

Planning and Rights of Way Panel

Tuesday, 10th March, 2020
at 6.00 pm

PLEASE NOTE TIME OF MEETING

Conference Rooms 3 & 4 - Civic
Centre

This meeting is open to the public

Members

Councillor Savage (Chair)
Councillor Mitchell (Vice-Chair)
Councillor Coombs
Councillor G Galton
Councillor L Harris
Councillor Vaughan
Councillor Windle

Contacts

Democratic Support Officer
Ed Grimshaw
Tel: 023 8083 2390
Email: ed.grimshaw@southampton.gov.uk

Interim Head of Planning and Economic
Development
Paul Barton
Email: paul.barton@southampton.gov.uk

PUBLIC INFORMATION

ROLE OF THE PLANNING AND RIGHTS OF WAY PANEL

The Panel deals with various planning and rights of way functions. It determines planning applications and is consulted on proposals for the draft development plan.

PUBLIC REPRESENTATIONS

Procedure / Public Representations

At the discretion of the Chair, members of the public may address the meeting on any report included on the agenda in which they have a relevant interest. Any member of the public wishing to address the meeting should advise the Democratic Support Officer (DSO) whose contact details are on the front sheet of the agenda.

The Southampton City Council Strategy (2016-2020) is a key document and sets out the four key outcomes that make up our vision.

- Southampton has strong and sustainable economic growth
- Children and young people get a good start in life
- People in Southampton live safe, healthy, independent lives
- Southampton is an attractive modern City, where people are proud to live and work

SMOKING POLICY – The Council operates a no-smoking policy in all civic buildings

MOBILE TELEPHONES:- Please switch your mobile telephones to silent whilst in the meeting

USE OF SOCIAL MEDIA:- The Council supports the video or audio recording of meetings open to the public, for either live or subsequent broadcast. However, if, in the Chair's opinion, a person filming or recording a meeting or taking photographs is interrupting proceedings or causing a disturbance, under the Council's Standing Orders the person can be ordered to stop their activity, or to leave the meeting.

By entering the meeting room you are consenting to being recorded and to the use of those images and recordings for broadcasting and or/training purposes. The meeting may be recorded by the press or members of the public.

Any person or organisation filming, recording or broadcasting any meeting of the Council is responsible for any claims or other liability resulting from them doing so.

Details of the Council's Guidance on the recording of meetings is available on the Council's website.

FIRE PROCEDURE – In the event of a fire or other emergency a continuous alarm will sound and you will be advised by Council officers what action to take.

ACCESS – Access is available for disabled people. Please contact the Democratic Support Officer who will help to make any necessary arrangements.

Dates of Meetings: Municipal Year 2019/2020

2019	
4 June	17 September
25 June	15 October
16 July	12 November
6 August	10 December
31 August	

2020	
14 January	31 March
11 February	21 April
10 March	

CONDUCT OF MEETING

TERMS OF REFERENCE

The terms of reference of the Planning and Rights of Way Panel are contained in Part 3 (Schedule 2) of the Council's Constitution

BUSINESS TO BE DISCUSSED

Only those items listed on the attached agenda may be considered at this meeting.

RULES OF PROCEDURE

The meeting is governed by the Council Procedure Rules as set out in Part 4 of the Constitution.

QUORUM

The minimum number of appointed Members required to be in attendance to hold the meeting is 3.

DISCLOSURE OF INTERESTS

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Pecuniary Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

DISCLOSABLE PECUNIARY INTERESTS

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

- (i) Any employment, office, trade, profession or vocation carried on for profit or gain.
- (ii) Sponsorship:
Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.
- (iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.
- (iv) Any beneficial interest in land which is within the area of Southampton.
- (v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.
- (vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.
- (vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:
 - a) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or
 - b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

OTHER INTERESTS

A Member must regard himself or herself as having an, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

PRINCIPLES OF DECISION MAKING

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

AGENDA

1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)

To note any changes in membership of the Panel made in accordance with Council Procedure Rule 4.3.

2 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

3 STATEMENT FROM THE CHAIR

4 MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING) (Pages 1 - 16)

To approve and sign as a correct record the Minutes of the meetings held on 11 February 2020 and to deal with any matters arising.

