

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

Application address: 382 Winchester Road, Southampton

Proposed development: Redevelopment of the site. Erection of a part two, part three storey Apart Hotel (Class C1) comprising 20 serviced rooms with staff office, cafe/meeting space, car parking (10 spaces), secure cycle storage and e-scooter docking station at ground floor, following demolition of existing offices (Revised application to 23/00079/FUL) (amended description).

Application number:	23/01255/FUL	Application type:	FUL
Case officer:	Mathew Pidgeon	Public speaking time:	15 minutes
Last date for determination:	26.12.2023	Ward:	Bassett
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors:	Cllr Blackman Cllr Chapman Cllr Wood
Applicant: Sabre Commercial Investments Ltd		Agent: Luken Beck	

Recommendation Summary

Delegate to the Head of Transport and Planning to grant planning permission subject to criteria listed in report

Community Infrastructure Levy Liable

No

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 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 (2023). Policies – CS13, , CS18, CS19, CS20, CS22, CS25 of the of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP6, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, and SDP14 of the City of Southampton Local Plan Review (Amended 2015). Policies BAS 1, BAS 2, BAS 3, BAS 4, BAS 7, BAS 9, BAS 12, BAS13 and BAS 14 of the Bassett Neighbourhood Development Plan (2016).

Appendix attached

1	Development plan policies	2	Previously refused plans: 23/00079/FUL & Panel Minutes
3	Habitats regulations Assessment	4	Compass House appeal decision

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Background

This resubmission for a 20-bed apart-hotel follows the previous refusal of 34-bed and 26-bed hotel schemes on this site (applications 22/00737/FUL and 23/00079/FUL) as considered by Panel on the 1st November 2022 & 6th June 2023. In seeking to address the previous reasons for refusal this revised scheme has reduced the number of guestrooms and increased the number of onsite parking spaces. The scale and massing of the revised hotel building has also reduced. The following table provides a summary of the changes:

	22/00737/FUL	23/00079/FUL	23/01255/FUL
Floors	3/4	3	2/3
Corner section max height	15m	13m	13m
Mid section max height, 4.4m – 4.8m from boundary	10.4m	9.4m	6.5m
Northern section max height	12m	11.6m	8.6m
Bedspaces	34	26	20
Parking spaces	8	9	10
Parking spaces per bedspace	0.24	0.35	0.5
Maximum Parking Standard	39	31	25

Recommendation

1. That the Panel confirm the Habitats Regulation Assessment in **Appendix 1** of this report.
2. Delegate to the Head of Transport and 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. Either the developer enters into an agreement with the Council under s.278 of the Highways Act to undertake a scheme of works or provides a financial contribution towards site specific transport contributions for highway improvements in the vicinity of the site, including 3m wide footway, 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 Developer Contributions SPD (April 2013);
 - ii. Submission of a highway condition survey (both prior to and following completion of the development) to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
 - iii. Either a scheme of measures or a financial contribution to mitigate against the pressure on European designated nature conservation sites (including the New Forest SPA/Ramsar site) in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
 - iv. The submission, approval and implementation of a Travel Plan for staff and customers of the hotel to promote sustainable modes of travel in accordance with Policy SDP4 of the City of Southampton Local Plan Review and policies CS18 and CS25 of the adopted LDF Core Strategy.
 - v. Restrictions to ensure that maximum stay duration for hotel customers is 3 months.

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

1.0 The site and its context

- 1.1 The application site is located on the prominent corner of Winchester Road and Hill Lane with vehicular access achieved from Hill Lane. Informal car parking is available for approximately 9 - 10 vehicles. The site is occupied by 2 no.2 storey buildings one of which was originally a family dwelling house; both of which have most recently been in office use (use class E). The site is located opposite, but outside of the defined Winchester Road Local Centre, which provide a range of uses and services for the local community. On street parking adjacent to the site is prevented by Traffic Regulation Order and the section of Hill Lane directly in front of the site forms part of an Air Quality Management Area (AQMA). The site is located within an area of lower accessibility in relation to Public Transport.
- 1.2 The wider surrounding area is largely residential, comprised of a mix of terraced, semi-detached and detached houses although there are some larger flatted blocks to the north on Winchester Road, including the direct neighbour Nirvana Place which has three floors of accommodation. Southampton Common is less than 100m to the south, and Southampton Sports Centre is less than 500m to the north.

2.0 Proposal

- 2.1 The application seeks permission for the redevelopment of the site to form a part two, part three storey apart hotel fronting onto Winchester Road and Hill Lane. An apart hotel functions in a similar way to a traditional hotel, but rooms are offered with their own cooking facilities meaning that they are, effectively, self-contained with the option of using the communal offer.
- 2.2 10 parking spaces are proposed and the building would accommodate 20 serviced apartments, a ground floor café which will be open to the public, a gym only available to guests, bin and cycle storage and associated back of house facilities for staff. The proposal would lead to 2 x full time jobs (1 onsite manager and 1 x working remotely) and 2 x part time cleaners. A staff room and shower facilities are included. The proposal includes small landscaped areas facing Hill Lane and Winchester Road. As stated above an aparthotel comprises serviced apartments using a hotel-style booking system. It is similar to renting an apartment, but with no fixed contracts and occupants can "check out" whenever they wish, subject to the applicable minimum and maximum length of stay. An apart hotel room usually offers a complete fully fitted apartment with serviced laundry and cleaning. The Local Planning Authority requires a 3 month occupancy restriction for Apart hotels to distinguish the C1 hotel use from a C3 dwellinghouse which requires different residential environment/amenity considerations. The applicant has agreed to limit the maximum duration of occupancy for all units to 3 months.

3.0 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). Policies BAS1, BAS2, BAS3, BAS4, BAS5, BAS7, BAS9, BAS12, BAS13 and BAS14 of the Bassett Neighbourhood Development Plan (2016), as supported by the relevant guidance set out in the Residential Design Guide SPD (2006), are also material to this case. 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 Paragraph 81 of the National Planning Policy Framework (NPPF) sets out the national policy approach for supporting economic development. This states that:-

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

3.4 The National Planning Policy Framework (NPPF) was revised in 2023. 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.

4.0 Relevant Planning History

4.1 The most recent and relevant planning history for the site is the refusal of an application for redevelopment by demolition and erection of a three-storey 26 bedroom apart hotel including flexible cafe/function space, private gym/studio, secure cycle parking, 9 associated on site car parking spaces, landscaping and space for public e-scooter/e-bike docking station. The application was refused by planning Panel on 6th June 2023 for three separate reasons and the details of this application, and Panel Minutes, are set out in **Appendix 2** of this report for comparison:

Reason for Refusal - Parking

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, it has not been adequately demonstrated that the parking demand of the proposed development would not cause harm to the amenity of nearby residential neighbours through increased direct/indirect competition for existing on-street car parking, where high demand already exists, and/or be detrimental to the viability of the Southampton Sports Centre following the expected loss of its car parking spaces within the nearby unrestricted car park. The development would, therefore, be contrary saved policy SDP1(i) of the amended City of Southampton Local Plan Review (2015), saved policy CS19 of the amended Southampton Core Strategy Development Plan Document (2015), policy BAS 7 2. of the adopted Bassett Neighbourhood Plan (2016) and the relevant parts of the adopted Parking Standards Supplementary Planning Document

(2011).

Reason for Refusal - Impact on Neighbours' Amenity

The proposed development by reason of its height, mass, bulk and depth of projection within close proximity to the common boundary would have an overbearing and unduly dominant impact on existing residential amenity when viewed from Nirvana Place, leading to an overbearing sense of enclosure and unacceptable level of shade cast over the rear garden. The proposal would therefore harm the residential amenity of the neighbouring occupiers, and demonstrates symptoms of an overdeveloped site. As such, the proposal would be contrary to saved policy SDP1(i), SDP7(v), SDP9(v) of the amended Southampton Local Plan Review (2015) as supported by paragraphs 2.2.1 to 2.2.2 of the Council's approved Residential Design Guide SPD (approved 2006).

