

Planning and Rights of Way Panel 11th October 2022
Planning Application Report of the Head of Green City & Infrastructure

Application address: Centenary Quay, John Thornycroft Road, Southampton			
Proposed development: Reserved Matters application sought for Phase 6 of the development known as 'Centenary Quay' (pursuant to outline permission 08/00389/OUT - Environmental Impact Assessment Development) comprising the redevelopment of the site to provide 164 residential units in blocks I2, H2, F, F1, D1, E1 and E3 with associated car parking, storage and associated works incorporating amendments to Condition 03 (approved plans), Condition 11 (Building Heights), Condition 15 (River Edge) and Condition 56 (Parking) of planning permission 08/00389/OUT (Amended Description)			
Application number	22/00588/REM	Application type	Major residential
Case officer	Andrew Gregory	Public speaking time	15 minutes
Last date for determination:	27.07.2022 (ETA)	Ward	Woolston
Reason for Panel Referral:	5 or more letter of objections	Ward Councillors	Cllr Blatchford Cllr Robert Stead Cllr Payne

Applicants: Crest Nicholson South	Agent: Savills
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Recommendation Summary	Conditionally Approve
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Community Infrastructure Levy Liable	No – Outline permission pre-CIL
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Appendix attached			
1	Development Plan Policies	2	Habitats Regulations Assessment
3	Decision Notice 08/00389/OUT		

Reason for granting Permission

The development proposed for Phase 6 of the 'Centenary Quay' development is acceptable taking into account the policies and proposals of the Development Plan as set out in the officer's report to the Planning and Rights of Way Panel 11th October 2022 . The Council has also taken into account:

- o the findings of the previous Environmental Statement (as updated) and other background documents submitted with the application, in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017;
- o An Appropriate Assessment - considered under 08/00389/OUT; and,
- o The Woolston Riverside Planning Brief and Illustrative Master plan 2004; and,
- o The outline planning permissions for this site (05/00816/OUT and 08/00389/OUT refers)

The development of Phase 6 will mark a significant change in the relationship of the site to Woolston and offers far reaching regeneration benefits, including the provision of the affordable housing. These benefits, in terms of physical and community renewal, tangible job creation (particularly at the construction stage), new homes and the ongoing creation of a distinctive place have been weighed against the concerns raised by residents previously about traffic, parking, dense high-rise urban development in close proximity to existing dwellings, and its subsequent integration into Woolston.

The proposed development makes efficient use of this previously developed site and would result in the regeneration of urban land, improving security in the area through an increase in occupation and passive surveillance, whilst opening up the riverside environment to the public. The assessments of the impact of the development have been wide ranging and carried out to a comprehensive level of detail. The issue of recreational disturbance on the Special Protection Areas of the Solent Waters and the New Forest have been considered in the context of the earlier Appropriate Assessment (as assessed with this reserved matters submission) and the s.106 payments and signage strategy already secured at outline stage.

The statutory regulations covering environmental impact assessment and the protection of important natural habitats have been satisfied. The proposed changes to the reserved matters associated with this phase are minor in nature and within the spirit of the original consent and wider outline approval. Other material considerations do not have sufficient weight to justify refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004. Planning permission should therefore be granted for Phase 6. 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 39-42 and 46 of the National Planning Policy Framework (2021).

“Saved” Policies SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, NE4, NE5, HE6, L4, CLT1, CLT5, CLT6, CLT7, CLT11, H1, H2, H3, H7, REI5, REI7, REI15, MSA15 and MSA18 of the City of Southampton Local Plan (2015) as supported by policies CS3, CS4, CS6, CS6, CS7, CS10, CS12, CS13, CS14, CS15, CS16, CS18, CS19, CS20, CS21, CS22, CS23, CS24 and CS25.the adopted LDF Core Strategy (2015) and the Council’s current list of up to date supplementary planning documents.

Recommendation in Full

1. Approve the Habitats Regulations Assessment, and grant planning permission subject to the planning conditions recommended at the end of this report.

Background

The application site is allocated for a mixed-use development in the adopted City of Southampton Local Plan Review (2006) under ‘saved’ Policy MSA18.

Crest Nicholson, in partnership with Homes England, have been implementing the planning permission they secured in 2009 (Ref 08/00389/OUT) for the comprehensive regeneration of the former John Thornycroft shipyard at Woolston, with delivery of up to 1,620 dwellings (including 405 affordable homes).

Of the 1,620 dwellings that have been consented under the Original Hybrid a total of 1,118 dwellings have been consented in Phases 1-5, along with retail uses, a library and associated social/community and transport infrastructure. Phases 1-3, 4a and 5 are complete and phase 4b is currently under construction and will deliver 165 dwellings within a landmark 27 storey residential tower.

Crest Nicholson are now looking to obtain Reserved Matters consent for the sixth and final phase of the Centenary Quay development to provide a further 164 residential units (1,282 homes in total)

The original hybrid planning permission (ref 08/00389/OUT) approved details of layout and access within phase 6, with all other matters reserved, namely 'scale' 'appearance' and 'landscaping'. These are the principal matters for consideration by the Planning Panel. The principle of housing in this location has already been established and is not for consideration. The key change is that the development proposals have removed 2 of the consented residential towers from the development and reduced the overall housing delivery as a consequence.

1 The site and its context

- 1.1 The application site forms part of the former Vosper Thornycroft shipbuilding site and is wholly contained within the original outline site area (some 17.5 hectares in total). This Reserved Matters application relates to the final phase of development (Phase 6) and comprises a 2 hectare site at the southern end of Centenary Quay between the recent residential phases and the wastewater treatment works. The hoarded site comprises hardstanding and bare ground and is currently being used as a construction compound for Phase 5. Site access is available from Victoria Road to the east and from John Thornycroft Road to the north. The site is bounded by the River Itchen to the west, Woolston wastewater treatment works to the south and adjacent two-storey housing within Victoria Road. Phase 6 is situated to adjacent to two-storey housing and 4-5 storey flatted blocks within Phase 5 and communal amenity space delivered as part of phase 4b.
- 1.2 The wider application site lies close to, although not adjacent to, a section of the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site. Atlantic salmon, a secondary interest feature of the River Itchen Special Area of Conservation (SAC), also pass close to the site. A section of the Lee-on-the-Solent Site of Special Scientific Interest shares a boundary with the Solent and Southampton Water SPA. The implications of development in this location has been set out in a supporting Environmental Statement and captured further in the attached Habitats Regulations Assessment.