CONSIDERATION OF PLANNING APPLICATIONS

5 PLANNING APPLICATION - 144 BUTTS ROAD (Pages 21 - 34)

Report of the Interim Head of Planning and Economic Development recommending that conditional approval be granted in respect of an application for a proposed development at the above address.

6 PLANNING APPLICATION - 19/01973/FUL - REDBRIDGE BUSINESS PARK (Pages 35 - 66)

Report of the Interim Head of Planning and Economic Development recommending that conditional approval be granted in respect of an application for a proposed development at the above address.

7 PLANNING APPLICATION - 19/00545/FUL - REDBRIDGE BUSINESS PARK (TEMPORARY CONSENT) (Pages 67 - 78)

Report of the Interim Head of Planning and Economic Development recommending that conditional approval be granted in respect of an application for a proposed development at the above address.

This page is intentionally left blank

PLANNING AND RIGHTS OF WAY PANEL
MINUTES OF THE MEETING HELD ON 11 FEBRUARY 2020

Present: Councillors Savage (Chair), Mitchell (Vice-Chair), Coombs, G Galton, L Harris (except minute numbers 58,59,59 and 60), Windle (except minute number 55) and Prior

Apologies: Councillors Vaughan

52. **APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)**

It was noted that following receipt of the temporary resignation of Councillor Vaughan from the Panel the Service Director – Legal and Business Operations, acting under delegated powers, had appointed Councillor Prior to replace them for the purposes of this meeting.

53. **MINUTES OF THE PREVIOUS MEETING (INCLUDING MATTERS ARISING)**

RESOLVED: that the minutes for the Committee meetings on 14th and 28th January 2020 be approved and signed as a correct record.

54. **THE MAKING OF THE SOUTHAMPTON (8 MOUNTAIN ASH CLOSE) TREE PRESERVATION ORDER 2019**

The Panel considered the report of the Service Director Head of Service of Adults, Housing and Communities regarding an objection to the Southampton (8 Mountain Ash Close) Tree Preservation Order 2019.

Catherine Butler (local resident/ objector) was present and with the consent of the Chair, addressed the meeting.

RESOLVED that the Panel confirmed The Southampton (8 Mountain Ash Close) Tree Preservation Order 2019, without modifications.

55. **PLANNING APPLICATION - 19/02011/R3CFL- ST MARKS CE PRIMARY SCHOOL**

The Panel considered the report of the Head of Planning and Economic Development recommending delegated authority be granted in respect of an application for a proposed development at the above address.

Demolition of existing buildings and erection of part three/part two-storey new school with associated gym, access, parking, landscaping and sports facilities (including multi use games areas and a flood lit all weather pitch) (departure from local plan).

Graham Linecar (Southampton Commons and Parks Protection Society) Clive Rogers, Andy Beal, Ievn Vibert, Jeremy Moulton, Kerry Sullivan, Jenny Hudek, Elaine Tomlins, Ian Davies, Councillor Galton (local residents/ objecting), Ben Christian, Paul Lovegrove, Richard Tose and Cliff Kingh (supporters) and Councillors Shields, Leggett and Windle (Ward Councillors) were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that there been a number of updates since the publication of the report. It was noted that the Council's Highways, Ecology, Sustainability and Trees departments had removed their holding objections. As a consequence the Panel noted that the recommendation would be amended and that there were a number of changes to the reason for granting permission and the conditions within the report, these changes were presented at the meeting and are set out below. At the request of the Panel officers added a further condition in relation to the feasibility of a green roof and district energy, as set out below.

The Panel then considered the recommendation to delegate authority to the Head of Planning and Economic development to grant planning permission. Upon being put to the vote the recommendation was carried unanimously.

RESOLVED that the Panel delegated to the Head of Planning and Economic Development to add, vary and/or delete relevant parts of the recommended planning conditions ahead of issuing a Conditional Approval.

Amended Reason for Granting Planning 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. Overall, the acute educational need and positive community benefits associated with the development and its 'proposed dual use' are considered to outweigh the dis-benefit of any associated increased on-street parking pressure. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and 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 (2019).