Reason for refusal - Mitigation; S.106 Legal Agreement

In the absence of a completed S.106 Legal Agreement or Unilateral Undertaking the proposal fails to mitigate against its direct impacts and does not, therefore, satisfy the provisions of Policy CS25 (The Delivery of Infrastructure) of the Southampton Amended Core Strategy Development Plan Document (2015) as supported by the Council's Supplementary Planning Guidance on Planning Obligations (August 2005 as amended) in the following ways:-

- a) Site specific transport works for highway improvements in the vicinity of the site which are directly necessary to make the scheme acceptable in highway terms - in accordance with policies CS18 & CS25 of the amended Core Strategy Development Plan Document (2015) and the adopted SPG relating to Planning Obligations (August 2005 as amended) - have not been secured;
- b) In the absence of a mechanism for securing a (pre and post construction) highway condition survey it is unlikely that the development will make appropriate repairs to the highway - caused during the construction phase - to the detriment of the visual appearance and usability of the local highway network;
- c) In the absence of an alternative arrangement the lack of a financial contribution towards the Solent Disturbance Mitigation Project (SDMP) and towards measures to reduce pressures from guests of the hotel visiting the New Forest SPA in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the Amended Local Plan Review (2015), CS22 of the Amended Core Strategy Development Plan Document (2015) and the Planning Obligations SPD (2013) as supported by the current Habitats Regulations;
- d) A Training & Employment Management Plan committing to adopting local labour and employment initiatives has not been secured in accordance with Policies CS24 & CS25 of the amended Core Strategy Development Plan Document (2015) and the adopted SPD relating to Planning Obligations (September 2013) and, as such, the scheme fails to deliver local targeted employment opportunities;
- e) The submission and implementation of a Staff & Customer Travel Plan has not been secured to support strategic transport initiatives including those within the Local Transport Plan in an effort to promote and secure alternative transport modes to the private car;
- f) In the absence of a use restriction clause for the apart hotel accommodation, with

time limited occupations, the proposed self-contained nature of the development (where residents have access to all the necessary requirements to meet their day to day needs within their apartment) could be occupied akin to a residential use with wider implications that have not been fully assessed.

4.2 Before this there was another application submitted for an apart hotel. The scheme sought permission for a part three/part four storey building with 34 bedspaces and 8 parking spaces. The scheme was refused by the Planning Panel for five reasons which can be summarised as follows:

- Harmful overspill parking,
- Harmful impact on the residents of Nirvana Place in terms of shade cast over the garden and its overbearing/dominant impact of Nirvana Place,
- Poor quality of residential environment owing to a proposed occupancy of up to 6 months,
- Failure to mitigate direct impacts (s.106) and
- Failing to provide electric vehicle charging facilities.

4.3 In 2007 planning permission was granted for redevelopment by demolition and erection of a part two/part three-storey building (including basement car park) consisting of eight flats (three x one-bed and five x two-bed) on first and second floor levels and offices at ground floor level (reference 07/01624/FUL). However this planning permission was not implemented.. The length of time available to implement the permission was also extended in 2011 (reference 10/01514/TIME).

4.4 In August this year, planning permission was granted for the redevelopment of the Sports Centre to improve sporting facilities and create a 275 space car park accessed via Dunkirk Road. This is relevant in the context of this Apart-Hotel application because the Sports Centre is located in close proximity (0.3miles to the north-east) and part of the justification for the additional car park is to reduce pressure on local roads when sporting events take place (LPA ref: 23/00153/FUL).

5.0 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 13.10.2023 and erecting a site notice 13.10.2023. At the time of writing the report **65 representations** (39 objections & 26 support) had been received from surrounding residents with comments and objections from Cllr Blackman, the Old Bassett Residents Association and the City of Southampton Society. It should be noted that many of these comments, particularly in Support, are not from the same ward as the application and whilst they are nevertheless material to the Panel's decision, the application is brought to Panel due to the number of objections received.

The following is a summary of the points raised:

5.2 Cllr Blackman

I am writing again to formally express my objection to the development proposal at 382 Winchester Road.

My concerns primarily relate to the inadequacy of parking provision within this development, which I believe presents significant issues for the community, residents, and the wider area.

The proposed reduction in the number of flats from 26 to 20 is indeed an interesting and welcome change, one that could hold the potential to alleviate some of the concerns raised by residents. However, the persistent provision of only 9 parking spaces for these 20 flats is a clear and significant cause for concern. This allocation of parking is inadequate to accommodate the potential parking demands of the residents, their guests, other users of the building and the surrounding area, thus raising the question: What level of parking provision would we, as a community, deem acceptable?

On reviewing the Parking Standards Supplementary Planning Document (SPD), it is evident that the developers are referring to a ratio for a C1 development, which suggests one parking space per 3 units. However, it is important to note that the SPD also outlines different requirements for areas with varying accessibility. 382 Winchester Road does not meet the criteria for a "highly accessible area" according to the SPD, and therefore, a more stringent parking provision should be enforced. Given the location's lower accessibility rating, the proposal should, at the very least, adhere to the 1:1 ratio for parking spaces, in line with the document's guidelines.

Inadequate parking provision, as proposed in the current development plans, will undoubtedly result in further parking congestion in the area. This can lead to a wide range of issues, including a reduced quality of life for residents who will encounter difficulties in finding parking, increased traffic, and adverse environmental impacts.

I therefore urge you to consider the well-being of the community and also the future residents of 382 Winchester Road. It is essential that any development in our neighbourhood meets the parking needs and standards appropriate for the area.

5.3

Old Bassett Residents Association (OBRA) (Summarised)

Objection on multiple grounds including:

- principle of hotel use;
- inadequacy of on-site parking which fails to meet maximum parking standards and the parking spaces are too small and no disabled spaces are provided.
- inadequacy of parking survey;
- contrary to Bassett Neighbourhood Plan;
- no consultation with community prior to submission;
- contrary to local character and scale and massing out of keeping;
- overdevelopment;
- inadequacy of public consultation exercise undertaken by the Council;
- fails to achieve minimum space standards for residential units; and
- insufficient cycle parking;
- operational noise; and
- drainage

The representation also criticises officer's interpretation of relevant policy & guidance; and also criticises the accuracy & quality of the submitted planning application and associated documents.

Officer Response:

Where appropriate, officers have summarised comments and provided responses below. Material planning considerations are also discussed in more detail within the planning considerations section, also below.

5.4 **City of Southampton Society:**

We recognise that there is demand for an Apart / Hotel in this area for use by temporary employees of both The General Hospital and The University of Southampton.

However, we feel that the reasons for Refusal of the two previous applications have not been fully addressed.

The proposed building is overbearing an unduly dominant by virtue of its position occupying the corner site overlooking the roundabout. Although the use of white cladding helps to reduce its impact, this colour is out of keeping with the predominately red brick buildings in the vicinity.

Although the Transport Statement states that "It is possible to walk / cycle or travel by bus to connect to Southampton Central Rail Station" (7.1.5), there is no regular bus route direct to the rail station. The proposed new hotel is not well served by public transport for guests arriving or leaving each week.

Whilst we agree with the sentiments of many supporting this application as it provides accommodation for temporary employees of both the hospital and the university, on purely planning terms we feel that we have little option but to recommend again the Refusal of this application.

Summary of OBJECTIONS received:

5.5 ***Weak planning justification for out of centre hotel, no overarching policy need. The sequential assessment fails and there are no valid grounds for allowing a C1 generic hotel development at this location, which would be contrary to Council policy.***

Response

The NPPF defines hotels as a main town centre use and the application is supported by a sequential test and needs assessment to demonstrate that this site is appropriate (in principle). The Council's Planning Policy Team, who have also taken account of the agreed 3 month maximum stay duration, are again satisfied that this submission demonstrates the potential need, targeted clientele, clear and logical reasoning for the identification of the site and has carried out an assessment of alternative sites to serve the identified need, of which there are none. Therefore, the principle of hotel use in this edge of (local) centre location is supported. On this basis, the development should be assessed more broadly in relation to its design, amenity and transport impacts. This did not form a previous reason for refusal.

5.6 ***Hotel use is contrary to Bassett Neighbourhood Plan policy BAS 1 which requires housing.***

Response

Policy BAS 1 does not prevent non-residential uses and instead encourages a range of dwellings, particularly family dwellings, in Bassett. This did not form a previous reason for refusal.

5.7 ***Contrary to paragraph 5.2 of the Bassett Neighbourhood Plan and policy CS16 of the Core Strategy as the scheme results in the loss of a former family dwelling.***

Response

Whilst one of the buildings on site was likely to have been capable of accommodating a family in the past the building does not currently contain bathrooms or kitchens necessary to facilitate use as a dwelling. Furthermore, reverting to a family dwelling house from the current office use would require separate approval and it is not certain whether this would be granted. As such there are no guarantees that the property would be available as a family home in the future, even if permission were sought. For these two reasons redevelopment in the form of an apart hotel is not considered contrary to policy CS16 or the Bassett Neighbourhood Plan.