2 Proposal

- 2.1 The application seeks approval of the detailed Reserved Matters for this final phase of 'Centenary Quay' comprising 164 residential units in blocks I2, H2, F, F1, D1, E1 and E3 with associated car parking, storage and associated works. The application also seeks amendments to Condition 03 (approved plans), Condition 11 (Building Heights), Condition 15 (River Edge) and Condition 56 (Parking) of planning permission 08/00389/OUT in order to ensure that the current proposals align correctly with the parameters set by the outline planning permission..

- 2.2 The key components of the scheme are as follows:
- 164 residential units with a mix of 1 and 2 bed apartments and 3 bed townhouses, (including 43 affordable homes which equates to 26%)
 - Improved access to and continuation of the Riverside Walkway
 - Landscaping and public realm
 - 220 Car parking spaces including 19 spaces re-provided for residents of Victoria Road, and spaces to serve a local car club
 - 2,654sqm of public amenity space and 2,719sqm of private amenity space, in form of private gardens for the houses and balconies for the apartments
- 2.3 The proposal reflects the consented access layout arrangements for phase 6 with John Thorneycroft Road (spine road) extended to connect with the southern end of Victoria Road and pedestrian access provided between Blocks D3 and E2 (Upton Close) providing permeability through to Victoria Road. The existing river walkway is also extended and terminates at Block F to connect to John Thorneycroft Road and Victoria Road to circumvent the Woolston wastewater treatment works (WWTW). Amenity open space is provided between Blocks H2 and FA/B providing a vista from Victoria Road down to the river.
- 2.4 The proposed arrangement of houses and linear wharf (flatted) blocks is broadly compliant with the consented layout at outline stage, with the exception of revisions to Block F1 with the introduction of 4 no. townhouses fronting Victoria Road and also minor changes in relation to the position of the linear wharf blocks in relation to the river edge. The proposal follows the design parameters established at outline stage. The proposed townhouses fronting Victoria Road are 2-3 storeys in scale and the terraced housing proposed to front John Thorneycroft Road is 2.5 storey in scale. Each of the houses is provided with private rear gardens with bin storage accommodated to the front and cycle storage within the rear gardens.
- 2.5 The linear finger blocks adjacent to the River (Block I2, H2 and Block F) are designed as wharf buildings and are 4-storeys in scale and have external balconies (note Block I2 also has a lower ground floor). Integral bin and cycle storage is provided within each block along with visitor cycle parking and electric bike charging.
- 2.6 The scheme provides 220 car parking spaces across the phase, incorporating 29 spaces to serve phase 5, re-providing 19 permit spaces for existing residents on Victoria Road and 2 car club spaces. This reserved matter application seeks to vary condition 56 on the original outline permission to increase the parking ratio from 0.84 spaces per dwelling to at least 1:1 for this final phase.
- 2.7 The parking strategy reconfigures the existing parallel parking bays on Victoria Road, and these are re-provided for local residents (with no net loss) with the inclusion of a group of 19 bays for existing residents and 19 parking bays for the new dwellings fronting Victoria Road (group of 10 and group of 9 spaces). Proposed parking adjacent to the access roads is provided in the form of parallel bays or at 90-degrees to the carriageway. Parking areas are also provided between Block I2 and H2 and within southern part of the site adjacent to the WWTW.
- 2.8 The landscape strategy proposes to introduce street trees into Victoria Road, landscape enhancements along the river walkway and to screen the surface car parking areas. Dense landscaped parking is also proposed to create a buffer between the site and the adjacent waste water treatment 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 (as amended 2015), the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (March 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The site is allocated for a mixed-use development under Policy MSA18 which supports residential development to include a range of housing types; Local leisure and community uses; and a high quality, publicly accessible, waterfront including areas of green open space alongside the Marien Employment Quarter (partially occupied by Ocean Infinity).
- 3.3 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. Relevant Planning History

- 4.1 Outline planning permission (LPA: 08/00389/OUT refers) was granted for the Centenary Quay (CQ) development on 31st December 2009. The approved development comprises:

‘Redevelopment of the site to provide a mixed use development comprising: 1,620 dwellings (including 405 affordable homes); retail (Class A1 - 5,525 square metres, including a food store); restaurants and cafes (Class A3 - 1,543 square metres); offices (Class B1 - 4,527 square metres); yacht manufacture (Class B2 - 21,237 square metres); Business, industrial, storage and distribution uses (Class B1/B2/B8 - 2,617 square metres); 100 bedroom hotel (Class C1- 4,633 square metres); 28 live/work units (2,408 square metres); community uses (Class D1- 2,230 square metres); two energy centres (1,080 square metres); with associated parking (including the laying out of temporary car parking); new public spaces; river edge and quays; new means of access and associated highway/ environmental improvements. (Environmental Impact Assessment Development- 'Hybrid' planning application: outline in part, full details of phase 1 and river edge submitted).’

- 4.2 Phases 1-3 of this development are complete and occupied. The reserved matters application for Phase 2 (LPA: 11/01923/REM refers) was approved by the Panel on 13th March 2012 for the following:

‘Reserved matters approval sought for Phase 2 of the Centenary Quay development granted outline permission in December 2009 (reference 08/00389/OUT - Environmental Impact Assessment Development) to provide 168 residential units (49 x one-bedroom, 103 x two-bedroom, and 16 x three-bedroom

units), a library and day nursery in buildings ranging in height from three-storeys to six-storeys with associated parking and other works.'

- 4.3 Phase 3 of the development differed from the outline approval and was approved by the Planning Panel in July 2012. The phase 3 application is complete and was described as:

'Full permission sought for Phase 3 of the Centenary Quay development with a mixed residential and employment use comprising 329 residential units (102 x one bedroom, 178 x two bedroom and 49 x three bedroom units), a food store (Class A1 - 5,500 square metres), commercial space (Classes A1/A2/A3/A4 or B1 - 1,685 sq. m) and a management suite (84 sq. m) in buildings ranging in height from four-storeys to twelve-storeys with associated basement car parking and cycle parking, landscaped public and private open spaces, servicing and other works including junction improvements and temporary access to the rivers edge. (Environmental Impact Assessment Development).'

