

Planning and Rights of Way Panel 21st February 2023
Planning Application Report of the Head of Transport and Planning

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| Application address: Compass House Romsey Road, Southampton | | | |
| Proposed development: Re-development of the site to create a three-storey hotel containing 82 rooms with associated works including 82 car parking spaces. (Resubmission 19/00726/FUL) (amended description to increase both the number of hotel bedrooms and car parking spaces from 73 to 82). | | | |
| Application number: | 20/01785/FUL | Application type: | FUL |
| Case officer: | Mathew Pidgeon | Public speaking time: | 15 minutes |
| Last date for determination: | 01.03.2023 | Ward: | Redbridge |
| Reason for Panel Referral: | Five or more letters of objection have been received. | Ward Councillors: | Cllr McEwing Cllr Guest Cllr Spicer |
| Applicant: BMR Compass Ltd | | Agent: Savills | |

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| Recommendation Summary | Delegate to the Head of Transport & Planning to grant planning permission subject to criteria listed in report |
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| Community Infrastructure Levy Liable | No |
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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 have been considered, including local car parking pressure, and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2021). Policies – CS6, CS7, CS13, CS14, CS18, CS19, CS20, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, HE6, REI9, of the City of

Southampton Local Plan Review (Amended 2015).

| Appendix attached | |
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| 1 Development Plan Policies | 2 Planning History |
| 3 Accessibility Map | 4 Car parking survey |
| 5 Committee minute 19/00726/FUL (15.10.19) | 6 Committee minute 20/01785/FUL (12/10/2021) |
| 7 Appeal decision notice. | 8 Habitats Regulations Assessment |

Recommendation in Full

1. That the Panel confirm the Habitats Regulation Assessment.
2. Delegate to the Head of Transport & Planning to grant planning permission subject to the planning conditions recommended at the end of this report and the completion of a S.106 Legal Agreement to secure:
 - i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
 - iii. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
 - iv. Submission and implementation within a specified timescale of a Travel Plan;
 - v. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013);
 - vi. Submission and implementation within a specified timescale of a Waste Management Plan;
 - vii. The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy; and
 - viii. Financial contributions towards Solent Disturbance Mitigation Project (SDMP) and New Forest SPA in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton

Local Plan Review (March 2006), CS22 of the Core Strategy and the Planning Obligations SPD (September 2013).

3. That the Head Transport & Planning be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Transport & Planning be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

Background

The Planning Panel have already considered this planning application at the Panel meeting on 12 October 2021 and resolved to delegate authority to the Head Transport & Planning to grant planning permission subject to an additional condition securing electric vehicle charging and the completion of a S.106 Legal Agreement was unanimously agreed. Please refer to **Appendix 6** to see the Committee minute from the meeting.

Since the Panel resolution in October 2021, the application has remained pending awaiting completion of the S106 legal agreement. During that time the applicants have been in discussions with a hotel operator and now seek to amend the planning application to meet the specific requirements of the interested hotel operators in relation to their specifications and standard room types. The amendments under consideration comprise a small reduction in building footprint and massing and increase in number of bedrooms 82. The number of parking spaces has also been increased from 73 to 82 to retain the ratio of 1 car parking space per hotel bedroom. The additional on-site car parking provision has been sourced following the withdrawal of a prior approval application for a roof extension to Compass House to provide 8 flats which was to be served by 10 parking spaces (ref 20/00598/FUL).

1. The site and its context

1.1 The site is located within the former 9.7ha Ordnance Survey site and is positioned in between Compass House and Romsey Road which borders the site to the north east. The site is currently occupied as a car park which serves Compass House. Compass House is a 4-storey purpose-built office building of post war construction. Compass House was most recently in use as office floor space (use class B1a), however prior approval has already been granted for the change of use of the building to residential (241 separate flats) without the need for planning permission.

1.2 The application site includes some of the parking area to the south-east of the Compass House building. The parking split retains 172 car parking spaces for the residents of Compass House (260 residential units) and 11 spaces for the commercial units at ground floor.

2. Proposal

- 2.1 The application seeks permission for the erection of a three-storey hotel fronting onto Romsey Road. The table below summarises the proposed amendments to the application since the previous Planning Panel resolution to meet the specifications of the hotel operator:

| | Scheme supported by Panel 12.10.21 | Amended scheme for Panel consideration 21.02.23 | Difference |
|-------------------------------------|------------------------------------|---|------------|
| Hotel guest rooms | 73 | 82 | +9 |
| Hotel linked vehicle parking spaces | 73 | 82 | +9 |
| Length of building (m) | 56 | 53.7 | - 2.3 |
| Width of building (front) (m) | 23.4 | 23.6 | + 0.2 |
| Width of building (rear) (m) | 14.8 | 14.1 | - 0.7 |

- 2.2 To facilitate the additional car parking spaces application 20/00598/FUL on the wider site, for 8 flats & 10 x car parking spaces, has been withdrawn. The allocation of 10 x parking spaces was provided to ensure parking provision for the flats met the Council's maximum parking standards.
- 2.3 Within the building; along with 82 guest bedrooms, there would be a restaurant/lounge/reception area, cycle storage and associated back of house facilities for staff. The site would also be landscaped with 7 protected trees retained on site.