Policies - SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP16, SDP17, SDP19, SDP22, NE4 and CLT3 of the City of Southampton Local Plan Review (Amended 2015) and CS11, CS13, CS18, CS19, CS20, CS21, CS22, CS23, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Additional and Amended Conditions

3. Internal undertaking agreement (Pre-Commencement Condition)

No development or demolition works shall take place – with the exception of the tree removal hereby approved - until a Unilateral Undertaking has been submitted to and agreed in writing by the Local Planning Authority covering the following heads of terms:

- a) Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site, including the provision of any necessary Traffic Regulation Orders, in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013)

- b) Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
- c) The submission, approval and implementation of a Carbon Management Plan setting out how carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013).
- d) Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013).
- e) Submission approval and implementation of either a scheme of measures or a financial contribution towards a public art strategy for the site.
- f) Submission and implementation within a specified timescale of a Travel Plan.
- g) Secure a Community Use Agreement including public access to school facilities outside of school hours taking account of condition 41 following meaningful consultation by the School with the local community.

REASON: Planning permission can be issued following the resolution of the Planning and Rights of Way Panel as the site is currently within Council ownership. Furthermore, as the development will create localised impacts a S.106 legal agreement is required in the interests of the proper planning of the area and to mitigate the impact of the development in accordance with Policy CS25 of the amended City of Southampton Core Strategy (2015).

6. Details of building materials to be used (Pre External Elevations Condition)

Notwithstanding the details shown on the approved drawings no works shall commence on the construction of the external elevations of the buildings hereby approved until a schedule of materials and finishes (including samples and full details of the manufacturers, types and colours of the external materials) to be used for external walls, windows and the roof of the proposed buildings along with details of all means of enclosure/boundary treatment, acoustic barrier and hard surface materials, have been submitted to and approved in writing by the Local Planning Authority.

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.

8. Demolition & Construction Management Plan (Pre-Commencement Condition)

Prior to any development or demolition works commencing – with the exception of the tree removal hereby approved - further details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Demolition & Construction Method Plan for the development. The Construction Management Plan shall include details of:

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

- g) 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.

10. Parking [Performance Condition]

The application site shall at all times, following the completion of the development, provide facilities for the loading/unloading/circulation of vehicles and for the parking of a minimum of 57 cars, 4 mini-buses and 274 bicycles to serve the school use as identified on the hereby approved plans. The parking and servicing areas shall thereafter be retained for parking/servicing use in association with the educational buildings and their "dual use" hereby approved only.

REASON: To prevent obstruction to traffic in neighbouring roads, to ensure provision of vehicular access, car parking and servicing, to avoid congestion in the adjoining area and to protect the amenities of the area, in the interests of highway safety.

11. Scooter & Cycle Storage [Pre-Occupation Condition]

Before the buildings are first occupied full details and specifications of facilities to be provided for the secure storage of 274 bicycles and an agreed number of scooters shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle/scooter storage facilities shall be provided prior to the first occupation of the development hereby approved and retained thereafter whilst the site is used for education.

REASON: In the interests of visual amenity, the amenities of future occupiers of the development and the amenities of occupiers of nearby properties; and to encourage sustainable modes of transport.

12. Refuse & Recycling [Pre-Occupation Condition]

Notwithstanding the details submitted before the building is first occupied details of facilities to be provided for the storage, removal and recycling of refuse from the premises shall be submitted to the Local Planning Authority and approved in writing. Such facilities as approved shall provide for a level approach and be permanently maintained and retained for that purpose.

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.

13. Internal Lighting (Pre-Occupation Condition)

A written lighting scheme - to demonstrate how the internal rooms of the building shall be illuminated outside of daylight so that lights are turned off in rooms when they are not required and methods of ensuring that neighbours do not experience significant light intrusion (in particular occupants of 255 Shirley Road) - shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development hereby approved. The lighting scheme shall be implemented prior to the occupation of the development hereby approved and shall be maintained as agreed.

REASON: To respond to neighbouring concerns/in the interests of neighbouring amenity and sustainability.