- 4.4 Phase 4a is completed and was subject to the following Reserved Matters approval (Ref 15/01985/REM):

Reserved Matters approval sought for External Appearance and Landscaping with variations to Scale and Layout as agreed under outline planning permission reference 08/00389/OUT for Phase 4a of the Centenary Quay Development, comprising 185 residential dwellings, 508 sqm of A3/A4 retail space and a multi storey car park within buildings ranging in height from 6-storeys to 11-storeys with associated works including a temporary car park (Environmental Impact Assessment Development) - Amendments to Condition 10 (Building Heights) and Condition 56 (Parking) incorporated - description amended following validation

- 4.5 Phase 4b received detailed planning approval in 2016 and is currently under construction. Phase 4b will deliver a further 165 dwellings within a landmark 27 storey residential tower

Minor material amendment sought to planning permission 16/00148/REM with changes to condition 1 (Approved Plans) to the approved 27 storey tower to increase dwellings from 157 to 165 following the subdivision of the approved 3 bed flats with associated internal alterations and provision of external louvres (Environmental impact assessment development) - 17/02529/FUL refers.

- 4.6 Phase 5 received Reserved Matter Approval (17/02514/REM) for 103 dwellings in March 2018 and is completed.

5 Consultation Responses and Notification Representations

- 5.1 The planning application is supported by a Statement of Community Involvement, which sets out the applicant's community engagement ahead of the planning submission, which included a public exhibition at Woolston Library on 22nd February 2022. The Statement of Community Involvement includes the following summary of feedback from their consultation:

Residents suggested that the increased parking spaces to dwellings ratio is welcome.

Lower rise blocks in phase 6 are an improvement.

A parking plan for Victoria Road is required.

All efforts need to be made to fill vacant retail units.

Public access to the waterfront should be maximised.

Retain D1 E1 and E3 as private housing, to minimise antisocial behaviour.

Raised concerns about access walkway between E1 and D1.

Retain Upton Close as a close - retain current fence on Upton Close without a walkway. Already sufficient foot/car access.

Thinks communications to residents about the ongoing building works could be improved and requested a timetable of works in respect of cladding replacement. Think about the legacy of what is being constructed and how residents' expectations need to be met. Once Crest have planning consent it should be an opportunity to provide a general update on all these matters.

Residents raised a concern that Upton Close remain as it is due to the risk of "bringing the anti-social behaviour into our streets." Having open access has created problems for residents.

Residents were positive about the development but said parking is an issue, and that they have to park ten minutes from their home at the moment. Wanted to know if they'll get a parking space closer to home.

Residents wanted to know about the phase 5 parking and how it would work. Existing residents using the temporary parking wanted to know how the new parking would be distributed.

Residents raised questions about the parking along Victoria Road and were pleased that the additional places were being provided. The overall level of parking was welcomed.

Residents welcomed the completion of the site and especially liked the height and scale of the apartment blocks proposed. The overall design and layout was welcomed.

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 (06.05.2022) and posting site notices (06.05.2022). At the time of writing the report **8 representations** have been received raising the following issues:

- 5.2 **I live directly opposite the proposed site. Not only will these houses block sunlight to the terrace houses along Victoria Road, all of our houses will also be overlooked. There is a massive lack of parking for residents down here already and the proposed development will only make that worse.**

Officer Response – The scale of the proposed dwellings to Victoria Road are compliant with the 2-3 storey height parameters on the original outline planning permission, and consistent with the scale of earlier phases of development fronting Victoria Road. The front to front separation distance between the new and existing houses in Victoria Road would be 22m across a street which will provide sufficient separation to ensure reasonable daylighting, sunlight and outlook and there will be acceptable inter-looking across a public street.

Of the 220 spaces provided, 170 will be available for new residents within Phase 6 (164 dwellings) and this level of provision exceeds the parking criteria as set out within the original outline consent. The existing on-street parking within Victoria Road is re-provided with 19 permit spaces for existing residents of Victoria Road and no new residents within CQ are issued with a parking permit.

The scheme also provides 29 spaces for phase 5 which achieves a total of 101 spaces for that phase (1:1 provision) when taken with the allocated parking in phase 5 and the 29 unallocated spaces in the Phase 3 Basement car Park and 10 in the Phase 4a Multi-Storey Car Park.

- 5.3 **The parking bays that will be on the corner of Victoria Road and Oswald Road appear to be very close to a blind corner and so must surely be deemed dangerous to other road users especially if someone is reversing out of said parking bays.**

Officer Response

The parking arrangement has been reviewed and further assessed by the Council's Highway Engineers and the 17m forward visibility splay, as proposed, is acceptable in highway safety terms.

- 5.4 **The extra parking spaces being made available on Victoria Road are greatly appreciated but I have concerns over how they will be allocated (if at all) and what is going to happen to the two disabled bays currently on Victoria Road as no doubt they will be parked in by non blue badge holders when the town houses are occupied as parking space will become even more valuable than it is now.**

Officer Response

The re-provided bays for Victoria Road will only be available to existing residents of Victoria Road and will be marked as resident permit bays. Residents of Centenary Quay will not be issued with parking permits to access these spaces. The comments regarding the disabled parking bays are noted and an update on this point will be provided at the Panel following advice from the Council's Highways Team.

- 5.5 **The extra noise especially at night will be a major inconvenience especially as the road layout indicates that vehicles will be slowing and changing gears to turn in/out of the new road being built. Houses currently on Victoria Road will be affected by this especially those of us living directly opposite the new route. If this is also going to be a new bus route then this noise will be compounded considerably.**

Officer Response

The road layout was approved at outline planning permission stage and is not under consideration as part of this detailed reserved matters application.

- 5.6 **I can find no information about the car parking podium and whether it will be an open-sided design or solid brick. An open sided podium will surely cause more noise.**

Officer Response

There is no podium car park in this phase. Previous design proposals for phase 6 included a podium car park between I2 and H2 but this is no longer proposed. Instead the parking strategy includes surface car parking with landscaped screening

- 5.7 **Also, there is no mention of the Victoria Road traffic calming provision that was mentioned at the very start of the construction of Centenary Quay.**

Officer Response

The Council's Highway Engineers are seeking a junction design with a radius which slows traffic. The originally proposed curved buildouts and staggered parking etc. was designed as part of the wider masterplan to deter through traffic using Victoria road and would encouraged to go through the new development. The Council's Highway Engineers feel that all the work done in the previous phases is sufficient enough to achieve this vision and also consider that there would not be a rise to excessive vehicle speeds due to the short section of road being omitted from the traffic calming design. The revised design is a compromise between maintaining the original masterplans objectives as well as providing more parking for both new and existing residents.