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) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) 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 A schedule of the relevant planning history for the site is set out in **Appendix 2** of this report.
- 4.2 The site has an extensive planning history following the relocation of Ordnance Survey from the site. The most relevant history in relation to the proposals for hotel development on the site is outlined below.
- 4.3 The application under consideration is a resubmission, following the refusal of an earlier planning application for hotel development which was refused by Planning Panel on 15th October 2019 (19/00726/FUL). The application was refused for two separate reasons; insufficient parking leading to overspill within nearby streets and failure to mitigate direct impacts of the development through provision of a s.106 legal agreement with the Council. **Appendix 5** includes the Committee minute of the meeting. The previous hotel development comprised a 73 bed hotel with a total of 34 car parking spaces.
- 4.4 The decision was subsequently appealed, and the inspector agreed with the Council, concluding that the shortfall between the number of parking and bed spaces proposed would likely lead to users of the hotel being reliant on overspill parking outside the site which at times could be significant. Thereby the proposal was judged to have a harmful effect on the living conditions of nearby residents, due to the resulting increase in demand for on-street car parking. The appeal decision has been included as **Appendix 7**.
- 4.5 The former office space within Compass House itself benefits from prior approval consent 19/01939/PA56 which has allowed the change the use to 241 residential flats (use class C3). An application to amend the approved parking layout plan has also been supported; application 21/01091/NMA amends the approved plans so that an additional 39 car parking spaces can be allocated to the hotel.
- 4.6 Planning application 18/01644/FUL was supported by Planning Panel on 2nd April 2019 and has subsequently been granted (17.08.2020). The application allows the erection of a fourth floor to facilitate 19 flats (11x1 bed, 3x2 bed and 5x3 bed units). The dwellings have been allocated 27 car parking spaces (condition 6) which accords with the council's maximum parking standards. Cycle storage is also provided.
- 4.7 A second application 20/00598/FUL was then submitted to add a further 8 flats at roof level and these units too were intended to be allocated parking spaces to meet the Council's maximum parking standards (10 spaces). The application has since been withdrawn so that the parking spaces can instead be linked to the amended hotel scheme (82 guest rooms).
- 4.8 There is also an application currently under consideration which seeks the

extension of the ground floor by infilling the existing undercroft area of Compass House and flexible change of use to provide 330sqm of additional A1, A2, A3, B1(a), D1 or D2 (Gymnasium) floorspace. The commercial unit would be allocated 9 customer car parking spaces, 2 staff car parking spaces and a dedicated servicing area.

- 4.9 The wider ordnance survey site has been separated into three different development areas, two of which have been redeveloped for residential purposes. The final of the three, whilst predominantly residential, also includes a food retail unit and a hot food takeaway which was approved at appeal.

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 **22.01.2021** and erecting a site notice **22.01.2021**. At the time of writing the first report to panel (meeting date 12/10/2021) **8 representations** had been received from surrounding residents. Because of the amended plans a subsequent consultation exercise was carried out which included notifying previous objectors, local ward Councillors and the erection of a site notice **20.01.2023**. At the time of writing the current report a further **4 representations** have been received in relation to the amended scheme under consideration, 2 from surrounding residents and 2 from ward Councillors. The following is a summary of the points raised:

- 5.2 ***Parking pressure.***
Inappropriate to resolve a parking shortage by taking parking spaces from the neighbouring development which already has fewer spaces than flats.
Provision of one parking space for each guestroom fails to take account of staff requirements.

Officer Response

Officers recognise that the applicant's solution to the previous parking objection does not sit comfortably with the community who are concerned about overspill from the site, regardless of the use. The planning system gives the Planning Department very little control over the parking associated with housing schemes consented through the prior approval process. Council Highways Officers have reviewed the transport related information submitted with the application and do not oppose the scheme on the basis of 82 car parking spaces being provided to serve the hotel. The maximum number of spaces permissible would be 1 space per bedroom (a total of 82 spaces). These standards assume that every room isn't taken and that every guest has arrived by car, meaning that the standard also accounts for associated parking by staff etc. The scheme therefore provides the maximum number allowed. The Council's Parking Standards SPD indicates that less than the maximum parking standard is also permissible, although the earlier scheme was refused and dismissed for insufficient parking. The application is

supported by TRICS data (evidence of parking level occupancy for hotels in comparable edge of town centre location elsewhere) and a parking survey to demonstrate that the amount of parking provided will be sufficient for hotel staff/guests. In that respect the level of parking for the development for which planning permission is sought is wholly acceptable and compliant. The reduction in parking to serve the wider site's residential use, secured through prior approval, is not something that the Planning Department can control as parking is not an issue that can be taken into consideration for this type of application. Furthermore, the applicant has withdrawn the roof top extension to the neighbouring building in response to the latest amendment as a means of offsetting the additional parking demand of the hotel; this is a reasonable approach to site wide parking management.

For commercial development the method of calculating maximum parking numbers, as set out in the supplementary planning document, does not refer to staff; the calculation method only refers to number of bedrooms. A ratio of 1 parking space per hotel bedroom was previously accepted by the Panel.

5.3 Highway capacity – impact during peak traffic hours.

Officer Response

The previous use of the site as an office with 333 car parking spaces must also be considered rather than the hotel being considered in isolation. No objection has been raised by Highways Officers based on highway capacity.

5.4 Poor public transport links.

Officer Response: There are bus stops within close proximity (300m) to the site on Romsey Road with 3 regular services in operation. The site is within 600m of a high accessibility area. Shirley Town Centre is 0.8miles to the south east.

5.5 Highways safety.

Officer Response: Existing parking controls are in place to prevent any overspill parking impacting on highway safety. Where necessary site-specific highway works required to offset the impact of the development and maintain highways safety will be delivered through the Section 106 legal process. The proposal includes space on site to ensure that the hotel can be adequately serviced. Provided vehicle drivers behave reasonably there will be no increased potential for accidents on the highway. The proposal does not include changes to the highway or private land that would cause or increase highway danger.

5.6 No need for a hotel in this location.

Officer Response

The scheme was not previously refused on the basis of the principle or need for a hotel in this location.

5.7 Impact on neighbouring residential properties.

Reduced light, privacy, overbearing.

Officer Response

The previous application was not refused on this basis. The building height of 3-storeys and a separation distance of circa 20m across Romsey Road will ensure that harmful shadowing would not occur. The distance separating the site from properties on the opposite side of Romsey Road is deemed sufficient to prevent harmful loss of privacy from occurring. It is not uncommon for three storey properties to be positioned on the opposite side of public highways from two storey properties in urban locations. Owing to the separation distances proposed the development is also not deemed to have a significantly overbearing impact.