5.8 ***No affordable housing is proposed.***

Response

Hotel & apart hotel uses are subject to a limited occupancy period of a maximum of 3 months and fall outside of residential planning use and therefore affordable housing requirements are not applicable. This did not form a previous reason for refusal.

5.9 ***Impact of overspill parking***

- ***Contrary to Bassett Neighbourhood Plan policy BAS 7 and paragraph 13.6 as the scheme fails to achieve maximum off road parking numbers.***
- ***Most pressure on closest residential streets with unrestricted parking.***
- ***Harm to economic viability of retail units as customer parking will be further limited.***
- ***Reduced availability of parking linked to the sports centre & consequential impact on uptake of sports and recreation/health and wellbeing.***
- ***Reduced on street parking available for parents during school drop off and pick up times.***

Response

- Policy BAS 7 does not seek refusal of development that does not meet the maximum parking standards it instead requires development to comply with the maximum parking standards, as set out within the 2011 Parking Standards SPD. Paragraph 4.3.1 of the Parking Standards SPD states that '*provision of less than the maximum parking standard is permissible. Developers should demonstrate that the amount of parking provided will be sufficient, whether they provide the maximum permissible amount, or a lower quantity*'. This 'demonstration' is achieved through parking stress surveys.
- Whilst logically more pressure would be felt by the closest residential properties this could also potentially occur now through full occupation of the buildings as their lawful use as offices.
- Harm to viability of commercial units' opposite is not a concern given that parking restrictions are in place including 'no waiting at any time' and restricted bays Mon – Sat 8am – 6pm 2 hours max (no return within 2 hours) and the temporary accommodation is also likely to increase local trade.
- Reduced parking availability at the sports centre is also a concern, particularly when the sports facilities are in full use (particularly at the weekend when hotel demand tends to be higher). The reduction to 20 bedspaces and increase to 10 parking spaces with the latest Apart Hotel proposal will reduce the potential for parking displacement into surrounding streets; as will the new 275 space sports

centre car park once it is delivered.

- Impact on reduced availability of parking for visitors to nearby schools (drop off and pick up times) is not a material consideration, although associated highway safety clearly is.

5.10 ***Traffic/congestion increase, including impact caused by customer drop offs and pickups, deliveries and refuse collection. Effecting emergency vehicle movement. Bassett Neighbourhood Plan (BNP) 13.7 recognises Winchester Road as having a high volume of traffic.***

Response

No objection received from the Council's Highway Engineers.

When compared to the existing office use the proposed apart hotel would not generate a significant increase in traffic or congestion at network peak hours and whilst there is a potential for some localised highway disruption caused by kerbside servicing, including taxi drop off and pick up; and deliveries, this would not cause a significantly harmful impact to other highway users. Where necessary site-specific highway works could be delivered through the Section 106 legal agreement process. Refuse collection would likely occur at times of the day outside of peak traffic hours limiting impact and the Council's Highway Engineers have confirmed that refuse collection can take place from the public highway. These details can be secured by condition. This did not form a previous reason for refusal.

5.11 ***Parking spaces measure 4.8m x 2.4m but the minimum size standard required by the Council's parking standards SPD is 5m x 2.5m. Since the majority of the proposed parking is in an undercroft space, and the Parking SPD has a different and larger, minimum standard for undercroft parking, requiring a minimum of 5.5x2.9m (SPD 4.3.1.5) the application should be refused.***

Response

The guidance within the Parking Standards SPD prescribes larger undercroft parking spaces so that spaces can be accessed more easily due to other potential obstructions, for example supporting pillars. Following this objection the plans have been amended to create more space for each car parking space and each space, measuring 2.4m wide and 5m in length. There is also extra space around some of the spaces to help vehicle and pedestrian movement. Overall, it is considered that the spaces are now conveniently usable, and the undercroft space is fit for parking purposes.

5.12 ***The parking survey calculation is based entirely on the false premise of a 5.5m road length allocation per space.***

Response

There is no parking survey methodology that has been formally adopted by the Council. By using 5.5m sections of kerblines for the survey the applicant has complied with the London Borough of Merton (LBM) parking survey methodology which the Council's Highways Officers consider reasonable; and similar assessments (also using 5.5m as the basis for the calculation) have regularly been accepted by the Council on previous occasions.

5.13 ***Harm to highway safety, including lack of turning space & reversing onto the highway.***

Response

Currently there is space for approximately 9 or 10 vehicles to be parked on site and the

proposal includes a similar parking provision (10 spaces) and also formalises the parking layout and on-site turning space providing some benefit to highway safety. Removal of office will also likely reduce trips generated during network peak hours. Considering these points, the Council's Highways Engineers are satisfied with the layout and level of trips proposed. This did not form a previous reason for refusal.

5.14 ***There is a requirement for 3x disabled parking spaces.***

Response

There is no requirement for 3x disabled parking spaces because the development provides less than 20 car parking spaces and therefore does not trigger a requirement for disabled car parking space provision. This did not form a previous reason for refusal. That said, parking space P8 has space around it to enable disabled drivers to park conveniently in the undercroft.

5.15 ***Potential for light reflection caused by bronze cladding having harmful impact on highway safety.***

Response

No objection raised by the Council's Highway Engineers. Specific details of materials proposed could be secured by condition.

5.16 ***Contrary to Bassett Neighbourhood Plan in terms of height and appearance.***

Response

The height of the building has been reduced. The Council's Urban Design Manager raises no objection to the proposed architectural design and scale of development which will bookend this prominent corner site. The BNP does not stipulate the height restrictions for this particular site.

5.17 ***The position of building is forward of neighbouring building line.***

Response

There is a staggered building line for properties fronting Hill Lane and the Council's Urban Design Manager is not concerned by the position of the building in its plot and juxtaposition with neighbouring buildings and their building line. This did not form a previous reason for refusal.

5.18 ***Overdevelopment.***

Response

The revised layout, scale and massing of the development is now considered acceptable for the reasons set out within the considerations section below. The site is capable of accommodating refuse, cycle storage, and car parking to meet the demands of this development.

5.19 ***Impact on neighbours; overlooking.***

Response

Louvers are proposed to serve windows that would otherwise overlook the rear garden and rear facing windows of Nirvana Place. Conditions can be used to ensure that the louvers are installed prior to first occupations and maintained throughout the lifetime of the development. Overall, it is considered that impact on neighbouring privacy has been addressed.

5.20 ***Impact on neighbours; loss of light & increased shadowing.***

Response

The application has been supplemented with a Daylight, Sunlight and Overshadowing Report which confirms the development will result in no significant loss of sunlight or daylight to any neighbouring habitable rooms. Previously impact on the garden serving Nirvana Place formed a reason for refusal and this relationship is now considered acceptable and is discussed further in the Planning Considerations section below.

5.21 ***Impact on neighbours; overbearing to neighbours and public realm.***

Response

The reduced scale of the building, now proposed to be part three and part two storey, is no longer considered to have a significantly overbearing impact on neighbours; this is discussed in more detail in the considerations section of this report. In relation to the street scene and public realm it is considered that this prominent corner can accommodate a transition in scale to bookend the street.

5.22 ***Not in compliance with BNP paragraph 8.5 which states that developers are 'expected to work closely with those directly affected by their proposals'.***

Response

Paragraph 8.5 of the BNP does not explicitly require public consultation or refusal of applications which have not taken local views into account. Officers recommend public engagement with the local community, and it is up to the applicants how far they engage. The Planning Department has undertaken its own statutory consultation.

5.23 ***Harmful living environment due to air quality.***

Response

Impacts can be mitigated by conditions including, for example, mechanical ventilation in the event that permission is supported. This did not form a previous reason for refusal.

5.24 ***What do CIL officers consider a 'temporary basis'?***

Response

3 months/90 days.

5.25 ***Nitrates, impact on protected habitats.***

Response

Nitrates neutrality can be achieved by securing credits from an off-setting scheme.

5.26 ***Poor sustainability.***

Response

No objection raised by the Council's sustainability officer and conditions are recommended.

5.27 ***Needs of disabled users not adequately included.***

Response

All development has a duty to meet the needs of all users as required by the Equalities Act. Furthermore, the current Building Regulations will manage access arrangements including the needs of the disabled; a lift is also proposed which will allow access to the majority of apartments (80%). An Equality Impact Assessment is not a requirement for the planning purposes although the decision is bound by the requirements of the Act and the scheme is deemed to be broadly compliant. 16 of the 20 flats achieve lift access.