- 5.8 **Residents in Upton Close have a concerns about there being a public footpath access route into our street - connecting Victoria Road. The street is currently fenced and there are concerns that access to the street will bring the same low level antisocial behaviour around littering, flytipping, noise, poor behaviour in short being seen on Victoria road. This was documented by multiple respondents in the connecting Woolston survey as public available evidence, where Victoria road was flagged as a concern area in our community. Our street has a strong sense of community who respects and contributes where we live by keeping it litter free, tidy and well kept.**

Officer Response – *The pedestrian route through Upton Close was approved as part of the consented layout at outline planning approval stage and site permeability is a key principle within the approved Design Code. Pedestrian Permeability is fundamental in achieving good urban design and such routes have been delivered in earlier phases, such as 'Joiners Mews'. The construction hoardings between phase 5 and 6 have temporarily blocked the eastern end of Upton Mews this information would have been available to the affected residents before they chose to move to the development.*

- 5.9 **Insufficient car parking provision across Centenary Quay and lack of litter bins is contributing to litter problems**

Officer Response – *The original overarching outline planning permission secured a parking ration of 0.8 spaces per dwelling is seeking a balance between housing delivery, making efficient use of the site and sustainability policies seeking to reduce the reliance of cars as a mode of transport. This phase increases the parking provision to at least 1:1 with additional parking for phase 5 and re-provides the permit parking bays on Victoria Road for existing residents.*

Opportunities for additional bin storage can be considered when the full details of landscaping as reserved by condition are submitted for agreement.

Representation from SCAPPS

- 5.10 **SCAPPS understands the submitted drawings 'Amenity Strategy Plans' & 'Landscaping details' to show a 'Riverwalk' on the waterfrontage, & that the path would be 'public open space'. SCAPPS requests confirmation that is the proposal -- a waterfront pathway to which the public would have access at all times. The drawings suggest it would not be adopted as highway. SCAPPS requests a binding legal agreement providing public access over the pathway.**

Officer Response – The riverwalk has been delivered as a public permitted route with unfettered public access as secured under the S106 agreement for the overarching outline planning permission for Centenary Quay

Representation from the City of Southampton Society

- 5.11 **It is understandable that since the Outline Planning Application, 08/00389/OUT, was granted in May 2015, there have been amendments to the original plans that reflect market changes in demand. The most significant of these are the loss of two of the riverside blocks of flats (Buildings I1 and F), the supermarket (Building J2) and the restaurant at the base of the riverside tower block (Building J1). We understand that the effect of these changes will reduce the total number of residential units from 1,620 to 1,270.**

It is not clear from the latest drawings what impact these alterations have to the provision of a riverside walkway, part of the coastal trail. The riverside walkway was enshrined as condition 34 of the original outline application, 05/00816/OUT ' and reinforced in the later application, 08/00839/OUT, under conditions 15 (River edge details), 18 (Lighting scheme), 19 (Inter-tidal habitat protection) and 61 (River edge vehicular access).

Clarity is required that the general public will have pedestrian access to the full length of the river's edge of the residential element of the Centenary Quay development. We accept that to protect the inter-tidal habitat there needs to be a boundary between any pathway and the mud flats.

Without this clarification we are unable to add our support to this Reserved Matters Application.

Officer Response – The following response from Crest Nicholson regarding these points has been shared with the City of Southampton Society to their satisfaction:

The Riverwalk is unobstructed and level as it crosses from Phase 6 into 4b walk along the river edge. At least a minimum 3.7m clear route is needed for service and emergency vehicle access in any case.

The lines shown on the ground (within Phase 4B) are granite sett banding which sit flush to the ground.

The final details of the walkway and terracing are required to be submitted under Condition 3 of the Phase 4B consent (within 18 months of occupation), however, I can confirm that it will be level and unobstructed.

Consultation Responses

5.12 SCC Highways – No objection

The original consent provides staggered parking similarly to the previous phases on Victoria road. The current proposals for Phase 6 now seeks extra parking for the new units.

As outlined before, there are some issues and concerns regarding the arrangement:

- reports that there are some issues with regard to the Council resources having to deal with complaints/enquiries regarding parking management and unlawful enforcement when people park on private bays (from the previous phases)
- long term maintenance
- concerns with confusion as all on street parking along Victoria Road are currently public spaces. The private bays are all located on roads fronted by new units whereby we are introducing private bays on roads fronted by historic residential units.
- stopping up order would be required and adds an extra level of uncertainty as it requires public consultation and separate approval body.

Therefore, the Council's Highways Team proposes the following new option which is considered a good compromise:

The suggested alternative is to have only the parking fronting Victoria Road to be made public spaces. Blocks D1 & E1 will be allocated residents parking permits (and visitor passes). The remainder of the proposed spaces can be retained as private. Therefore only 16 units will technically not benefit from allocated spaces but on the upside, they would be eligible to park anywhere within permit zone 3 as well as now having extra parking for visitors. The proposal will also still benefit from many new private bays which provides the applicant with the additional financial benefit they are seeking from the extra unit value. To clarify, they would still get 6 private on street bays on Oswald road and 28 on John Thornycroft as new extra private parking bays for their development. This is on top of all the ones provided within the car park areas equating to 149 spaces – bringing the total of new private bays to 183 spaces.

Officer Response – The proposed parking arrangement is consistent with earlier phases. Crest Nicholson are opposed to making the Victoria Road all permit parking because it would be impact on the viability of their market housing units and they are concerned that the introduction of permits to new residents within Phase 6 would be at odds with the principle that no residents within Centenary Quay will have access to the CPZ permit residents parking. The Highway Teams suggestion is not recommended to the Planning Panel.

5.13 SCC Urban Design Manager – No objection

Officer Response – The design has evolved through consultation with the Council's Urban Design Manager to improve the Riverside Walkway route and to enhance the landscaping at the southern end of the route.

The applicants also provided further design justification regarding scale, articulation and materiality to finger blocks I2, H2 and F which is agreed

- 5.14 **SCC Housing** – As a Reserved Matters application, the affordable housing requirement is minimum of 25% as per the existing outline consent (08/00389/OUT), reflecting policy at that time.

The table below details the s106 affordable housing provision under the earlier phases of the scheme and shows that, to date, 25% provision has been made (25% of 1118 units = 280). Hence the requirement from the remaining phase is a minimum of 25% of the 164 dwellings proposed – 25% equates to a further 41 units.

