condition]

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum Level 4 of the Code for Sustainable Homes in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

Reason:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

10. APPROVAL CONDITION - Code for Sustainable Homes [Performance Condition]
Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum Level 4 of the Code for Sustainable Homes in the form of post construction assessment and certificate as issued by a legitimate Code for Sustainable Homes certification body, shall be submitted to the Local Planning Authority for its approval.

Reason:

To ensure the development has minimised its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

11. APPROVAL CONDITION - Material Storage (Pre-Commencement Condition)
No work shall be carried out on site unless and until provision is available within the site for all temporary contractor's buildings, plant and stacks of materials and equipment associated with the development and such provision shall be retained for these purposes throughout the period of work on the site. At no time shall any material or equipment be stored or operated from the public highway.

Reason:

To avoid undue congestion on the site and consequent obstruction to access.
Informatives to include:

Party Wall

The applicant is reminded that further agreements may be required under the Party Wall Act (1996) as this application proposes development on or near the boundary with a neighbouring property. Further guidance can be obtained from the Council's Building Control Team.

Southern Water – Water Supply - Informative

A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water's Network Development Team (Water).

Southern Water – Public Sewerage - Informative

A formal application for connection to the public sewerage is required in order to service this development. Please contact Southern Water

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.

POLICY CONTEXT

Core Strategy - (January 2010)

CS4 (Housing Delivery)
CS5 (Housing Density)
CS13 (Fundamentals of Design)
CS16 (Housing Mix and Type)
CS19 (Car and Cycle Parking)
CS20 (Tackling and Adapting to Climate Change)

City of Southampton Local Plan Review – (March 2006)

SDP1 (Quality of Development)
SDP5 (Parking)
SDP7 (Context)
SDP9 (Scale, Massing and Appearance)
SDP10 Safety and Security)
H1 (Housing supply)
H2 (Previously Developed Land)
H5 (Conversion to Residential Use)
H7 (The Residential Environment)

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - September 2013)
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework 2012
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Relevant Planning History - 13/01046/FUL

1 REFUSAL REASON - Overdevelopment of the site/Impact on Neighbour

The proposed development by reason of its design, depth of two-storey rear projection, height, massing and proximity to the boundary with 13 Vinery Road would appear unduly dominant and overbearing when viewed from 13 Vinery Road and would be harmful to the character and appearance of the area. Furthermore the proposed roof extension by reason of bulk and massing and contrived dormer design would be out of keeping with the host building, harmful to the visual amenities of the area and would appear overbearing and unduly dominant when viewed from neighbouring occupiers. The aforementioned concerns are symptomatic of a site overdevelopment. The development proposal is therefore contrary to 'saved' Policies SDP1 (i), (and be contrary to paragraphs 2.2.1 and 2.2.18, 2.3.1, 2.3.2, 2.5.2 and 2.5.4 of the approved Residential Design Guide SPD 2006) SDP7 (iv) and (v) and SDP9 (i) and (v) of the adopted saved City of Southampton Local Plan March 2006 and Policy CS13 of the adopted Local Development Framework Core Strategy Development Plan Document (January 2010).

2 REFUSAL REASON - Poor Residential Environment.

The proposed development by reason of its internal layout and position of bin and cycle storage fails to provide an attractive residential environment and offers a poor outlook and inconvenient access to the rear external amenity space and results in a poor residential scheme. In particular:

- the proposed roof accommodation would provide insufficient outlook from habitable rooms served by obscured glazing (particularly the flat within the roofspace which is wholly reliant on obscured glazing;
- the ground floor flats are afforded limited outlook towards neighbouring buildings and boundary treatment;
- access to the rear garden is reliant on residents leaving the site before using the side passage in front of the ground floor habitable accommodation; and,
- bin and cycle storage for four of the five units would be unacceptable given that occupants would need to exit and re-enter the site in order to use it. In practice it is likely that the bins will be left on the site frontage for convenience leading to harm to both visual and residential amenity.

The development proposal is therefore contrary to 'saved' Policy SDP1 (i), (and be contrary to paragraph 2.2.1 of the approved Residential Design Guide SPD 2006) of the adopted City of Southampton Local Plan March 2006.

3 REFUSAL REASON - Parking.

The intensification of the use of the property with nil parking to support it could, in the absence of an existing on-street parking survey to justify nil provision, result in localised overspill parking from the development to the detriment of existing neighbours who are reliant on the street for parking and who would then face further competition for space and the possibility of parking further away from their

homes. The development proposal is therefore contrary to approved Policy SDP1 (i) of the saved City of Southampton Local Plan March 2006 and the requirements of the Council's Approved Parking Standards SPD (2011).

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Scale: 1:1,250

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