5.28 **Noise assessment doesn't take account of the gym or café.**

Response

The Council's Environmental Health Team have not objected and planning conditions can be used to limit the noise impact of the gym or café. Statutory noise nuisance is also controlled by separate legislation.

5.29 **Safety and security.**

Response

Conditions can be used should the application be supported.

5.30 **Impact on sewers.**

Response

Southern Water raise no objection to the proposal and, as such, it is anticipated that an engineering solution could be achieved if permission is granted. This did not form a previous reason for refusal.

5.31 **Proximity of building to neighbouring building and maintenance impacts.**

Response

This is a civil matter rather than a material planning consideration.

Summary of SUPPORTIVE comments received:

5.32 **Will meet market demand particular from visiting university and hospital professionals and students.**

5.33 **Little impact on traffic or local parking pressure expected.**

5.34 **Improves design.**

Consultation Responses

5.35

Consultee	Comments
Planning Policy	<p>No objection.</p> <p>The proposed development of an apart-hotel is considered to fall within Use Class C1. We consider short stay occupancy to be no more than 90 days. Because the proposed development is over 750msq.m gross floorspace and not within an identified centre a sequential test is required and is noted to be included as part of the planning statement. The assessment clearly demonstrates the potential need, targeted clientele, clear and logical reasoning for the identification of the site and an assessment of alternative sites to serve the identified need, of which there are none. We are satisfied that the sequential test has been adequately conducted and we are in support of the edge of centre location proposed. In addition, we would like to note that the prominent location of this site offers the chance to create a new local landmark in the city, again which we are highly supportive subject to high quality design and support from the Council's Urban Design Manager.</p> <p><u>Officer Response</u></p> <p><i>A condition/s.106 clause restricting the use to C1 and maximum</i></p>

	<i>stay duration to 3 months/90 days is recommended.</i>
SCC Urban Design Manager	<p>No objection.</p> <p>This development represents a positive and appropriate design helping to define a prominent corner site within the wider urban landscape. It will assist by means of its scale and architectural aesthetic to enhance the local context by visually reducing the negative impacts of the existing roundabout which blights the identity of the immediate area. This development provides a well-considered marker building which will help refocus identity on the built form rather than current focus which is dominated by the large extent of highways infrastructure.</p>
SCC Highways Engineer	<p>No objection.</p> <p><u>Uses:</u> For highways assessment purposes we consider that the café is not a completely separate use to the hotel due to the layout and design of the scheme being integral. It is noted that the hotel is open to the public, but we do not consider the café to be a destination in itself, which will generate a significant level of new vehicle trips. Most trips are predicted to be either linked, pass-by or from a local catchment accessible by foot.</p> <p><u>Traffic impact and servicing:</u> When compared to the existing office use, the overall trip impact is not considered to be significant. Overall, there may be a small increase in trips throughout the day and week but fewer trips during the network peaks where local roads are at its busiest.</p> <p>Due to the change of use, there will likely be an increase in servicing vehicles at the site. Due to the lack of on-site space, it is envisaged that servicing would take place on kerb side and footway close to the site access where the footway is wider. However, there are concerns to the impact this would have for footway users and road traffic along Hill Lane including bus movements. It is not desirable to have any servicing kerb side near the roundabout of Winchester road due to the narrower carriageway and pedestrian crossing.</p> <p>As such, it is requested that some further mitigation works are provided including a small strip of private land fronting Hill Lane to be offered up for adoption. This would allow space for a 3m strip of footway and allow 7.5 tonne vans to be able to mount the footway without obstructing the flow of footway and carriageway. A sketch has been forwarded to the case officer. The adoption of this section of the site and resulting widening of the footway will provide a much safer and wider footway linking up with the crossing on Winchester Road.</p> <p><u>Parking:</u> It is noted that although informal, the hardstanding areas on site have been historically used for parking. Total number of</p>

spaces is difficult to determine but it would seem there have been times when up to 10 vehicles have been parked on site.

The proposed parking area is accessed via an undercroft area which limits the sizes of vehicles able to access the site. Furthermore, the open hardstanding area is reduced compared to the existing use which further restricts larger vehicles being able to turn on site.

The parking spaces now measure 2.4m x 5m, with a 6m aisle width for turning.

It is noted there are some concerns regarding overspill parking. The Traffic Assessment provides a study on comparable hotel sites using TRICS and have gathered the parking data at the start of the day to predict the level of hotel users parking overnight. This resulted in 0.69 cars per bedroom. When applied to the current proposal (20 bedrooms), it would suggest that the demand would likely be 14 spaces. With 10 spaces being provided, only 4 spaces are predicted to likely overspill onto the surrounding areas.

A separate parking survey had been conducted which suggests that there is sufficient capacity in the local area to accommodate any overspill. The survey was conducted from 19:00 which covers any overspill of the nearby Sports Centre, going into around midnight – time when most local residents are likely to be in.

EV charging should be provided at 15% active (fully installed and ready to be used) and the rest to be passive (infrastructure installed such as ducting/wiring/access points etc. so that future charging points can be installed readily and easily).

Access: The vehicular access remains similar to the existing whereby it utilises an existing access off Hill Lane. This is considered acceptable considering that the level of trips and number of parking spaces remain broadly the same.

Cycle Parking: 10 long stay and 2 short stay cycle spaces are being provided. The policy requirement is for 1 long stay space for every 10 employees and 1 short stay for every 10 bedrooms. Therefore, the level provided exceeds the policy requirement.

The location of the short stay cycle spaces can be improved by moving them nearer to the café so that they benefit from natural surveillance.

Furthermore, E-scooters are being proposed on site which is supported.

Summary: Overall, the proposed application is considered acceptable provided that site specific highways measures are secured if the application is recommended for approval.

	<p><u>Officer Response</u> <i>Amended plans for the parking layout have been submitted and it now meets the full requirements as set out above.</i></p>
Environmental Health	<p>No objection subject to the following conditions:</p> <ul style="list-style-type: none"> • Further details of noise mitigation between gym and 1st floor. • Details of plant equipment if needed in association with café. • Lighting details to prevent harm to neighbours. • Control of opening and delivery times for the café and gym. • A demolition and construction management plan.
Sustainability (Air Quality)	<p>No objection subject to the following planning conditions to secure mechanical ventilation and sealed windows on the ground floor; & a construction environment management plan.</p> <p>While the operational impacts of the development are modelled as being compliant with currently objectives, The Council would request that the developer provides a delivery and servicing plan.</p> <p>The plan should as a minimum require all HGVs servicing the site to be Euro VI diesel as a minimum. It should also include a plan for reducing congestion associated with the development by planning routes and delivery timings; and involve investigating and utilising a Sustainable Distribution Centre if viable.</p> <p><u>Officer Response:</u> <i>The requested conditions relating to vehicles used for servicing and construction deliveries are not enforceable; additionally separate legislation manages vehicle emissions. There is also no strong policy position to require the use of a sustainable distribution centre.</i></p>
Sustainability	<p>No objection. Pleased to see that there is now incorporation of some PVs and an extensive green roof. Request conditions relating to energy and water building performance.</p>
Sustainability (Flood Risk)	<p>No objection. The Drainage Strategy was revised in September 2023 to match the latest site proposals, but the proposals remain largely the same as previous, with flows from all storm events up to the 1 in 100 year plus 40% climate change restricted to 5l/s.</p> <p>If the case officer is minded to approve the application, it is recommended that sustainable drainage is secured by the following planning conditions: Sustainable Drainage (pre-commencement) & Verification Report (pre-occupation).</p>