Residential Breakdown

Phase	AH – rented	AH- Int .rent	AH- LCHO	Total AH (S106)	AH (non- S106)	Private	Build to Rent	Total
1 (completed)	44	15	0	59		101	0	160
2 (completed)	55	18	30	103		65	0	168
3 (completed)	0	0	72#	72		155	110	337
4a (completed)	0	0	0	0	75* 5*	105	0	185
4b (on site)	0	0	0	0		165	0	165
5 (completed)	0	0	46	46		57	0	103
Total from Phases 1-5	99	33	148	280##	80*	648	110	1118
6 (proposed)	43	0	0	43		121	0	164
Scheme total	142	33	148	323	80*	769	110	1282

- some units temporarily remain as IR pending conversion to s/o

- matches running S106 obligation at end of Phase 5 build (ie 25% of 1118 units = 280 units)

* - non s106 LCHO units (unencumbered with no developer contribution)

[As the scheme has progressed, the developer has voluntarily sold a number of private units to Registered Providers who have required Homes England grant in order to be able to offer these units for affordable housing (shared ownership). These were market transactions ie. there was no developer contribution involved and it was made clear to the applicant at the time that such transactions were additional to the ongoing s106 requirement].

Policy CS 15 of the adopted Core Strategy sets a hierarchy for the provision of affordable housing as:

1. On-site as part of the development and dispersed amongst the private element of the scheme.
2. On an alternative site, where provision would result in more enhanced affordable units, through effective use of available resources, or meeting a more identified housing need such as better social mix and wider choice
3. Commuted financial payment to be utilised in providing affordable housing on an alternative site

Planning conditions and or obligations will be used to ensure that the affordable housing will remain at an affordable price for future eligible households, or for the subsidy to be recycled to alternative housing provision.

In this case on-site provision is sought in line, as far as possible, with the obligations and expectations of the 2009 agreement.

The developer is now offering a total of 43 units - Block F (39 units comprising of a mix of one, two and three bed roomed flats) plus 4 x three bed houses all for Affordable Rent.

This equates to an offer of 26.22% of units from the final phase and would result in 25.20% of units across the scheme as a whole being delivered as s106 affordable housing.

The 2009 legal agreement set a tenure split of 49.38% rented / 50.62% intermediate for the s106 element. Earlier phases of the scheme contained higher proportions of intermediate properties and the 43 units offered for rent from this phase would result in overall percentages of 43.96% for rent and 56.04% for intermediate and bring the proportions closer to the split set down in the agreement.

Housing need information from December 2021 (numbers of applicants on the housing register seeking rented affordable accommodation) is as follows and will not have changed much:-.

Property Size	Numbers Waiting	Wait Times (with priority)	Wait Times (no priority)
1 bed	4,360 (includes 1,406 eligible for older persons housing)	4 years 7 months	4 years 7 months
2 bed	1,482	1 year 4 months	3 years 10 months
3 bed	1,484	4 years 2 months	11 years
4 bed +	321	4 years	10 years

(With priority means people who have either a medical or homelessness status. Applicants without a medical or homeless priority would currently wait on average 11 years for a 3 bed property).

The table clearly demonstrates the greatest need is for 3 bed accommodation with some families waiting, on average, 11 years, so the inclusion of 4 x 3 bed houses now offered for rent along with a redesign of Block F (for rent) to incorporate 4 x 3 bed flats is welcomed. This both helps to address future management concerns over the proportion of one bed flats originally proposed and better meets needs, offering additional 3 beds. and should provide a more balanced mix within the block.

We would envisage agreeing a Lettings Plan with the Registered Provider (yet to be agreed between the council and the developer) in respect of Block F particularly to cover occupation of the 3 bed flats given the limited amount of amenity space available and would like to see the RP approved & onboard as soon as possible and able to input into aspects of the scheme.

Unfortunately, the 3 bed house types currently offered (3 bed 4 person) for affordable are smaller than the market houses in the original planning submission, which they replace, and are not what was anticipated. 3 bed 5 person house types have been requested for flexibility and in order not to rule out swathes of 3 bed applicants from our Housing Register.

Officer Response -The scheme proposes 43 affordable housing units, which represents 26.22% of the total number of residential dwellings in phase 6 and accords with the requirements for 25% provision as set out within the overarching outline planning permission. The scheme has evolved and has been amended over the course of this application as a result of discussions between Crest and the Council's Housing Team in order to provide an improved mix with a greater number of family housing units to meet identified need on the Council's Housing Waiting List.

Originally the scheme proposed 22 no.1-bed apartments and 21 no. 2-bed apartments. This has been amended to provide an improved mix of 14 no 1 bedroom (33%) 21 no. 2 bedroom (49%) and 8 no. 3 bedroom (19%)

It is recognised that there are shortcomings in the family housing offer which incorporates 4 no. 3-bed flats with limited amenity space and the Town houses are 3-bed 4 person dwellings rather than 3-bed 5 person dwellings and therefore would be suitable for small families on the housing waiting list.

However, these shortcomings are greatly outweighed by the merits of the affordable housing offer having regard to affordable housing need and recent delivery rates in the City. Furthermore Crest Nicholson are not prepared to increase the size of the 3-bed 4 person houses for viability reasons and are of the view that the townhouses accord with the policy definition of a family dwelling (and accord with national space standards). Whilst this is debatable the fact remains that the scheme complies with the outline permission and will deliver affordable housing in the City and the alternative view may result in no delivery at all.

5.15 **SCC Archaeology** - No objection

On the foreshore west of the Phase 6 site boundary a number of structures and hulks of probable early to mid-20th century date survive. These are certainly of local significance given the importance of the former shipyard but are of uncertain national significance. They are non-designated heritage assets as defined in the National Planning Policy Framework and are recorded on the Southampton Historic

Environment Record. In 2009 a very basic photographic record was made of these features, but they have not been fully recorded. They are still visible on aerial photographs, particularly at low tide. In 2019, I was assured by RPS Consulting that these features would not be affected by the Phase 6 scheme as then proposed. This may still be the case, as the foreshore lies outside the site boundary. However, if they will be affected, archaeological recording will be required prior to damage or removal, to be secured by the following conditions:

If no works are proposed on the foreshore, then no associated archaeological work would be needed there, so no conditions would be needed.

Officer Response – The developer has confirmed that no works are proposed to the foreshore as part of phase 6.

5.16 **Ecology** – No objection

The application site is of low ecological value however, it lies adjacent to a section of the Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI) which is a component of the Solent and Southampton Water Special Protection Area (SPA) and Solent and Southampton Water Ramsar site. In addition, the Solent Maritime Special Area of Conservation (SAC) is located 3km to the south of the development site and the River Itchen SAC is 4.6km upstream. Whilst this latter SAC is sufficiently distant to avoid direct impacts on designated habitats, Atlantic salmon, *Salmo salar*, and Eurasian otter, *Lutra lutra*, which are designated features of the SAC, are known to use the section of river adjacent to the pre-application site. In addition, since the Centenary Quay development received outline consent, a new international site, the Solent and Dorset Coast potential SPA (pSPA), which covers all tidal waters up to mean high water, has been proposed. Potential impacts on this designated site must also be considered within a Habitats Regulations Assessment

The proposed development has the potential to result in adverse impacts on the listed European and international designated sites. It will be necessary to demonstrate that these impacts can be satisfactorily mitigated to prevent likely significant effects. Information to enable a Habitats Regulations Assessment has been provided however, a draft Construction Environmental Management Plan (CEMP) has not. A planning condition will be required to secure a CEMP.