5.8 ***The use is not sympathetic to the surrounding area which is characterised by family housing.***

Officer Response:

Planning policies do not prevent hotels being operated close to family dwellings. It is not unreasonable to site a hotel in this location especially given the employment allocation for the site and the historic commercial use of the site. Hotel and residential uses are deemed to be compatible uses which share similar impacts in planning terms.

5.9 ***Construction noise.***

Officer Response

Hours of construction can be limited to avoid sensitive times of the day/night.

5.10 ***Antisocial behaviour, noise and litter.***

Officer Response:

The Council must assess the application with reasonable behaviour in mind. Harmful noise is unlikely to be generated from the site provided that occupants behave reasonably, and the site is managed by staff in a reasonable manner. Control of noise and anti-social behaviour is also covered by separate legislation managed by the police and environmental health officers.

5.11 ***Concern that the hotel will become residential units.***

Officer Response

Not a material planning consideration for this application as a further planning permission would be required.

5.12 ***Overdevelopment.***

Officer Response

The proposal is similar to the scheme previously considered by panel and the amended layout retains sufficient space on site to accommodate the hotel, space for servicing, refuse storage, landscaping, car and cycle parking.

5.13 ***Air pollution.***

Officer Response

The hotel use itself will not contribute significantly to air pollution. Emissions associated with customer, staff and servicing vehicles are managed by

separate legislation. The proposed increase of 9 car parking spaces will have a negligible air quality impact and the site is not located within an Air Quality Management Area. The site is currently occupied by a car park with 102 spaces and therefore the application represents the net reduction in car parking spaces on the Compass House site.

Consultation Responses

5.14

| Consultee | Comments |
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| Cllr McEwing | I wish to register my objections, it is not in keeping with the local area, which is mainly residential. |
| (Former) Cllr Whitbread & Cllr Goodfellow (was Spicer) | I wish to register a joint objection from Redbridge Ward Councillors in relation to the application. Having carefully reviewed the application we remain unconvinced that the local area will not be adversely impacted by the development. The proposal to provide 71 car parking spaces will ultimately reduce the car parking footprint for the nearby residential development taking place on Compass House. We are concerned about the lack of public transport which we believe will ultimately increase private vehicle movements in the area which is already densely populated. |
| Cllr Guest | <p>Many residents have major concerns with regards to the overspill of parking this development will create and the reduction of residential amenities in the neighbouring roads, due to the over development proposed to this site. Since the original applications, roads that were in the original parking survey have now been allocated as permit parking. The developer states that the site is close to local and frequent public transport provision and is considered a low car strategy, which is simply not the case when we know the area is infrequently served by the lack of public transport which needs to be improved.</p> <p>Consideration must also be made to Romsey Road as is it used as the major diversion route if there are any problems on the M271. The height of the building has also raised concerns in terms of blocking the light to households opposite in Romsey Rd, so it should be a consideration to reduce the height of the build. Reducing the number of parking spaces in comparison to the number of residential units, including the hotel development will result to less than 1 parking space on site, (this equates to half a parking space) which is simply not adequate in relation to 241 flats, the amount of people living in each flat, their visitors, plus the hotel and the non guest visitors using the bar/café in the hotel.</p> |

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| | <p>Where will overnight guests park, and business customers? It is clear that the original parking survey is very out of date and should be reviewed. If this proposal is approved, and parking reduced, it will become a free for all in the surrounding roads for parking and will therefore place an intolerable burden on the neighbouring residential area and roads.</p> <p>To conclude, consideration should be made to reduce the number of apartments, with adequate parking facilities on site to combat the overspill in neighbouring residential roads.</p> |
| Highways | <p>No objection on the basis of highways safety. The proposal meets maximum parking standards.</p> <p><u>Update January 2023:</u> If there are no material physical changes such as accesses and road layout, with the exception of a smaller footprint, then I cannot see any real significant impact to the previous revision of the scheme.</p> <p>You have mentioned that the number of bedrooms has increased but so have the parking spaces, maintaining the same ratio between parking spaces and bedrooms. Based on the scheme being considered acceptable on the same parking ratio, it is considered that the revised scheme is also acceptable.</p> <p>As such, I raise no objections subject to all previous conditions and S106 requirements retained.</p> |
| Archaeology | No objection subject to conditions. |
| SCC Planning Policy | Sequential approach is acceptable. No objection to the principle of the development. |
| City Design Team | No objection. |
| Ecology | <p>The application site consists of an extensive area of hardstanding with a few trees and limited amounts of landscape planting around the perimeter. The hardstanding is of negligible biodiversity value whilst the trees and landscape planting have low ecological value.</p> <p>Supporting information indicates that the trees and landscaped areas will be retained, and their biodiversity value enhanced. Consequently, there are unlikely to be any adverse impacts on local biodiversity.</p> |

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| | <p>Nitrates calculation has been checked and Habitats Regulations Assessment (HRA) provided to support the proposal.</p> <p>No objection subject to Ecological Mitigation Statement (Pre-Commencement condition).</p> <p><u>UPDATE Jan 2023</u>: Amended HRA received.</p> |
| Employment and Skills | An Employment and Skills Plan obligation will be required for this development and applied via the section 106 Agreement. |
| Environmental Health | No objections in principle to the proposed development and would recommend the following conditions:- Construction Environment Management Plan and to secure mitigation measures detailed in the submitted Noise Report. |
| Sustainability (Flood Risk) | No objection subject to Sustainable Drainage (Pre-Commencement Condition). |
| Sustainability | No objection subject to BREEAM conditions |
| Trees & Open Spaces | <p>Tree protection plan and Method Statement are acceptable for the proposal, but I would like to see certain conditions in place to ensure the long-term protection of the trees and suitable supervision of the arboricultural protection matters.</p> <p>No storage under tree canopy Arboricultural Method Statement Arboricultural Protection Measures</p> |
| Southern Water | No objection, apply recommended conditions and informative |
| Natural England | As submitted, the application could have potential significant effects on Solent and Southampton Water Special Protection Area (SPA) and Ramsar site, Solent Maritime Special Area of Conservation (SAC), Hythe to Calshot Marshes Site of Special Scientific Interest (SSSI) and New Forest SPA, SAC and Ramsar. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. Natural England require an ecological assessment of impacts of the operational phase of the development on potentially impacted designated sites. Without this information, Natural England may need to object to the proposal. |