Ecology	<p>No objection. The application site consists of a building, an area of hardstanding, amenity grassland and a line of shrubs around the boundaries. An ecology report supporting the planning application confirmed that the existing building does not support any bat roosts. The boundary vegetation has potential to support nesting birds so any vegetation removal must be timed to avoid the nesting season (March to August).</p> <p>The new development must compensate for loss and to achieve a net gain in biodiversity. The replacement vegetation should be of value to wildlife. In addition, bat and swift boxes should be incorporated into the building. No objection subject to recommended conditions.</p>
Employment and Skills	<p>No objection. Build value expected to be below the thresholds for an Employment and Skills Plan obligation.</p>
Contamination	<p>No objection subject to a conditions to secure a full land contamination assessment and any necessary remediation measures.</p>
Housing Management	<p>No objection. Assuming Planning are satisfied the proposal meets the definition of an apart-hotel and the maximum length of stay permitted is consistent with what has been allowed on other similar schemes in the city (as opposed to a term more akin to a residential let) we would not seek affordable housing, but would look for a use restriction to be put in place.</p> <p><u>Officer Response</u> <i>The applicant has agreed to a maximum stay duration of 3 months which could be secured by condition or legal obligation. This is consistent with the Council's approach for aparthotel uses in the city.</i></p>
Trees & Open Spaces	<p>No objection. With regards impact to trees, this is very similar as the last submission. Still unclear exactly what impact there may be to street tree on Winchester Road and there is a potential for new foundations to be within close proximity to the RPA of this tree and therefore there may be a need for specialist ground protection. An impact assessment is needed to determine the impact, this would then dictate the need and layout of a tree protection plan.</p>
Archaeology	<p>No objection subject to conditions to secure archaeological watching brief.</p>
CIL Officer	<p>No objection. Duration of stay for a C1 Hotel use is considered to be no longer than 3 months/90 days. The proposed use class is not CIL liable.</p>

Crime Prevention Design Advisor	No objection.
Southern Water	No objection. Apply recommended conditions and informatives securing foulds and surface water drainage and safeguard public sewer.
Natural England	OBJECTION Objection on the following grounds: <ul style="list-style-type: none"> • Have an adverse effect on the integrity of the New Forest Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site through increasing visitor numbers. <p><u>Officer Response</u> <i>The Council has committed to an interim position which allocates CIL funding to mitigate against New Forest Recreational Disturbance. 4% of CIL receipts are ringfenced for Southampton based measures and 1% is to be forwarded to the NFNPA to deliver actions within the Revised Habitat Mitigation Scheme SPD (July 2020). However hotels are not CIL liable and therefore a contribution (equivalent to the CIL rate) will be secured as part of the s106 agreement and this approach has been agreed with the applicants. The attached Habitats Regulations Assessment has been updated to explain how this mitigation can be provided.</i></p>

6.0 Planning Consideration Key Issues

6.1 The key issues for consideration in the determination of this planning application are whether this revised Apart Hotel scheme has addressed the previous reasons for refusal relating to car parking and residential amenity impacts.

6.2 There are no material changes in circumstances that alter the previous 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 set out again below). As such the assessment and conclusion as set out in the previous panel reports for the meetings on 1st November 2022 and 6th June 2023 for these subject areas remain largely unchanged:

Principle of Development

6.3 The current proposal differs from the previously refused scheme because there are no longer any units which would have occupancy of longer than 3 months. This change does not significantly alter the assessment in terms of the principle of development and there are no other material changes in circumstances that effect the assessment set out below. It should also be noted that the previous scheme was not opposed in principle.

6.4 The site is not safeguarded for a specific policy allocation and is located opposite, but not within, Winchester Road Local Centre as defined by Local Plan policy REI 6 (Local centres).

- 6.5 The existing buildings on site accommodate office floor space and whilst policy CS7 (Safeguarding employment sites) of the Core Strategy safeguards existing employment uses it does not specifically require the retention of office floorspace in this location. Likewise, policy CS8 of the Core Strategy (Office location) does not specifically support office development outside of city, town or district centres so loss of the office accommodation is not opposed in principle.
- 6.6 The National Planning Policy Framework (2023) (NPPF) defines hotels as ‘main town centre uses’ and, as supported by Core Strategy policy CS3, applies a sequential approach that seeks to direct hotels to city, town or district centres if there are sites which are available, viable and suitable. The applicant has therefore undertaken a sequential assessment based on an agreed location criteria focused on proximity to both the University Hospital Southampton and the Highfield Campus - Southampton University. Officers are satisfied that the sequential test has been adequately conducted and no other alternative available sites within the area, which are more suited to the proposed hotel use, have been identified. The principle of the proposal has also been supported by the Council’s Planning Policy Team who have reviewed the sequential test and have confirmed that there have been no material changes in circumstance since the refusal of applications 22/00737/FUL and 23/01255/FUL.
- 6.7 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, improve site biodiversity, provide a location for community groups to gather and create employment opportunities.
- 6.8 The proposal now seeks to limit the occupancy to a maximum stay duration of 3 months meaning that whilst the proposal is slightly different to a typical hotel in its operation, in planning terms it is agreed that the use falls within the C1 use class (hotel). On this basis the assessment again does not need to take account of residential standards.
- 6.9 Taking account of the above there are no reasons to oppose the development in principle.

Parking highways and transport

- 6.10 Section 13 of the Bassett Neighbourhood Plan acknowledges that Bassett experiences high volumes of traffic and parking pressure is an issue for the whole ward; partly due to the proximity to Southampton University Hospital and the recognised need for personal transport given that the area is relatively deprived of public transport; and development needs to take this into account when considering how many parking spaces to provide to not cause significant harm to neighbouring amenity by overspill parking.
- 6.11 Parking: As outlined in section 4 above two previous applications have been refused based on overspill parking, this was principally because there was judged to be too few onsite parking spaces when compared to the number of hotel bedspaces and the resulting impact on the closest residential occupiers.
- 6.12 Officers now consider that an appropriate level of parking is proposed owing to the reduced number of bedspaces, increased number of onsite parking spaces when compared to previously refused schemes, the results of the parking survey, the location that is outside of a highly sustainable location (this is not a local, district, town or city

centre location); and the potential to still arrive by sustainable means. As such a minimum number of on-site car parking spaces of 10 is judged to be acceptable and not causing significant harm to local residential amenity through overspill parking pressure. This is discussed in more detail below.

6.13 The site is a little over 2 miles from the central train station and it is likely that some customers will arrive by train to Southampton and travel to the site by taxi which, would be relatively affordable. It is also feasible that some customers will arrive by train and then cycle or catch a bus to the hotel; this is notwithstanding the point that the hotel is not on a direct bus route from the station - but bus travel is still possible and Winchester Road is served by Unilink. In all there are six main bus routes between the train station and the site, three of which require a change and three require a 10 or more-minute walk. The table below summarises these journeys:

Bus service	Journey notes (not including potential waiting times)
Bluestar 1	walk 6 min, bus 13 min, walk 14 min
Bluestar 17 (from Art Gallery)	Walk 4 min, bus 25 min & walk 16 min
Bluestar 17 (from Art Gallery) & Unilink U9	Walk 4 min, bus 7 min, walk 10 min, bus 8 minutes
Unilink U2B/U2 (from Art Gallery) & Unilink U6H	Walk 4 min, bus 14 min, walk 1 min, bus 8 min, walk 1 min
Unilink U6H	Walk 2 min, bus 44 min, walk 1 min

6.14 Having regard to the potential to travel to the site by sustainable means and considering that transport method preference will change from person to person it is reasonable to conclude that a range of travel methods will be used by hotel guests, so providing some on-site parking is appropriate; and not achieving the maximum is also reasonable.

6.15 The maximum parking standards set out in the Parking Standards SPD are as follows; it is however also important to note that these are maximum parking levels (not minimum) and a lower quantum on site can be justified by parking surveys if there are concerns that overspill could cause unwanted negative effects:

Use type	Maximum provision
Offices	1 space per 30sq.m
Hotels (Accounting for staff and guests)	1 space per bedroom
Cafe	1 space per 20sq.m

6.16 The following table provides a summary of parking for the site (including planning history):

	Existing Office	22/00737/FUL (34 bedspaces & 90sq.m of café)	23/00079/FUL (26 bedspaces & 95sq.m of café)	23/01255/FUL (20 bedspaces & 95sq.m of café)
Maximum parking standard	13	39	31	25
On site parking spaces	10	8	9	10
Overspill	3	31	22	15

6.17 It is also noteworthy that the parking provided on site would be located within an undercroft area at ground floor level and that these do not meet the recommended size listed in point 5 of section 4.3.1 of the Parking Standards SPD (5.5m x 2.9m). However, it is considered that the spaces should contribute to parking availability on site. Tracking diagrams have been provided to demonstrate the spaces measure at least 5m x 2.4m and are usable. Amended plans show an improved layout, accommodating 10 parking spaces, with a distance between each row of 6m to enable reversing and turning manoeuvres. It is also noted that the layout provides a larger area around 8 of the spaces which will enable easier vehicle and pedestrian movements. The undercroft area is therefore judged to be fit for parking purposes and the highways team do not object.