A nutrient budget has been supplied

Details of wider biodiversity mitigation and enhancement measures have been provided and a planning condition will be required to secure implementation of these measures.

I have no objection to the proposed development.

If planning permission is granted, I would like the following conditions applied to the consent:

' J015 - Ecological Mitigation Statement (Pre-Commencement)

' J025 - Protection of nesting birds (Performance)

' P005 - Lighting [Pre-Commencement Condition

Officer Response – Ecology conditions are attached to the original outline planning permission however it is considered reasonable to apply a condition to secure the mitigation as outlined in the submitted ecology report with this Reserved Matters Application.

5.17 **Natural England**

As submitted, the application could have potential significant effects on the Solent Maritime Special Area of Conservation (SAC), Solent and Southampton Water Special Protection Area (SPA) and Ramsar site, New Forest SAC, SPA and Ramsar, Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI), Hythe to Calshot Marshes SSSI and The New Forest SSSI. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

- An outline of the mitigation measures in place to offset the positive nitrogen load arising from this development.
- Appropriate mitigation to address increased recreational impacts on the New Forest designated sites.
- A Construction Environmental Management Plan.
- Further assessment of air quality impacts arising from this development, including from ammonia (NH₃) emissions.

The above information should be used to inform an updated Habitats Regulations Assessment (HRA) to support this application.

Officer Response -

The applicants have confirmed the Total Nitrogen surplus arising from the development is 263 Kg/TN/yr. This is based on the additional population from the residential units and hotel rooms using 110 litres of waste water per person per day. It also assumes an effluent discharge limit of 15 mg/l total nitrogen (TN) from Woolston Waste Water Treatment works (WWT). The applicants stress that it's unfortunate that a WWT works that has only just been constructed will produce emissions at a level that would today not be consented by Natural England. This is because the Woolston WWT was designed during a previous investment cycle prior to the definition of the nitrogen enrichment issue.

Recreational disturbance to the New Forest is covered within the Ecological Appraisal dated 19.04.2022 which concludes:

"Phase 6 construction would see the completion of all agreed mitigation measures for potential recreational disturbance associated with the 2009 consent and subsequently secured by SCC in relation to local accessible alternative natural greenspace. No further mitigation is therefore proposed in relation to potential offsite recreational disturbance to European Sites from the residents of Phase 6 of the development."

5.18 **Air Quality** – Air Quality Assessment Requested

Officer Response - *Unfortunately we cannot seek an air quality assessment for this application because it relates to Reserved Matters. The principle of development and number of houses on this site were granted as part of the original outline planning permission for Centenary Quay in 2008. Please note that an Air Quality Monitoring Scheme was secured via S106 agreement and contribution for this was paid in 2010.*

5.19 **SCC Public Health** – No objection Active Travel

Every effort should be made to maximise the opportunity for active travel for both residents and visitors of the development. Adequate secure storage for bicycles is fundamental to enabling people to regularly cycle. Whilst secure bicycle storage is planned for each townhouse, it is not clear how many bicycles can be accommodated securely in the apartment blocks.

We recommend that adequate cycle secure storage provision provided for all the residential units (at a minimum rate of one per dwelling).

Green Spaces

Green and/or amenity space can make a significant positive contribution to physical and mental wellbeing. We appreciate that, due to the former use of the site, the planned development will increase the amount of green space. However, it is vital that access to green (and other amenity space) is equitable for all residents regardless of the type of property they inhabit. The townhouses are all provided with a private garden whereas the apartments often only have access to a balcony as their private amenity space.

We recommend that additional communal green/amenity space is provided to enable residents of the apartments to benefit from time outdoors.

Officer Response - Cycle storage is provided at a ratio of 1:1 in blocks H2 and I2b and a ration of 34 bike parking spaces for 39 flats in Block F (0.87%).

The provision of 2,719sqm of private amenity space and 2,654sqm of public open space within the phase is broadly compliant with the outline consent and also having regard to the reduced residential density.

5.20 **SCC Trees** – No objection

There are not trees on site, therefore there are no arboricultural concerns over the construction phase. I do have comments over the landscape proposal for the site.

The proposal for the parking areas is for *Betula pendula* and *Pyrus calleryana* 'Chanticleer', however I am not in support for these trees in all locations within the parking. Larger tree species are to be planted in areas where they have scope to form a full canopy. Where they are planted closer to the dwellings, then the *Betula* or *Pyrus* would be suited to these locations. Any planting within hard landscaped area will require detailed tree pit design with suitable soil volumes and a scheme that will deliver water to the trees, such as attenuation tanks and all surfaces around the trees is to be porous.

The parking areas also lack tree numbers; therefore, I would request more trees within these areas. This does not necessarily mean that there will be a loss of parking spaces as the trees can be planted at the point of where the top of 4 spaces join. Bollards can be installed to protect them from accidental damage from vehicles. From the landscape plan supplied, it is apparent that the two parking zones closest to the river, have little tree planting in relation to the amount of space available, therefore this needs to be adjusted.

It would make sense to continue with the *Acer campestre* planting along the frontage of Victoria Road, as this would match with the other planting design for the site.

As scheme of maintenance is also required for the new planting to ensure they establish and are watered during hot weather.

In general, the design is acceptable, but I would require the changes and information over planting pit design, and maintenance be provided.

Officer Response – This request in relation to tree planting densities, species and location can be taken into account when landscaping details reserved by the overarching outline planning permission are submitted for consideration.

- 5.21 **Southern Water** - Due to the potential odour nuisance from a Waste Water Treatment Works, no sensitive development should be located within the 1.5 OdU odour contour of the WWTW. An Odour Assessment will need to be carried out by a specialist consultant employed by the developer to a specification that will need to be agreed in advance with Southern Water to identify and agree the 1.5 OdU contour.