15. Ecological Mitigation Statement (Pre-Commencement Condition)

Prior to any development or demolition works commencing – with the exception of the tree removal hereby approved - further details shall be submitted to and approved in writing by the Local Planning Authority for 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 a programme that shall have been agreed in writing with the Local Planning Authority before any demolition work or site clearance takes place.

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

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

Prior to any development commencing – with the exception of the tree removal or above ground demolitions hereby approved - further details shall be submitted to and approved in writing by the Local Planning Authority for the type and dimensions of all proposed groundworks have been submitted to and agreed by the Local planning Authority. The developer will restrict groundworks accordingly unless a variation is agreed in writing by the Local Planning Authority.

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

17. Archaeological evaluation investigation [Pre-Commencement Condition]

No development or demolition works shall take place – with the exception of the tree removal hereby approved - until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

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

22. Sustainable Drainage

Prior to any development commencing – with the exception of the tree removal, site clearance and the demolition phase hereby approved – and notwithstanding the submission to date further details shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Southern Water) for surface water drainage works. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The agreed drainage system shall be operational prior to the first occupation of the development hereby approved and shall be maintained in accordance with the agreed details.

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

23. BREEAM Standards (Pre-Above Ground Works Condition)

No development shall take place – with the exception of site clearance and set up; including the tree removal hereby approved – until written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage report, is submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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

24. BREEAM Standards [Performance Condition]

Within 6 months of the occupation of each building hereby approved, written documentary evidence proving that the development has achieved at minimum Excellent against the BREEAM Standard, in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

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

25. Zero or Low Carbon Energy Sources (Pre-Above Ground Works Condition)

No development shall take place – with the exception of site clearance and set up; including the tree removal hereby approved – until an energy strategy, including zero or low carbon energy technologies that will achieve a reduction in CO2 emissions of at least 15% has been submitted to and approved in writing by the Local Planning Authority. Technologies that meet the agreed specifications must be installed and rendered fully operational in accordance with the agreed details prior to the first occupation of the development hereby granted consent and retained thereafter.

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

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

No development shall take place – with the exception of site clearance and set up; including the tree removal hereby approved – until 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; and
 - 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 scene 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.

30. Arboricultural Method Statement (Performance)

The development hereby approved shall be carried out in accordance with the submitted Arboricultural Method Statement (Feb 2020 JFAO178 by James Fuller Arboriculture) including the tree protection measures throughout the duration of the demolition and development works on site.

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

31. No storage under tree canopy (Performance)

No storage of goods including building materials, machinery and soil, shall take place within the root protection areas of the trees to be retained on the site. There will be no change in soil levels or routing of services through root protection zones. There will be no fires on site within any distance that may affect retained trees. There will be no discharge of chemical substances including petrol, diesel and cement mixings within or near the root protection areas.

REASON: To preserve the said trees in the interests of the visual amenities and character of the locality.

32. Landscaping, Lighting & Means of Enclosure Plan [Pre-Occupation Condition]

A detailed landscaping scheme and implementation timetable shall be submitted prior to any above ground development associated with this permission taking place. The plan shall include:

- (i) proposed finished ground levels or contours; means of enclosure (all boundary treatments); car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- (ii) planting plans; written specifications (including tree pit design, cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;

- (iii) an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis) with the replacement trees planted in small groups [spinney's and copse's] wherever practicable;
- (iv) details of any proposed boundary treatment, including retaining walls; and
- (v) a landscape management scheme.

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

The approved 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.

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.

34. Plant Equipment Screen (Pre-External roof top equipment)

Notwithstanding the details shown on the approved drawings no works shall commence on the installation of any roof top plant equipment (including solar panels) until detailed drawings are provided of all proposed equipment (plant and solar panels) including plant screening where necessary/appropriate is submitted to and approved in writing by the Local Planning Authority. The details shall include plans showing how the plant equipment at roof top level is to be screened from public view. Once approved the plant equipment screen shall be installed prior to the occupation of the building and shall be retained in perpetuity.