6.18 The parking survey results are summarised below (200m assessment area):

Survey Date	Spaces Available (of a total of 141)
Wednesday 8 th September 2021 (19:00)	47
Thursday 9 th September 2021 (00:00)	37
Thursday 12 th January 2023 (00:24)	30

6.19 From looking at the parking survey summary table above, which discounts the triangle, the results suggest that there are sufficient free spaces in neighbouring streets to accommodate the potential 15 vehicle overspill.

6.20 It is also noted that the Council's highways team do not expect the café to generate a significant level of localised parking pressure. This is because it is anticipated that most of these customers will not be driving specifically to the café and rather would be combining trips to the café with other trips locally. A high proportion of café customers are also likely to be from the local catchment and travel by foot. Part of the reason for this assumption is lack of a dedicated car park for customers which is overlooked from the café itself. Additionally, the expected busiest times of day for the café would, likely, be when there is greater local parking capacity due to residents using their vehicles for work purposes and it is noteworthy that the proposed hours of operation of the café are 07:30 – 18:00 Monday to Saturday and 09:00 – 17:00 Sunday and therefore overnight parking pressure caused by the café is not expected. This has been considered when judging whether the proposed level of on site parking is acceptable in amenity terms.

6.21 When coming to the conclusion that the current ratio of bedspaces to parking spaces is acceptable the need for the use of a private car whilst staying at the hotel has also been considered. The site is judged to be conveniently positioned in between the university and hospital; and as staff visiting these organisations are the main target customer base for the proposal it should be noted that both are within relatively easy walking distance of the site for many people. The adjacency of shops opposite will also mean that groceries can easily be acquired by customers on foot. For those who wish to do so cycle parking is also available and e-scooter facilities are located within easy walking distance of the site too. Therefore, use of a private vehicle would not be necessary to access goods and services necessary for day to day living or to access the university and hospital.

6.22 The appeal scheme at Compass House has also been considered. 382 Winchester Road is different to the Compass House appeal, because the closest streets where unrestricted parking is available are not cul-de-sac's where the displacement of parking and noise and disturbance caused by customers would have a disproportionately greater effect on local residents. Instead, streets immediately adjacent to the Winchester Road

site all have the ability for vehicles to circulate without manoeuvring using a turning head. Thus, drivers can travel along these streets whilst looking for available parking spaces, so impact is more likely to be more evenly distributed along each street. That said at times the most acute effect will likely still be the closest residential occupiers which is why a minimum of 10 onsite parking spaces is considered appropriate and reasonable.

6.23 Overall, officers now consider the ratio of parking spaces to hotel bed spaces to be appropriate for this specific site and development. This is because there are other sustainable travel options available and not all hotel guests will necessarily choose to, or be able to, travel by private car so it would be unreasonable to require the maximum parking provision to be provided on site. Further to this it is also considered that, based on the now lower number of hotel bed spaces, the parking survey, maximum parking standards and the location outside of a high accessibility area, 10 parking spaces for this particular scheme is judged to be a reasonable minimum number needed to justify this development in terms of neighbour impact caused by overspill parking.

6.24 Trip Generation & Servicing: Furthermore, as the development would replace an office use the Council's Highways Engineers are of the opinion that the development would not cause significant highway impact in terms of trip generation or congestion. The proposal is also expected to have limited impact on the highway from its servicing requirements, in terms of obstruction, with it being agreed that kerbside refuse collection is adequate. In addition, if the application is approved site specific highways works would be required to improve the adjacent highway network including a 3m wide footway to link with the pedestrian crossing over Winchester Road. This is a significant positive aspect of the proposal and future proofs the highway network in front of the site, potentially allowing for further highway improvement works in the future, benefiting the local community.

6.25 Servicing requirements of the development are also considered acceptable; these too would benefit from the wider footway allowing servicing vehicles to avoid obstruction of the carriageway. It is also noted that an ancillary laundry is proposed on site, the number of bedspaces proposed is not likely to generate significant delivery requirements and the café would not have proportionally high associated delivery demands during peak traffic hours. The existing use of the site for office accommodation has also been considered which would have a greater potential trip generation at peak traffic hours.

6.26 On balance, it is considered that the scheme has now addressed previous parking and servicing concerns and delivers regeneration on this prominent corner.

Design and effect on character

6.27 The building design remains acceptable to officers and is not considered to harm the character and appearance of the area. Previously the Planning Panel did not raise an objection to the proposed design. The proposal has been amended principally by removing part of the second floor, adding a 10th car parking space and rearranging the ground floor layout. As such the remainder of the design and effect on character section of this report remains largely unchanged from the previous report.

6.28 Along with the policies set out in the Local Plan and Core Strategy (SDP1, SDP7, SDP9 & CS13) the development also needs to be judged against relevant policy that includes the Bassett Neighbourhood Plan (2016). Key policies in terms of character are BAS1

and BAS4 in particular:

- 6.29 BAS1 New Development: *Development proposals should be in keeping with the scale, massing and height of neighbouring buildings and with the density and landscape features of the surrounding area.*
- 6.30 The Urban Design Manager, did not previously and has not again, raised the scale of the building as a concern. The Planning Team appreciates how the building proposes to create a transition from 2 storey dwellings on Hill Lane up to 3 storeys on the corner and round to the adjacent flatted block on Winchester Road by use of pitched roofs. The link between the two main elements on the Hill Lane elevation helps to reduce the mass and bulk proposed. The road layout in front of the building also provides a suitable setting which enables the Winchester Road elevation to be taller than the majority of other buildings nearby. The prominent corner also assists in justifying the scale proposed and in this case the guidance set out in paragraph 3.6.10 of the residential design guide is deemed to be relevant and supportive of the proposal: *'Taller buildings may be considered at street corners...'* The scheme also seeks to include a buffer within the site ensuring that the elevations do not meet the pavement edge; this will also help to balance the scale in the surroundings. Therefore, whilst the proposal does not match exactly the scale, massing and height of neighbouring buildings taking other relevant guidance into account the scheme is not judged to be significantly harmful to the overall appearance and character of the Winchester Road and Hill Lane corner position. Density is also less relevant as the use proposed is within use class C1 – hotel, rather than C3 residential.
- 6.31 BAS4 Character and Design: *New development must take account of the densities set out in Policy BAS 5 and the existing character of the surrounding area. The design of new buildings should complement the street scene, with particular reference to the scale, spacing, massing, materials and height of neighbouring properties.*
- 6.32 For the reasons set out above in the response/commentary to BAS1 the proposal is also not deemed to be significantly at odds with BAS4. There is scope to bookend the street with a 3-storey scale building on this prominent corner and for variety including increase in scale provided that certain principles are followed. In this particular instance the transition of building height is considered sympathetic, and use of pitched roofs reflect other properties in the location. The street is not homogenous and there are other buildings in the area which differ to the traditional two storey housing. It must also be recognised that the Council are under increasing pressure to accept larger scale and higher density for residential schemes, so the proposed building height and mass is considered appropriate in this context. There are also other buildings in the neighbourhood of similar scale.
- 6.33 Having considered all aspects of the proposal and the characteristics of the location the Urban Design Manager remains confident that the scheme will make a valuable contribution to the appearance of the neighbourhood; Officers do not disagree, but the Panel are free to reach a different conclusion although it should be noted that the defence of a design-led reason for refusal would be difficult for officers to defend in light of the above commentary and previous decisions.
- 6.34 The existing site is significantly covered by buildings and hard surfacing and therefore the proposal, which also seeks a significant building to plot ratio, is not opposed in principle.

Neighbouring residential amenity

- 6.35 Saved policies SDP1(i), SDP7, SDP9 of the Adopted Local Plan Review (2015) and the principles contained in the approved Residential Design Guide (2006), amongst other things, seek to ensure that development will only be granted where it does not unacceptably affect the amenity of existing residents; integrates into the local community and respects its surroundings in terms of scale and massing.
- 6.36 The proposal is now considered to have overcome the overbearing and dominance impact caused to Nirvana Place because of the reduced height of the middle section of building. For this section there is now proposed to be only two floors of accommodation (maximum height 6.5m), rather than three floors of accommodation (maximum height 9.4m). The impact, due to the separation of this section of building from the boundary (ranging from 4.8m to 4.4m) is no longer considered to be significantly worse than the existing a relationship/juxtaposition of adjacent buildings and the amenity space serving Nirvana Place.
- 6.37 The reduced scale has also had the effect of reducing the amount of neighbouring garden that is overshadowed. The survey results show currently 76% of the rear garden receives 2 hours of direct sunlight on the spring equinox; the proposal reduces this to 58% (a 24% reduction); the target set out in the BRE guidance is no less than 50%. Therefore, the shadowing effect now complies with the relevant guidance as more than 50% of the garden would receive direct sunlight for two hours on the spring equinox. This is generally considered to be an acceptable level.
- 6.38 The submitted BRE Daylight and Sunlight Assessment also confirms no significant loss of sunlight or daylight to any neighbouring habitable rooms.
- 6.39 The proposal has addressed previous overlooking/loss of privacy concern as the windows within the rear elevation now include louvers to protect neighbouring privacy and/or can be obscurely glazed. As such occupants within the rear garden of Nirvana Place would no longer suffer from a significant loss of privacy. Impact on occupiers of 171 Hill Lane also remains acceptable.