Officer Response - Southern Water have been notified that under Condition 67 (Odour Control) of the overarching Outline Consent, phase 6 cannot be occupied until:

- a) the construction phase of works to transfer waste water flows presently treated at the Woolston Waste Treatment Works to another treatment facility or construction works to redevelop and enclose/upgrade the Existing Woolston Waste Treatment Works have commenced; or,*
b) it is demonstrated through total odour monitoring and dispersion modelling that a maximum value of 1.5ou/m³ as a 98th percentile value of hourly values exists at the southern most points of these units to be released for occupation as part of that phase of development.

Works to modernise Woolston WWTW were completed in 2020 and therefore part (a) of Condition 67 has been satisfied.

- 5.22 **Environment Agency** - No objection
Further to the Applicant providing a plan identifying the raised site levels (Levels Schematic, drawing no: 10450/3300, rev: S5, dated June 2019), we confirm that we have no objection to this reserved matters application.

An informative is requested relating to the Environment Agency Flood Warning System.

- 5.23 **SCC Flood Officer** – Requests a Flood Risk Assessment and Drainage Strategy
Officer Response - The outline application was the subject of a FRA and condition 75 of the overarching consent requires the development to fully comply with the mitigation strategy detailed within the applicant's Flood Risk Assessment (FRA) (produced by Capita Symonds (dated March 2008). The site levels for phase 6 exceed 5.35mAOD. The scheme is therefore compliant with the requirements of the original FRA from 2008. Condition 76 of the outline planning permission requires the submission of Surface Water Drainage Details prior to the commencement of development. As such, a flood risk assessment and drainage strategy are not required for the determination of this Reserved Matters application.

6. Planning Consideration Key Issues

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

- The principle of the development
- Reserved Matters of Scale, Appearance and Landscaping

- Impact on Existing Residential Amenity
- Parking amendments; and
- Habitats Regulations.

Principle of Development

- 6.1 The site forms part of the allocation for Centenary Quay for a mixed-use development in the adopted City of Southampton Local Plan Review (2006) under 'saved' Policy MSA18. This mixed-use allocation includes residential development, and a range of housing types are intended for this phase. Employment, leisure and community uses within the mixed-use allocation have been delivered within earlier phases of the redevelopment on the Former Vosper Thorneycroft site.
- 6.2 This application for Reserved Matters concerns the scale, appearance and landscaping for Phase 6 of Centenary Quay. The principle of residential development and layout and access arrangements have already been consented as part of the original overarching outline planning permission (ref 08/00389/OUT). These matters repeat those approved on Phases 1-5 with some minor amendments to the approved layout and building heights which can be taken in the spirit of the wider masterplan and treated as de minimis for the purposes of processing this application (see earlier phases also). The key change, however, is the loss of 2 residential towers from the proposals and the subsequent reduction in housing provision. This change is driven by a number of factors but does not result in a lesser scheme.
- 6.3 The original outline planning permission consented up to 1,620 dwellings (including 405 affordable homes) across all phases of the development. This final phase proposes 164 residential units with a mix of 1 and 2 bed apartments and 3 bed townhouses (including 43 affordable homes). Therefore, the total number of units delivered across Centenary Quay is 1,282 dwellings (including 323 S106 affordable homes and 80 non-S106 affordable homes). The overall shortfall in the total number of units is a result of a combination of factors including a reduction in the number of waterfront towers reduced from 3 to 1 for viability, market demand and parking demands and below ground constraints. It should be noted that the provision of 43 affordable homes within this final phase and 323 affordable homes across all phases satisfies the requirement for 25% as set out within the original outline planning permission.
- 6.4 It is recognised that the overall delivery of 1,282 dwellings is short of the outline target of 1,620 dwellings (338 shortfall) and this must be considered against the Council's current housing need requiring an additional 16,300 homes need to be provided within the City between 2006 and 2026, as detailed in policy CS4 of the Core Strategy.
- 6.5 The NPPF requires LPAs to identify a five-year supply of specific deliverable sites to meet housing needs. Set against the latest Government housing need target for Southampton (using the standard method with the recent 35% uplift), the Council has less than 5 years of housing land supply. This means that the Panel will need to have regard to paragraph 11(d) of the NPPF, which states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, it should grant permission unless:

(i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

(ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.

[the so-called “tilted balance”]

6.6

Notwithstanding the shortfall in housing delivery across this site it is still recognised that the proposed 164 residential units and overall total of 1,282 has and will make a significant contribution towards meeting housing need in the city and any shortfall

6.7

in delivery is recognised in relation to market demands and site constraints and is considered acceptable in the overall planning balance with the completion of this final piece in the jigsaw of Centenary Quay

There are no policies in the Framework protecting areas or assets of particular importance in this case, such that there is no clear reason to refuse the development proposed under paragraph 11(d)(i). It is acknowledged that the proposal would make a contribution to the Council’s five year housing land supply. There would also be social and economic benefits resulting from the construction of the new dwelling(s), and their subsequent occupation, and these are set out in further detail below to enable the Panel to determine ‘the Planning Balance’ in this case.

6.8

The proposals for Phase 6 provide a good mix of unit sizes including genuine family and apartments with market and affordable housing provision, as set out in the table below. Residents will have access to private, communal and public open space within an attractive waterside setting. Furthermore the development fits to the approved outline parameters meaning that separation distances between development has previously been assessed in terms of outlook, shadow, privacy etc in order to achieve both an acceptable residential living environment and to ensure there is no adverse impact on neighbouring residential amenities.

6.9

	1-bedroom	2-bedroom	3-bedroom	Total
Market	35 (29%)	54 (45%)	32 (26%)	121
Affordable	14 (33%)	21 (49%)	8 (19%)	43
Overall	49 (30%)	75 (46%)	40 (24%)	164

Reserved Matters of Scale, Appearance and Landscaping

The submitted details of scale, appearance and landscaping follow the parameters established as outline planning consent stage and accord with the approved Design Code for Centenary Quay. Furthermore, the scheme has incorporated the recommendations of the Independent Design Review by Design South East.

6.8

No objection has been raised by the Council’s Urban Design Manger in relation to the proposed approach to building design and landscaping. The detailed design approach responds to the surrounding context integrating with the form, aesthetic, materiality and scale of the existing buildings within Centenary Quay and also in relation to the adjacent built environment within Victoria Road and also having regard to views from and across the River.

6.10

The proposed Wharf blocks of I2, H2 and F have been subject to minor adjustments in relation to their position and way they address the River, frontage

and these changes are acceptable in design terms and do not compromise the public river walkway. Moreover, the reduction in building scale to 4-storeys is less than scale of up to 8-9-storeys in the outline parameters is acceptable in design terms.