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| | <i>OFFICER RESPONSE: A nutrient budget calculation has been provided by the applicants and this detail informs the Habitats Regulations Assessment for consideration at the Panel meeting.</i> |
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6. **Planning Consideration Key Issues**

6.1 The key issue for consideration in the determination of this planning application is parking, although all previous considerations should be reviewed in light of the proposed changes with specific focus on the following:

- Impact on residential amenity with specific regard to local parking pressure arising from the amendments to increase the number of hotel bedrooms and car parking spaces from 73 to 82;
- Impact of the minor amendments to the layout, building footprint, scale, bulk, massing and
- Mitigation of direct local impacts;

6.2 There are no material changes in circumstances that alter the assessment in terms of the principle of development, design and effect on character, trees and ecology, flood risk, likely effect on designated habitats or highways safety. As such the assessment and conclusion set out in the Panel report to meeting 15th October 2019 and 12th October 2021 remain largely unchanged.

Principle of Development

6.3 The principle of development has been previously found to be acceptable by the Council on two separate occasions. Notwithstanding the existing planning consents and development across the former Ordnance Survey site; and more recent policies favouring provision of commercial floor space/employment uses in the City Centre, the policy allocation RE19 for the site remains employment. As a hotel use does provide 'employment' opportunities the scheme is considered to comply with the policy designation in principle as confirmed by SCC Planning Policy.

6.4 The NPPF (2021) and Core Strategy policy CS3 applies a sequential approach to main town centre uses, including hotel uses. This seeks to direct proposals to city, town or district centres if there are sites which are available, viable and suitable. The applicant has undertaken a sequential assessment for the western sector of the city. Following further dialogue, the applicant has provided further evidence that indicates it's reasonable to assume a significant proportion of the hotel's custom - perhaps around 60% - will relate to demands from the western side of the city. This covers a significant population / employment base and will cover hotel stays related to, for example, visiting friends / wedding guests, hospital visits, and contractors (re employment estates, etc). The city and wider area cannot be separated into

discreet hotel market areas, and some demands met by this hotel could no doubt be met by a city centre hotel. However, the evidence provided is considered to be reasonable and indicates this proposal will, to a significant extent, meet demands relating to the more local and substantial population / employment base and general hospital, all in the western part of the city. For this reason, Planning Policy agree the sequential approach did not need to consider city centre sites. It is also worth noting the proposal is on a main bus route.

- 6.5 The NPPF requires planning decisions to promote an effective use of available land. Development of the site has the potential to improve the site's appearance through building design & landscaping, increase flood mitigation by removing impermeable hard surfacing & incorporating sustainable urban drainage systems, improvements to site biodiversity and by creating employment opportunities.
- 6.6 Accordingly, there are no policy reasons to oppose the development in principle. The proposed amendments seek to meet the requirements and specifications of a hotel operator and as such will support realistic scheme delivery and will bring associated employment and economic benefits to the city

Parking & Highways

- 6.7 The previous hotel scheme (submitted under application 19/00726/FUL) was refused for the following reason:

As a direct consequence of the location of the proposed hotel; which is outside of a City, Town, District or Local Centre and the Council's defined area of 'high accessibility'; and based on the information submitted, including the number of car parking spaces proposed on site, the number of bedrooms proposed and a parking stress survey that includes a wide catchment, parking spaces that are unlikely to be available and no response to how overspill into the neighbouring private estate will be managed it has not been adequately demonstrated that the parking demand of the development would not cause harm to the amenity of nearby residential neighbours through increased competition for existing on-street car parking. The development would, therefore, be contrary to the provisions of Policy SDP1(i) of the adopted City of Southampton Local Plan Review (2015), Policy CS19 of the adopted Southampton Core Strategy Development Plan Document (2015) and the adopted Parking Standards Supplementary Planning Document (2011).

- 6.8 As noted in the background section above, prior to being amended, the current application originally sort permission for a hotel with 73 guest rooms and 73 parking spaces, and the scheme was supported by Planning Panel in October 2021. Please refer to **Appendix 6** to see the Committee minute from the meeting. This original scheme differed to the previously dismissed scheme by increasing the number of car parking spaces serving the proposed hotel by 39. The additional 39 spaces have been achieved by removing them

from the parking allocation serving the flats granted under prior approval and linked with the Compass House conversion.