Quality of accommodation

- 6.40 The proposed layout would likely provide reasonable levels of privacy and outlook for occupiers of the proposed accommodation units. All units would also achieve acceptable daylight and ventilation. Air quality and noise impacts from the adjacent highway, the ground floor café and gym; and any required plant equipment, can be mitigated by Building Regulations and/or a planning condition.
- 6.41 As the maximum stay duration will not exceed three months the proposal will no longer need to be judged against the internal Nationally Described Space Standards that apply to residential accommodation.

Air Quality and the Green Charter

- 6.42 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel. Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute

significantly to the exceedance of the National Air Quality Strategy Standards.

- 6.43 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive.
- 6.44 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive – up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m³. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:
- Reduce pollution and waste;
 - Minimise the impact of climate change
 - Reduce health inequalities and;
 - Create a more sustainable approach to economic growth.
- 6.45 The application has partially addressed the Green Charter and the air quality impact of the development by identifying an acceptable sustainable drainage system for the site and planning conditions can be used to secure energy and water efficiency improvements along with biodiversity enhancement measures.

Mitigation of direct local impacts

- 6.46 The application also needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Developer Contributions Supplementary Planning Document. Given the impacts associated with a development of this scale, the package of contributions and obligations required would be limited to the following:
- i. financial contributions towards site specific transport improvements in the vicinity of the site.
 - ii. a highways condition survey to make good any possible damage to the public highway in the course of construction.
 - iii. Solent Disturbance Mitigation Project (SDMP) and New Forest Mitigation.
 - iv. Staff & customer travel plan.
 - v. Obligations to limit duration of occupation (3 months).
- 6.47 Impact on Special Protection Areas/Habitats Regulations: The proposed development, as it provides overnight accommodation, 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 3**. Furthermore, all overnight accommodation has been found to have an impact on the water quality being discharged into our local watercourses that are of protected status. The 'harm' caused can be mitigated by ensuring that the development complies with the principles of 'nitrate neutrality', and a planning condition is recommended to deal with this as explained further in the attached Habitats Regulations Assessment. The HRA

concludes that, provided the specified mitigation of a Solent Recreation Mitigation Strategy (SRMP) contribution and a minimum of 5% of any CIL taken directed specifically towards Suitably Accessible Green Space (SANGS), the development will not adversely affect the integrity of the European designated sites.

7.0 Summary

7.1 The principle of an apart hotel has been accepted in the past, and the previous concerns relating to adequate car parking on site and pressure for on street parking have been addressed by reducing the number of bed spaces and increasing on site car parking to 10. Additionally, the maximum depth of projection of the second floor of the proposed building has reduced which is now judged to sufficiently reduce the visual impact; which, as a consequence, also reduces shadowing to an acceptable level. The redevelopment of this vacant site is considered to represent a positive design solution for this prominent location. The application has demonstrated a need for Apart Hotel accommodation and would be available for staff and visitors to the hospital. Planning obligations can also be secured to offset the impact of the development locally, including widening of the footway in front of the site. There are also economic benefits and job creation, in the form of 2 x full time jobs (an onsite manager and 1 x working remotely) and 2 x part time cleaners, linked to this site development. As the scheme is considered to have addressed the previous concerns the application is now recommended for approval, subject to a s.106 legal agreement.

8.0 Conclusion

8.1 The previous reasons for refusal are judged to have been successfully addressed and the positive aspects of the scheme now outweigh the negative.
It is therefore recommended that planning permission is granted subject to a Section 106 agreement and conditions set out below.

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) (f) 4.(a) (b) (c) (d) (e) (f) (g) (r) (ll) (vv) 6 (a) (b)

Mathew Pidgeon for 21/11/2023 PROW Panel

01. Full Permission Timing (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).

02. Approved Plans (Performance)

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below.

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

03. Restricted Use (Performance)

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 20 bedrooms and maximum stay duration of 3 months) and not for any other purpose.

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

04. Café: Hours of Use (Performance)

The café use hereby approved shall not operate outside of the hours hereby set out:
07:30 – 18:00 Monday to Saturday and 09:00 – 17:00 Sunday.

Reason: In the interests of existing residential amenity.

05. Servicing and Delivery Management Plan (Pre-Use)

Prior to the development first coming into use, a servicing and delivery management plan shall be submitted to and approved in writing by the Local Planning Authority for both the hotel and café uses. This management plan shall incorporate measures for mitigating noise and disturbance to residents. Deliveries and servicing shall subsequently be carried out in accordance with the approved plan.

Reason: In the interests of residential amenity, parking pressure, highway safety and to avoid servicing during times of the day when the highway network is at its busiest.

06. Security Measures [Pre-Occupation Condition]

Prior to the operation of the development hereby approved details of security measures capable of ensuring that the hotel and gym areas of the building are not accessible by members of the public when using the café shall be installed and shall remain operational throughout the lifetime of the development.

Reason: In the interests of public safety and to reduce the potential for crime & antisocial behaviour.

07. Gym Limited use (Performance)

At no time shall the gym hereby approved be used by anyone other than hotel staff and hotel customers.

Reason: In the interests of residential amenity by reducing localised parking pressure through overspill parking.

08. Details of building materials to be used (Pre-Commencement)

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, window louvers, doors, rainwater goods, and the roof of the proposed building. 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.

09. Window Louvers (Pre-occupation)

Prior to the development hereby approved first coming into use the windows louvers shall be installed in accordance with the approved plans. The window louvers shall thereafter be retained as approved throughout the lifetime of the development.

Reason: In the interest of neighbouring privacy.

10. Details of external appearance [Pre-Commencement]

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 and the reveals for the windows hereby approved shall

be at least 100mm deep. 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.

11. No other windows or doors other than approved (Performance)

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.

12. Obscure Glazing (Performance)

All windows facing northeast serving the stair core and 'unit 9' at first floor level 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 throughout the lifetime of the development.

Reason: To protect the amenity and privacy of the adjoining property.

13. Landscaping, lighting & means of enclosure detailed plan (Pre-Commencement)

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 (not to be timber close boarded where visible from the public realm), retaining walls,
- ii. hard surfacing materials,
- iii. structures and ancillary objects (cycle hoops, refuse bins, benches, lighting columns etc.),
- iv. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- v. a 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, shall be replaced within in the next planting season with others of a similar size and species unless the Local Planning Authority gives 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.

14. On site vehicular parking; 10 spaces [Pre-Occupation]

The 10 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 of 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.

15. Electric Vehicle Spaces (Performance)

Prior to the development hereby approved first coming into use at least 2 parking spaces (15% rounded up) with charging facilities for electric vehicles shall be provided in accordance with the details hereby approved. The spaces and charging infrastructure shall be thereafter retained as approved and made available for use by electric vehicles throughout the lifetime of the development.

Reason: In the interest of reducing emissions from private vehicles and improving the city's air quality.

16. Cycle storage facilities [Performance]

Before the development hereby approved is first occupied, 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 (2 in total) shall be retained and made available for customers and staff and those cycle storage spaces shall be retained for that purpose thereafter throughout the lifetime of the development.

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

17. Refuse & Recycling [Performance]

Before the development hereby approved is first occupied 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 throughout the lifetime of the development.

- 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 gulley 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.

18. 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.

19. Protection of nesting birds (Performance)

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

20. Demolition & Construction Management Plan [Pre-Commencement]

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Demolition & Construction Management 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 Demolition & 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.

21. Hours of work for Demolition / Clearance / Construction (Performance)

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.

22. Wheel Cleaning Facilities (Performance)

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.