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

35. Floodlit Multi Use Games Technical details. (Pre-Occupation Condition).

The floodlit Multi Use Games Area hereby permitted shall not be constructed other than in accordance with Sport England's technical design guidance: Artificial Surfaces for Outdoor Sport (2013): <https://www.sportengland.org/facilities-and-planning/design-and-cost-guidance/artificial-sports-surfaces/>.

REASON: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy CS21.

36. Artificial Grass Pitch (Pre-Occupation Condition).

Use of the Artificial Grass Pitch hereby approved shall not commence until:

- (a) certification that the Artificial Grass Pitch (AGP) hereby permitted has met FIFA Quality Concept for Football Turf - FIFA Quality or equivalent International Artificial Turf Standard (IMS); and,
- (b) confirmation that the facility has been registered on the Football Association's Register of Football Turf Pitches

have been submitted to and approved in writing by the Local Planning Authority. The development shall be provided and maintained in accordance with these agreed details. REASON: To ensure the development is fit for purpose and sustainable, provides sporting benefits and to accord with Development Plan Policy CS21.

37. Artificial Grass Pitch management and maintenance (Pre-Occupation Condition).

Before the Artificial Grass Pitch (AGP) is brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. This should include measures to ensure the replacement of the Artificial Grass Pitch within a specified period. The measures set out in the approved scheme shall be complied with in full during the lifetime of the development, with effect from the first use of the Artificial Grass Pitch.

REASON: To ensure that new facilities are capable of being managed and maintained to deliver facilities which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy 21.

38. Playing field drainage (Pre-Occupation Condition).

No drainage works/improvements to the playing field shall commence until a scheme for the management and maintenance of playing field drainage, including a management and maintenance implementation programme, has been submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. The playing fields shall thereafter be managed and maintained in accordance with the approved scheme.

REASON: To ensure the quality of playing field/pitches is satisfactory.

39. Sports Pitch Flood Lighting Scheme (Pre-Occupation)

Notwithstanding the submitted details, prior to the erection and use of any floodlighting associated with the external playing pitches and multi-use games areas further details including mitigation measures to prevent light spill over sensitive adjacent bat foraging areas and adjacent residential gardens, shall first to be submitted to and approved in writing by the Local Planning Authority. The lighting scheme shall be implemented and thereafter retained as approved.

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

40. Sports pitches hours of use (Performance Condition)

The outside sport pitches and flood lighting approved shall not operate for the purposes of community use outside the following hours:

5pm to 8.30pm Monday to Friday; and
9am - 7pm Saturday and Sunday

School use of the flood lighting and outside playing pitches shall not operate outside the following hours:

8am to 8.30pm Monday to Friday; and
9am - 7pm Saturday and Sunday

The sports pitches shall not be used for community use during daytime school hours within term times. The flood lighting shall be switched off when there are no evening bookings during the above operating hours.

REASON: To protect the amenities of the occupiers of existing nearby residential properties. Hours of use beyond 6pm in the evening would result in noise disturbance

to neighbouring residential properties, contrary to policies SDP1(i) and SDP16(i) of the City of Southampton Local Plan Review (2015).

41. Obscured window specification [Performance Condition]

The 1st and 2nd floor windows in the north-west flank elevation of the main school building facing the neighbouring property at 255 Shirley Road shall be fitted with obscured glazing and shall only have a top light opening above a height of 1.7m above the floor level of the room to which it serves. These windows shall be retained as stated.

REASON: To protect the privacy enjoyed by the occupiers of the adjoining property.

42. Staggered start & finishing times (Pre Occupation of Secondary School Condition)

The start and end of the school day (excluding any per/after school clubs) for both the primary and secondary year groups shall be agreed in writing with the Local Planning Authority prior to their respective first use. The primary school's start and finishing times shall be staggered from the secondary year groups start and finish times. Once agreed the development shall be carried out in accordance with the agreed details.

REASON: To limit the impact of the development on the highways network during peak drop off and pick up times at the start and end of the school day.

43. Car Park Management Plan (Pre-occupation)

Prior to the occupation of the development a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall detail how the School will seek to manage events when high demand for parking is expected (including, for instance, performances, parents evenings and out of hours community use) and detail how the site's parking will be managed during these times. The site shall be managed in accordance with the agreed details during the lifetime of the development.