- 6.9 Following the meeting in October 2021 the scheme has evolved with input from an interested hotel operator. Consequently, the number of guest rooms and parking spaces increases from 73 to 82. This most recent amendment to car parking has been achieved by the withdrawal of application 20/00598/FUL which had secured 10 parking spaces for the occupants of 8 flats proposed at fourth floor level (6 x 1 bed, 2 x 2 bed). It is recognised that the Local Planning Authority cannot prevent a future prior approval application being again submitted in the future for an additional 8 flats on the roof of Compass House, however any future application would need be determined on its own merits and would have to have regard to the change in circumstances in relation parking allocation. If a future prior approval is found to have demonstrably harmful transport and highway impacts arising from parking overspill due to insufficient car parking, then this may be a reason to object to a future prior approval application.
- 6.10 Therefore, similarly to the scheme that was taken to Panel in October 2021, the latest amendment ensures there is no longer a shortfall between the number of parking spaces & bed spaces and as a result users of the hotel are not likely to need to rely on overspill parking from outside of the site boundary. The information held within the TRICS database, which has been interrogated by both the applicant's Highways Consultant and the Council's Highways Department, supports this view and it is also important to recognise that the proposal again meets with the Council's maximum parking standards of one parking space per hotel bedroom.
- 6.11 Because of the amended site parking plan (amended following refusal of the original hotel application 19/00726/FUL), the 241 prior approval flats would still share 145 spaces – a ratio of 0.6 car parking spaces per flat. Without the allocation of an additional 39 spaces for hotel use the ratio increases to 0.75 (241 flats sharing 183 car parking spaces). The change of parking ratio from 0.75 car parking spaces per flat to 0.6. is still judged to have a negligible impact on the public highway in terms of safety, congestion and potential for overspill parking but is not relevant to the determination of this planning application in any event.
- 6.12 As well as now meeting the maximum parking standards taxi drop off and pick up space has also been incorporated into the design.
- 6.13 Cycle storage is also provided on site for visitors, staff and customers – with staff shower facilities provided.
- 6.14 Whilst the car parking survey, undertaken in 2019 and which has been resubmitted with the current application, demonstrates that there is some parking stress within the assessment area owing to the changes in parking allocation across the site it is no longer anticipated that there will be direct

harm caused by hotel guests and staff. As such; and for reasons listed above, the reason for the appeal dismissal is considered to have been adequately addressed.

- 6.15 The proposal is still for a relatively small number of hotel bedrooms located within an urban area. The proposed number of hotel bedrooms are not anticipated to have a significant impact on the highway network or highways safety. Where necessary site-specific highways contributions can be secured through the section 106 legal agreement to mitigate the impact of the development in highways safety terms. Servicing can be achieved on site and tracking diagrams have been provided to demonstrate access by servicing vehicles.
- 6.16 In terms of the other areas for assessment these remain largely unchanged from the two previous schemes brought before Panel other than minor changes to layout and building footprint because of the proposed operator's specifications and standard room types. It should also be noted that the Council didn't object on the following grounds previously and the appeal wasn't dismissed for the following reasons:
- Design and effect on character
 - Residential amenity
 - Trees
 - Ecology
 - Flood risk
 - Likely effect on designated habitats

Design and effect on character

- 6.17 The applicant is now seeking changes to the supported scheme so that the building is more suited to the operators' specifications and standard room types. The amendments enable a small reduction in building footprint with the length reducing from 56m to 53.7m and the width, in part, increasing by 0.2m and, in part, also reducing by 0.7m. Neither the design aesthetic nor height are proposed to change. A reduction in hotel room sizes is a market decision by operators and is not a reason to refuse planning permission having regard to the transient nature of hotel guests
- 6.18 The design of the hotel was previously found to be acceptable by the Council and whilst the dominant character of buildings in the area is two storey family dwelling houses the immediate surrounding context has no uniform character. On the opposite side of Romsey Road two storey family dwelling houses dominate however to the north there is a part four/part three storey residential block (1 – 41 Colby Street). To the west is Compass House which is a four storey building, although permission has been granted for an additional storey. To the south is a mixed use three-storey block with another three-storey block forming the corner of Romsey Road and Wimpson Lane. Each of the developments include a mix of designs and materials adding to the varied site context.

- 6.19 It is considered that the bulk, scale and mass of the proposed hotel still adequately reflects the three-storey height of buildings to the north and south. Furthermore, the hotel would still not exceed the height of the Compass House building as an increase in height is not proposed. The width of the hotel building is also considered acceptable because it does not exceed the width of the Compass House building.
- 6.20 As there is no uniform character to the buildings within the vicinity the simple contemporary design and use of materials proposed is also considered acceptable. The scheme is also deemed to be a significant improvement over the existing site appearance and layout as a surface level car park. The proposal allows the opportunity to improve the landscape character of the site. All protected trees will be retained, and additional tree planting is proposed. Officer's consider this scheme represents a design improvement that accords with LDF Core Strategy Policy CS13.

Residential amenity (not relating to car parking):

- 6.21 The development was previously found to be acceptable by the Council in terms of its direct impacts on neighbouring amenity. The development is unlikely to cause direct significant harm in terms of overshadowing, privacy or visual impact to neighbouring amenity due to the distance between the site and the closest residential properties (between 25m & 27m for the properties on the opposite side of Romsey Road and between 17.5m and 24m for the potential future dwellings within Compass House).
- 6.22 To ensure that the amenity of nearby residents is not significantly harmed during construction a management plan is recommended by planning condition. A standard condition restricting construction hours to Monday to Friday 08:00 to 18:00 hours, Saturdays 09:00 to 13:00 hours and at no time on Sundays and recognised public holidays will also be applied.
- 6.23 As such the proposal is considered to be acceptable in terms of its impact on nearby residential amenity and accordingly is deemed compliant with policy SDP1(i).
- 6.24 The pedestrian and vehicular entrances to the site, and to the hotel, will benefit from natural surveillance.

Trees and Ecology

- 6.25 The impact of the development upon existing trees was previously found to be acceptable by the Council. The site has at present negligible intrinsic biodiversity value and the proposal provides the opportunity for biodiversity enhancements including native planting and the provision of tree mounted bird and bat boxes.

- 6.26 All seven protected trees on site will also be retained and tree planting is proposed within the indicative landscaping scheme.

Flood Risk

- 6.27 The proposal represents an opportunity to improve drainage, flood prevention and mitigation on site by the incorporation of a sustainable urban drainage system.

Likely effect on designated habitats

- 6.28 The proposed development, as a hotel 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 8*. The HRA concludes that, as Hotels are not liable for CIL, an equivalent sum to that which would be paid if the hotel guestroom floorspace were instead residential needs to be provided to ensure that the development will not adversely affect the integrity of the European designated sites. Accordingly, the mitigation figure needed is calculated by taking 5% of the total 'CIL' figure. This 5% figure will be secured via the section 106 agreement and split, with 4% of the equivalent CIL contribution being ring fenced for footpath improvements in the Lordsdale and Lordswood Greenways; and. 1% of the equivalent CIL contribution being allocated to the New Forest Mitigation Scheme. A Habitats Regulations Assessment has been produced for consideration at the Panel meeting following further dialogue with the Council's Ecologist.