23. Restricted use of flat roof area [Performance Condition].

The roof area of the building hereby approved which incorporates a flat roof surface shall not be used for storage purposes, as a balcony, terrace, roof garden or similar amenity area without the grant of further specific permission from the Local Planning authority.

Reason: In order to protect the privacy of adjoining occupiers.

24. Staff showings facilities [Performance]

Before the development hereby approved first comes into occupation, the staff shower/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 throughout the lifetime of the development.

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

25. External Lighting Scheme (Pre-Use)

Prior to the use of any external lighting details of the lighting shall be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be thereafter retained as approved throughout the lifetime of the development.

Reason: In the interest of residential amenity.

26. Land contamination investigation and remediation (Pre-Commencement & Occupation)

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.

27. Use of Uncontaminated Soils and Fill (Performance)

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 development hereby approved first coming into use or occupation.

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

28. Unsuspected Contamination (Performance)

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.

29. Archaeological watching brief work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work as set out in the submitted written scheme of investigation from Wessex Archaeology dated October 2021 and approved by the Local planning Authority.

Reason: To ensure that the archaeological investigation is completed.

30. Noise & Vibration (internal noise source) (Pre-Commencement)

Prior to the first use of the ancillary gym and public café hereby approved sound insulation measures, against internally generated noise and vibration generated by the equipment needed to facilitate the gym and café, shall first be submitted to and approved in writing by the Local Planning Authority. The measures shall be thereafter retained as approved whilst the café and gym are in operation.

Reason: In the interests of the amenity and to prevent harmful noise generation.

31. Ventilation System [Pre-Above Ground Works Condition]

No above ground works shall begin until details of an acoustically treated mechanical ventilation system for all elevations fronting Winchester Road and Hill Lane, a user guide and maintenance schedule arrangement, have been submitted to and approved in writing by the local planning authority. All works which form part of the scheme shall be completed prior to the occupation of the building hereby approved and subsequently retained and maintained in accordance with agreed maintenance schedule throughout the lifetime of the development. The details of the system shall include location of air intake (which must be from the rear of the building) and confirmation that ground and first floor windows on the elevations fronting Winchester Road and Hill Lane will remain sealed and fixed shut. The agreed user guide shall also be presented to guests upon commencement of occupation.

Reason: In order to protect occupiers of the hotel and cafe from air pollution generated by road traffic on Winchester Road due to proximity to the air quality management area.

32. Glazing - soundproofing from external traffic noise [Pre-Commencement Condition]

Works pursuant to this permission shall not be commenced until a scheme for protecting the proposed hotel accommodation from traffic noise from Winchester Road and Hill Lane have been submitted to and approved by the local planning authority in writing. Unless otherwise agreed in writing, that scheme shall specify either:

Glazing Type A: 10 mm glass: 12 mm cavity (minimum): 8.8 mm laminated glass e.g. Stadip Silence or equivalent; or

Glazing Type B: 4 mm glass: 12 mm cavity (minimum): 4 mm glass.

Once approved, that glazing shall be installed before the hotel is first occupied and thereafter retained at all times throughout the lifetime of the development.

Reason: In order to protect occupiers of the hotel from traffic noise.

33. Active frontages (Performance Condition)

Notwithstanding the provisions of Class 12 of Schedule 3 of the Class 12 of Schedule 3 of the Town and Country Planning (Control of Advertisements) Regulations 2007, or any Order amending, revoking or re-enacting these Regulations, clear glazing shall be retained for all windows at ground floor unless otherwise agreed in writing with the Local Planning Authority. Reason: In the interests of retaining a lively and attractive streetscene without obstruction and to improve the natural surveillance offered by the development.

34. Green Roof Implementation (Pre-commencement)

Prior to the commencement of the development hereby approved, a specification and management plan for the green roof shall be submitted to and agreed in writing by the Local Planning Authority. The green roof must be installed to the approved specification before the building hereby approved first comes into use 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. If the green roof dies, fails to establish or becomes 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 reduce flood risk and manage surface water runoff in accordance with core strategy policy CS20 (Tackling and Adapting to Climate Change) and CS23 (Flood risk), combat the effects of climate change through mitigating the heat island effect in accordance with policy CS20, enhance energy efficiency through improved insulation in accordance with core strategy policy CS20, promote biodiversity in accordance with core strategy policy CS22 (Promoting Biodiversity and Protecting Habitats), contribute to a high quality environment and 'greening the city' in accordance with core strategy policy CS13 (Design Fundamentals), and improve air quality in accordance with saved Local Plan policy SDP13.

35. Water & Energy [Pre-Construction]

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 a maximum 100 Litres/Person/Day internal water use. A water efficiency calculator shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA. It should be demonstrated that SCC Energy Guidance for New Developments has been considered in the design.

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 (Amended 2015).

36. Water & Energy [Performance]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved 100 Litres/Person/Day internal water use in the form of a final water efficiency calculator and detailed documentary evidence confirming that the water appliances/fittings have been installed as specified shall be submitted to the Local Planning Authority for its approval. It should be demonstrated that SCC Energy Guidance for New Developments has been considered in the construction.

Reason:

To ensure the development has minimised its overall demand for resources and to demonstrate compliance with Policy CS20 of the Adopted Core Strategy (Amended 2015).

37. Sustainable Drainage (pre-commencement)

No development shall take place until full detailed details of the Drainage Strategy have been submitted and approved by the Local Planning Authority. The Drainage Strategy should

include the final detailed design drawings showing all components that form part of the surface water drainage system, supported by cross sections drawings, locations of all inlets, outlets and flow control structures and appropriate drainage calculations. Confirmation of the final point of discharge (with written approval to connect to the public sewer from Southern Water) and management and maintenance plan identifying who will be responsible for the maintenance over the design life.

Reason: To secure inclusion of sustainable drainage to manage surface water on site, meeting the requirements of the National Planning Policy Framework and Policy CS20 of the Southampton Core Strategy (amended 2015)

38. Sustainable Drainage Verification Report (pre-occupation)

Prior to the first occupation of the development, a Drainage Verification Report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations) with as built drawings and photographs showing that the key components have been installed (i.e. surface water attenuation devices/areas, flow restriction devices and outfalls etc). The full details of the appointed management company or person(s) who will be responsible for the ongoing management and maintenance of the drainage system should also be included, with appropriate evidence for example a letter or contract agreement.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and will be maintained appropriately over the lifetime of the development.

39. Nitrate Mitigation – Pre-Occupation.

The development hereby permitted shall not be occupied unless a Nitrate Mitigation Vesting Certificate confirming the purchase of sufficient nitrates credits from Eastleigh Borough Council Nutrient Offset Scheme for the development has been submitted to the council.

Reason: To demonstrate that suitable mitigation has been secured in relation to the effect that nitrates from the development has on the Protected Sites around The Solent.

40. Tree Retention and Safeguarding (Pre-Commencement)

Prior to the commencement of the development hereby approved, including site clearance and demolition, details of tree protection measures shall be submitted to and approved in writing by the Local Planning Authority. The tree protection measures shall be provided in accordance with the agreed details before the development commences and retained, as approved, for the duration of the development works. No works shall be carried out within the fenced off area. All trees shown to be retained on the plans and information hereby approved and 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.

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

41. Lift (Performance)

Prior to the development hereby approved first coming into use the lift shall be provided in accordance with the details hereby approved. The lift shall thereafter be retained as approved and made available for use by customers and staff throughout the lifetime of the development.

Reason: In the interest of disabled access and convenience of use by staff and customers.

POLICY CONTEXT

Core Strategy - (as amended 2015)

- CS13 – Fundamentals of Design
- CS18 – Transport
- CS19 – Car and Cycle Parking
- CS20 – Tackling and adapting to Climate Change
- CS22 – Biodiversity and Protected Species
- CS25 – Delivery of Infrastructure and Developer Contributions

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

- SDP1 – Quality of Development
- SDP4 – Development Access
- SDP5 – Parking
- SDP6 – Urban Design Principles
- 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
- H2 – Previously Developed Land

Bassett Neighbourhood Development Plan 'made' 2016

- BAS 1 New Development
- BAS 2 Consultation
- BAS 3 Windfall Sites
- BAS 4 Character and Design
- BAS 7 Highways and Traffic
- BAS 9 Trees
- BAS 12 Business and Industry
- BAS13 Southampton Sports Centre and Southampton City Golf Course
- BAS 14 Drainage

Supplementary Planning Guidance

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

Other Relevant Guidance

- The National Planning Policy Framework (2021)
- The Southampton CIL Charging Schedule (September 2013)