REASON: In the interests of local parking pressure and residential amenity.

44. 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

45. Coach Management Plan (Pre-occupation)

Prior to the occupation of the development hereby approved details of coach parking, including onsite parking and turning details, shall be submitted to and approved in writing by the Local Planning Authority. Once approved the development shall be carried out in accordance with the agreed details.

REASON: In the interests of local amenity, school safety and reducing highways congestion.

46. Green Roof & District Energy feasibility study – Added by Planning Panel

A detailed feasibility study for both (i) a green roof for all buildings hereby approved and (ii) a district energy scheme or linkages to the existing network, shall be submitted to and agreed in writing by the Local Planning Authority prior to any development commencing – with the exception of the tree removal and above ground demolitions and site clearance hereby approved. If the study demonstrates the site has the capacity

for the green roof and/or district energy scheme a specification shall then be agreed in writing with the Local Planning Authority. The green roof and/or district energy scheme to the approved specification shall be installed and rendered fully operational prior to the first occupation of the affected buildings hereby approved and shall be retained and maintained as agreed thereafter.

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.

NOTE: Councillor Windle withdrew from the Panel to address the meeting as a Ward Councillor

56. **PLANNING APPLICATION - 19/00361/FUL - 20-25 CHAPEL ROAD**

The Panel considered the report of the Head of Planning and Economic Development recommending that the Panel refuse planning permission in respect of an application for a proposed development at the above address.

Erection of a part 4 and 5 storey school building with rooftop playground following demolition of existing buildings (Departure from Local Plan)

Peter Badger (agent), Steve Wright (applicant), were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that the reason for refusal in regard to the failure to enter a section 106 would need to be amended to add an additional clause around public art.

The Panel then considered the recommendation to refuse to grant planning permission. Upon being put to the vote the recommendation was carried unanimously.

RESOLVED that the Panel refused to grant planning permission for the reasons set out below:

1. REASON FOR REFUSAL – Unsafe Flood Risk

Notwithstanding the submitted Flood Risk Assessment and further information, the proposal fails the Exception Test set out in the National Planning Policy Framework (NPPF) (2019) by failing to demonstrate that staff and pupils within the development would be safe during a flood event due to the following reasons:

- The application has not demonstrated that safe access and egress can be provided throughout the design life of the development;
- It is not clear that the design of building (finished floor levels) could withstand a flood event, taking into consideration the impact of climate change and sea level rise;

- The provision of a refuge on the upper floor, due to lack of facilities (food and toilet facilities), when young children could have to remain on site for a period of anywhere between 2 to 6 hours is insufficient;
- The location of the proposed muster point is unacceptable. It lies just outside of the present day flood zones 2 and 3 and, due to the development sites vulnerability, access to this muster point will be restricted by 2075 when taking into account climate change and sea level rise with only one potentially suitable access route on St Marys Street from Northam Road;
- The proposal could result in parents/guardians inadvertently putting more people at risk by seeking to collect pupils in a flood event. Therefore, increasing the burden for the emergency services having to manage a large group of vulnerable people. Notwithstanding the outdoor location of the muster point, the wellbeing of the staff and pupils waiting at the point has not been satisfactorily addressed.

Therefore, the proposal fails to take into consideration the impact of climate change and sea level rise, and the vulnerability of the users on site. The proposal is therefore contrary to policy SDP1 of the adopted City of Southampton Local Plan Review (amended 2015) and policies CS20 and CS23 of the Council's adopted LDF Core Strategy (2015) and policy AP15 of the City Centre Action Plan (2015) as supported by paragraph 160 of the NPPF (2019).

2. REFUSAL REASON - Failure to enter into S106 agreement

In the absence of a completed Section 106 Legal Agreement, the proposals fail to mitigate against their direct impacts and do not, therefore, satisfy the provisions of Policy CS25 of the adopted Local Development Framework Core Strategy (2015) as supported by the Council's Developer Contributions Supplementary Planning Document (2013) in the following ways:-

- i. 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 have not been secured in accordance with Policies CS18, CS19, and CS25 of the Southampton Core Strategy (2015) and the adopted Developer Contributions SPD (2013);
- ii. 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;
- iii. Submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013).
- iv. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013).
- v. Submission and implementation of a Travel Plan.