7. Summary

- 7.1 The amendment, whereby 82 hotel bedrooms and car parking spaces are now provided, results in the scheme being considered acceptable from an overspill parking perspective and there have been no significant additional material changes that alter the previous assessment in all other regards. As such level of development proposed by the hotel use will not result in significant material impact on the amenities enjoyed by surrounding occupiers or the character and appearance of the area. The proposal is consistent with adopted local planning policies and the National Planning Policy Framework.

8. Conclusion

- 8.1 It is recommended that planning permission be granted subject to a Section 106 agreement and conditions set out below.

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

Case Officer **Mathew Pidgeon** PROW Panel **21st February 2023**

PLANNING CONDITIONS

1. Full Permission Timing Condition (Performance)

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

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

2. Approved Plans [Performance Condition]

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

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

3. Restricted Use (Performance Condition)

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) or any Order revoking, amending, or re-enacting that Order, the development hereby approved shall be used only for the purposes indicated in the submitted details (Hotel, use class C1, with a maximum of 82 bedrooms) and not for any other purpose.

Reason: In the interest of the amenities of neighbouring occupiers.

4. Details of building materials to be used [Pre-Commencement Condition]

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, balcony balustrading, the roof of the proposed building and the boundary treatment/privacy screen serving the amenity space pursuant to any other conditions listed within this decision notice. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include presenting alternatives on site. Development shall be implemented only in accordance with the agreed details.

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

5. Details of external appearance [Pre-Commencement Condition]

No development shall take place until detailed drawings to a scale of 1:20 showing a typical section of glazing, roof construction and roof drainage has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with these approved details unless otherwise agreed in

writing by the Local Planning Authority.
To ensure satisfactory design of the building.

6. No other windows or doors other than approved (Performance Condition)
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings, other than those expressly authorised by this permission, shall be inserted above ground floor level of development hereby permitted without the prior written consent of the Local Planning Authority.
Reason: To protect the amenities of the adjoining residential properties.

7. Obscure Glazing (Performance Condition)
All windows serving the accessible rooms facing west, located at first floor level and above of the hereby approved development, shall be obscurely glazed and fixed shut before the development is first occupied. The windows shall be thereafter retained in this manner.
Reason: To protect the amenity and privacy of the adjoining property.

8. Landscaping, lighting & means of enclosure detailed plan (Pre-Commencement Condition)
Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

- i. Means of enclosure, proposed boundary treatment, retaining walls,
- ii. car parking layouts,
- iii. other vehicle pedestrian access and circulations areas,
- iv. hard surfacing materials,
- v. structures and ancillary objects (refuse bins, benches, lighting columns etc.),
- vi. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- vii. a landscape management scheme.

The approved hard and soft landscaping scheme (including parking) for the whole site 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 approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

Reason: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country

Planning Act 1990

9. Piling (Pre-Commencement Condition)

Prior to the commencement of development hereby approved, a piling/foundation design and method statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed details.

Reason: In the interest of residential amenity.

10. On site vehicular parking 82 spaces [Pre-Occupation Condition]

The 82 approved vehicular parking spaces (measuring at least 5m x 2.4m) and adjacent vehicular manoeuvring space (measuring at least 6m wide) shall be constructed and laid out in accordance with the approved plans prior to the first occupation of the hereby approved development. Throughout the occupation the development hereby approved the parking spaces and manoeuvring space adjacent shall not be used for any other purpose other than for the parking of vehicles associated with hotel customers and staff.

Reason: To avoid congestion of the adjoining highway which might otherwise occur because the parking provision on site has been reduced or cannot be conveniently accessed; and to remove confusion of occupants in the interests of discouraging car ownership by a large proportion of residents by not providing car parking spaces free for any occupant to use.

11. Automated car park management system [Pre-Commencement Condition]

Prior to the occupation of the development details of an automated car park management system will need to be submitted to and approved in writing by the local planning authority. The system will need to ensure that a total of 82 car parking spaces remain available for hotel customers at all times. Details shall include physical structures including barriers, cameras/monitoring equipment and management detail overview. Once approved the development shall be carried out in accordance with the approved details and the approved car parking management system shall be maintained in perpetuity.

Reason: To ensure that 82 car parking spaces are always available on site for hotel staff and customers only and to improve security and in the interests of residential amenity and highway safety.

12. Service bay restriction [Performance Condition]

Before the development hereby approved first comes into occupation, the servicing area shall be provided in accordance with the plans hereby approved and thereafter retained as approved throughout the lifetime of the development. At all times the servicing bay shall be retained for servicing purposes only, including taxi drop off and pick up, and shall not be used for alternative car parking purposes or storage uses.

Reason: To ensure that adequate space is retained on site for servicing purposes and to prevent obstruction of the highway.

13. Service bay signage [Pre-Occupation Condition]

Prior to the occupation of the hereby approved development signage and marking out of the restricted servicing area shall be installed to identify the purpose and restriction of the servicing bay in accordance with details to first be submitted to and approved in

writing by the local planning authority.

Reason: To ensure that adequate space is retained on site for servicing purposes and to prevent obstruction of the highway.

14. Cycle storage facilities [Performance Condition]

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided in accordance with the plans hereby approved and thereafter retained as approved. At all times 1 dedicated cycle storage space per ten employees and 1 dedicated cycle storage space per 10 beds shall be retained and made available for customers and staff and those cycle storage spaces shall be retained for that purposes thereafter in perpetuity.

Reason: To encourage cycling as an alternative form of transport.

15. Refuse & Recycling [Performance Condition]

Before the development hereby approved first comes into occupation, the storage of refuse and recycling shall be provided in accordance with the hereby approved plans and the details listed below, and thereafter retained as approved.