- 6.11 Moreover the changes to block F1 to introduce 4 no. Townhouses to the Victoria Road are acceptable from a design perspective and appropriate for the context.

Impact on Existing and Proposed Residential Amenity

- 6.12 As indicated above, the development of phase 6 fits respects the layout of development and parameters established at outline stage meaning that separation distances between development have previously been assessed in terms of outlook, shadow and privacy. The reduction in scale to the wharf block will have no adverse impact in respect of existing and proposed residential amenity.

Adequate bin and cycle storage is provided and reflects the arrangements in earlier phases as per the approved design code. Furthermore, conditions to manage the environment during the construction phase are already within the outline planning permissions for this site.

Car Parking Amendments

- 6.13 The amendments to increase the car parking ratio to a minimum of 1 parking space per dwelling with 170 car parking spaces to serve 164 dwellings accords with the Council's Maximum Parking Standards as set out within the Parking Standards SPD, which require a maximum of 279 spaces (maximum of 1 space per 1-bed dwellings and 2 spaces per 2 and 3-bed dwellings).

Habitat Regulations

- 6.14 The proposed development, as a residential scheme, has been screened (where mitigation measures must now be disregarded) as likely to have a significant effect upon European designated sites due to an increase in recreational disturbance along the coast and in the New Forest. Accordingly, a Habitat Regulations Assessment (HRA) has been undertaken, in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, see **Appendix 2** and can be agreed as part of the recommendation to approve planning permission for this final phase

7 Summary

- 7.1 The development of Phase 6 will mark a significant change in the relationship of the site to Woolston and offers far reaching regeneration benefits, including the provision of the affordable housing. These benefits, in terms of physical and community renewal, tangible job creation (at the construction stage), new homes and the ongoing creation of a distinctive place have been weighed against the concerns raised by residents previously about traffic, parking, dense high-rise urban development in close proximity to existing dwellings, and its subsequent integration into Woolston.
- 7.2 The proposed development makes efficient use of this previously developed site and would result in the regeneration of urban land, improving security in the area through an increase in occupation and passive surveillance, whilst opening up the

riverside environment to the public. The assessments of the impact of the development have been wide ranging and carried out to a comprehensive level of detail.

8 Conclusion

- 8.1 The positive aspects of the scheme are not judged to be outweighed by the negative and as such the scheme is recommended for conditional approval

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

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

AG for 11/10/2022 PROW Panel

Planning Conditions to include:

:

All planning conditions attached to LPA ref: 08/00389/OUT pursuant to this phase should be read alongside this decision notice and discharged (as applicable) and the following:

1.APPROVAL CONDITION - Approved Plans

The development hereby permitted shall be carried out in accordance with the approved amended 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 and residential amenity.

2.APPROVAL CONDITION - Landscape & Maintenance

The hard and soft landscaping works serving Phase 6 shall be carried out in accordance with the details shown on Landscape Masterplan 1559/004 Rev K. The approved scheme shall be carried out prior to occupation of this phase, or during the first planting season following the full completion of building works (whichever is sooner), or in accordance with a timescale which has been agreed in writing with the local planning authority prior to the commencement of development on this phase.

Ongoing maintenance details of the approved landscaping shall be agreed in writing with the LPA prior to its planting. The agreed landscape maintenance shall be implemented as agreed. If within a period of five years from the date of completion of the hard and soft landscape works within Phase 5, 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.

3.APPROVAL CONDITION - Parking

Notwithstanding the requirements of LPA ref: 08/00389/OUT Condition 56 the residential parking shall be provided on the basis of a minimum of 1 space per dwelling within this phase. These spaces shall be made available for use prior to the occupation of each dwelling to which the space relates and shall, thereafter, be retained as agreed.

Furthermore, the 19 no. car parking space (including 2 no. disabled bays) for existing residents on Victoria Road 2 no. car club spaces shall be re-provided prior to first occupation of phase 6 and thereafter retained as agreed.

Reason:

To ensure that each phase is correctly delivered with sufficient parking to meet its needs as required by the assessments given in the Environmental Statement

4.APPROVAL CONDITION - Amenity Space and Balconies

Those areas marked on the approved plans as private balconies and other external areas for residential amenity shall be provided as agreed ahead of the dwellings to which they relate being occupied. The agreed external garden spaces shall be retained as agreed.

Reason:

In the interests of visual amenity and to secure appropriate external spaces to serve the residential population of Phase 6 as required by the Council's Residential Design Guide (2006)

5.APPROVAL CONDITION - Building Heights

Notwithstanding LPA ref: 08/00389/OUT Condition 11 the maximum building heights for individual blocks within this phase shall not exceed the heights shown on the approved plans listed below.

REASON:

To define the permission

06. APPROVAL CONDITION – Ecology Mitigation

The development shall be carried out and retained in accordance with the scheme of ecology mitigation as set out within the Ecology Appraisal by Biodiversity by Design Rev 5.0 dated 19th April 2022

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

City of Southampton Local Plan Review - Adopted Version March 2006

Major Sites and Areas

MSA18	Woolston Riverside, Victoria Road
MSA15	Woolston Library

Sustainable Development Principles

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Context
SDP8	Urban Form and Public Space
SDP9	Scale, Massing and Appearance
SDP10	Safety and Security
SDP11	Accessibility and Movement
SDP12	Landscape and Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP15	Air Quality
SDP16	Noise
SDP17	Lighting
SDP22	Contaminated Land
NE4	Protected Species
NE5	Inter-tidal Mudflat Habitats
HE6	Archaeological Remains
L4	Nursery Provision
CLT1	Location of Development
CLT5	Open Space in New Residential Developments
CLT6	Provision of Children's Play Areas
CLT7	Provision of New Public Open Space
CLT11	Waterside Development
H1	Housing Supply
H2	Previously Developed Land
H3	Special Housing Need
H7	The Residential Environment
REI5	District Centres
REI7	Food and Drink Uses
REI15	Office Development Areas

Core Strategy - (January 2010)

CS3	Promoting Successful Places
CS4	Housing Delivery
CS6	Housing Density
CS6	Economic Growth
CS7	Safeguarding Employment Sites
CS10	A Healthy City
CS12	Accessible and Attractive Waterfront
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
CS23	Flood Risk
CS24	Access to Jobs
CS25	The Delivery of Infrastructure and Developer Contributions

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - August 2005 and amended November 2006)

Parking Standards 2011

Other Relevant Guidance

The National Planning Policy Framework (2021)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Southampton Tall Buildings Study (2017)

Woolston Riverside Planning Brief and Illustrative Master-plan (2004)