- The collection doors are to be of sturdy construction and hinged to open outwards with a minimum opening of 1.4m wide, to have level access avoiding thresholds, and a lock system to comply with SCC standard lock requirements operated by a coded key pad. It must be possible to secure the doors open whilst moving the bins.
- Internal lighting must operate when doors are open.
- Tap and wash down gully must be provided with suitable falls to the floor.
- Internal doors/walls/pipework/tap/conduits must be suitably protected to avoid damage caused by bin movements.
- The access path to the bin store shall be constructed to footpath standards and to be a minimum width of 1.5m.
- The gradient of the access path to the bin store shall not exceed 1:12 unless suitable anti-slip surfacing is used.
- A single dropped kerb to the adjacent highway will be required to access the refuse vehicle with the Euro bin.
- The developer must contact the City Council's refuse team eight weeks prior to occupation of the development to inspect the new stores and discuss bin requirements, which are supplied at the developer's expense. Email waste.management@southampton.gov.uk.

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.

16. Archaeological damage-assessment [Pre-Commencement Condition]

No development shall take place within the site until the type and dimensions of all proposed groundworks have been submitted to and agreed by the Local planning Authority. The developer will restrict groundworks accordingly unless a variation is agreed in writing by the Local Planning Authority.

Reason: To inform and update the assessment of the threat to the archaeological deposits.

17. Archaeological evaluation work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work in

accordance with the written scheme of investigation submitted by email on 2 May 2019 and approved by the Local planning Authority.

Reason: To ensure that the archaeological investigation is completed.

18. Archaeological investigation (further works) [Performance Condition]

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

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

19. Archaeological work programme (further works) [Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason: To ensure that the archaeological investigation is completed.

20. Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures which unless otherwise agreed in writing by the Local Planning Authority shall be implemented in accordance with the programme before any demolition work or site clearance takes place where appropriate. The habitat and species mitigation and enhancement measures shall include:

- Swift nesting boxes incorporated into the building.
- Bird and bat boxes (tree mounted).
- Native planting.

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

21. Noise control, plant equipment. (Performance Condition)

The development shall be carried out in accordance with the details and recommendations set out in the submitted and approved Environmental Noise Survey and Acoustic Design Statement Report, 26058/ADS1-Rev1, dated 15 April 2019.

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

22. Construction Management Plan [Pre-Commencement Condition]

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Plan for the development. The Construction Management Plan shall include details of:

- a) parking of vehicles of site personnel, operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials, including cement mixing and washings, used in constructing the development;
- d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- e) measures to be used for the suppression of dust and dirt throughout the course of demolition and construction;

- f) details of how noise emanating from the site during construction will be mitigated.

The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason: In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

23. 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 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

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

24. Land Contamination investigation and remediation (Pre-Commencement & Occupation Condition)

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following phases, unless identified as unnecessary by the preceding phase and approved in writing by the Local Planning Authority:

1. A desk top study including;
 - historical and current sources of land contamination
 - results of a walk-over survey identifying any evidence of land contamination
 - identification of the potential contaminants associated with the above
 - an initial conceptual site model of the site indicating sources, pathways and receptors
 - a qualitative assessment of the likely risks
 - any requirements for exploratory investigations.
2. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
3. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scheme of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development. Any changes to these agreed elements require the express consent of the local planning authority.

Reason: To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment

and where required remediation of the site is to an appropriate standard.

25. Use of uncontaminated soils and fill (Performance Condition)

Clean, uncontaminated soil, subsoil, rock, aggregate, brick rubble, crushed concrete and ceramic shall only be permitted for infilling and landscaping on the site. Any such materials imported on to the site must be accompanied by documentation to validate their quality and be submitted to the Local Planning Authority for approval prior to the occupancy of the site.

Reason: To ensure imported materials are suitable and do not introduce any land contamination risks onto the development.

26. Unsuspected Contamination (Performance Condition)

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

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

27. Protection of nesting birds (Performance Condition)

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

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

28. BREEAM Standards (Pre-Commencement Condition)

With the exception of site clearance, demolition and preparation works, no development works shall be carried out until written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage report, is 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).

29. BREEAM Standards [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 Excellent against the BREEAM Standard, in the form of post construction assessment and certificate as issued by a legitimate BREEAM 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).

30. Zero or Low Carbon Energy Sources (Pre-Commencement Condition)

Confirmation of the energy strategy, including zero or low carbon energy technologies that will achieve a reduction in CO2 emissions of at least 12.5% must be submitted and approved in writing by the Local Planning Authority prior to the commencement of the development hereby granted consent. Technologies that meet the agreed specifications must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter.

Reason: To 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).

31. Tree Retention and Safeguarding (Pre-Commencement Condition)

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

Reason: To ensure that trees to be retained will be adequately protected from damage throughout the construction period. I020 - No storage under tree canopy (Performance)

32. Arboricultural Method Statement (Pre-Commencement Condition)

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

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

7. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

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

33. Arboricultural Method Statement (Performance Condition)

The development hereby approved shall be carried out in accordance with the submitted Arboricultural Method Statement including the tree protection measures throughout the duration of the demolition and development works on site.

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

34. Arboricultural Protection Measures (Pre-Commencement Condition)

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

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

Reason: To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2012, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees

35. Restricted use of flat roof area (Pre-commencement Condition)

The roof area of the extension hereby approved which incorporates a flat roof surface, and the flat roof of the original/existing building not proposed to be used as private roof terraces for the occupants of the hereby approved flats shall not be used as a balcony, terrace, roof garden or similar amenity area, or for any storage purposes without the grant of further specific permission from the Local Planning authority.

Reason: In order to protect the privacy of adjoining occupiers in line with Local Plan policy.

36. Sustainable Drainage (Pre-Commencement Condition).

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority.

Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To seek suitable information on Sustainable urban Drainage Systems as required by government policy and Policy CS20 of the Southampton Core Strategy (Amended 2015).

37. Surface / foul water drainage (Pre-commencement Condition)

No development approved by this permission shall commence until a scheme for the disposal of foul water and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason: To ensure satisfactory drainage provision for the area.

38. External Lighting Scheme (Pre-Commencement Condition)

Prior to the development hereby approved first coming into occupation, external lighting shall be implemented in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be thereafter retained as approved.

Reason: In the interest of residential amenity/to minimise the impact on protected species.

39. Wheel Cleaning Facilities (Performance Condition)

During the period of the preparation of the site, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on the site and no lorry shall leave the site until its wheels are sufficiently clean to prevent mud being carried onto the highway.

Reason: In the interests of highway safety.

40. Staff showings facilities [Performance Condition]

Before the development hereby approved first comes into occupation, show/washing/changing facilities shall be made available on site for staff to use in accordance with the approved plans and thereafter retained as approved for those purposes

Reason: To encourage cycling and walking as an alternative form of transport.

41. Limited number of hotel bedrooms [Performance Condition]

The hotel hereby approved shall at no time have more than 82 bedrooms unless further planning permission is obtained.

Reason: In the interests of local residential amenity and in particular to restrict the potential for overspill car parking.

42. Hotel bar use limitation. (Performance Condition)

The hotel bar hereby approved shall not be accessed by non-hotel staff and non-hotel customers/guests between the hours of 11pm to 10am seven days a week.

Reason: In the interests of local residential amenity.

43. Electric Vehicle Charging (Performance Condition)

Prior to the occupation of the development hereby approved a minimum of 10 (12% rounded up) of the 82 hotel car parking spaces shall be fitted with an electric car charging point for use by customers and staff. The electric car charging points shall thereafter be retained and made available for customers and staff to use throughout the lifetime of the development.

Reason: In the interests of encouraging a modal shift towards electric vehicles for both air quality and sustainability/environmental reasons as supported by Core Strategy Policy CS20 (Amended 2015).

Application 20/01785/FUL

APPENDIX 1

Core Strategy - (as amended 2015)

| | |
|------|--|
| CS6 | Economic Growth |
| CS7 | Safeguarding Employment Sites |
| CS13 | Fundamentals of Design |
| CS18 | Transport: Reduce-Manage-Invest |
| CS19 | Car & Cycle Parking |
| CS20 | Tackling and Adapting to Climate Change |
| CS22 | Promoting Biodiversity and Protecting Habitats |
| CS23 | Flood Risk |
| CS24 | Access to Jobs |
| CS25 | The Delivery of Infrastructure and Developer Contributions |

City of Southampton Local Plan Review – (as amended 2015)

| | |
|-------|-----------------------------|
| SDP1 | Quality of Development |
| SDP4 | Development Access |
| SDP5 | Parking |
| SDP7 | Urban Design Context |
| SDP8 | Urban Form and Public Space |
| SDP9 | Scale, Massing & Appearance |
| SDP10 | Safety & Security |
| SDP11 | Accessibility & Movement |
| SDP12 | Landscape & Biodiversity |
| SDP13 | Resource Conservation |
| SDP14 | Renewable Energy |
| SDP16 | Noise |
| SDP17 | Lighting |
| SDP22 | Contaminated Land |
| HE6 | Archaeological Remains |

Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Relevant Planning History

| Case Ref: | Proposal: | Decision: | Date: |
|------------------|---|------------------------|--------------|
| 11/01730/DIS | Application for approval of details reserved by Condition 2 (Materials and finishes for the enclosure cladding) of planning permission 08/01523/TCC. | No Objection | 09.12.2011 |
| 17/00178/PA56 | Application for prior approval for a change of use of the building from office use (Class B1) to 245 flats (Class C3) | No Objection | 29.03.2017 |
| 18/01012/PA56 | Application for prior approval for a change of use of the building from office use (Class B1) to 245 flats (Class C3) | No Objection | 06.09.2018 |
| 18/01644/FUL | Erection of an additional fifth floor to facilitate 19 flats (11 x 1, 5 x 3 and 3 x 2 bed) with associated car parking (225 spaces shared between 245 flats, approved under 17/00178/PA56 and the proposed 19 flats) and cycle storage. | Conditionally Approved | 17.08.2020 |
| 18/02319/FUL | Extension of ground floor, reducing undercroft area, and change of use to provide 345sqm of additional A1 and/or A2 and/or A3 and/or B1(a) and/or D1 (Medical Use) and/or D2 (Gymnasium) floorspace (amended description). | Pending Decision | |

| | | | |
|---------------|--|---------------------|------------|
| 19/00726/FUL | Re-development of the site to create a three-storey hotel containing 73 rooms with associated works including 34 car parking spaces(amended description). | Application Refused | 06.01.2020 |
| 19/01939/PA56 | Application for prior approval for a change of use of the building from office use (Class B1) to 241 flats (Class C3) | No Objection | 14.01.2020 |
| 20/00598/FUL | Extension to additional fourth floor to add 8 flats (6 x 1 bed, 2 x 2 bed) with associated car parking (225 spaces shared between 241 flats approved under 19/01939/PA56, 19 flats under 18/01644/FUL and the proposed 8 flats) and cycle storage. | Withdrawn | 14.12.2022 |
| 20/01286/PA2A | Prior approval for a two storey roof extension above principle building to create 48 flats (1 x studio, 32 x 1 bed, 14 x 2 bed, 1 x 3 bed). | Objection | 17.11.2020 |
| 21/01091/NMA | Minor material amendment sought following prior approval for change of use of the building to 241 flats (Class C3) ref 19/01939/PA56 for alterations to car parking (updated transport statement). | No Objection | 20.01.2022 |
| 20/01174/DIS | Application for approval of details reserved by condition 24 (Grampian condition, access to the highway) of permission ref 18/01644/FUL | No Objection | 07.09.2021 |