- vi. A community use agreement in accordance with CS11 of the Core Strategy.
- vii. Submission approval and implementation of either a scheme of measures or a financial contribution towards a public art strategy for the site.

57. **PLANNING APPLICATION - 19/01658/FUL - 20 GURNEY ROAD**

The Panel considered the report of the Head of Planning and Economic Development recommending that conditional planning permission be granted in respect of an application for a proposed development at the above address.

Change of use from a dwelling (C3 Use) to a flexible use for house in multiple occupation (HMO) (C4 Use) or class C3.

Mike Johnson (local resident objecting), Karl Peckham and Michael Davis (applicant), and Councillors Chaloner and Kaur (ward councillors/objecting) were present and with the consent of the Chair, addressed the meeting.

The presenting officer explained that residents had sent in a picture of the road at 7:30 on 30 January 2020 indicating the levels of parking. Residents queried elements of the Parking survey and suggested that due to the proximity of the Shirley High Street that parking could be difficult throughout the day and not just during the hours set out with the Lambeth model. The officer also detailed an amendment to condition 2 of the report, as set out below.

The Panel then considered the recommendation to grant conditional planning permission. Upon being put to the vote the recommendation was carried.

RECORDED VOTE to grant planning permission

FOR: Councillors Savage, Mitchell, Coombs, Prior and Windle

AGAINST: Councillors L Harris and G Galton

RESOLVED that planning permission be approved subject to the conditions set out within the report and the amended condition set out below:

2. **Retention and provision of communal spaces (Performance)**

Prior to the first occupation of the HMO hereby approved, the communal spaces shall be provided for the occupants in accordance with the approved plans. This shall include the ground floor toilet room (W/C) as shown on the approved plans. The rooms labelled kitchen, lounge/diner, bathroom, W/C including the study once the side extension is built and occupied, on the plans hereby approved shall be retained for use by all of the occupants for communal purposes only to serve the occupiers whilst in HMO use.

REASON: To ensure that a suitable communal facilities are provided for the residents.

58. **PLANNING APPLICATION - 19/01963/FUL - THE CONIFERS, WRIGHTS HILL**

The Panel considered the report of the Head of Planning and Economic Development recommending delegated authority be granted in respect of an application for a proposed development at the above address.

Redevelopment of the site. Erection of 6 x 3 bed dwellings with associated parking, bin and cycle storage following demolition of existing dwelling (resubmission of 19/00832/FUL).

Philip Dudley (agent), Philip Cook (applicant), and Councillor Payne (ward councillor objecting) were present and with the consent of the Chair, addressed the meeting.

The presenting officer amended the recommendation to remove the requirement for the submission of a Carbon Management Plan as the development was not large enough to trigger this requirement. It was noted that the proposed development was sited on an awkward junction. However, it was noted that the problems at the Junction would be addressed by a different process.

Upon being put to the vote the Panel confirmed the Habitats Regulation Assessment.

The Panel then considered the recommendation to delegate authority to the Service Lead: Infrastructure, Planning and Development to grant planning permission. Upon being put to the vote the recommendation was carried unanimously.

RESOLVED that the Panel:

- (i) confirmed the Habitats Regulation Assessment set out in Appendix 1 of the report.
- (ii) Delegated approval to the Head of Planning and Economic Development to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:
 - a. 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 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);
 - b. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
 - c. Either a scheme of measures or a financial contribution to mitigate against the pressure on European designated nature conservation sites in accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations.
- (iii) In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning and Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
- (iv) That the Head of Planning and Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

59. **PLANNING APPLICATION - 19/01823/FUL - 5 BLENHEIM AVENUE**

The Panel considered the report of the Head of Planning and Economic Development recommending that conditional planning permission be granted in respect of an application for a proposed development at the above address.

Proposed alterations to garage including rear extension and pitched roof to facilitate conversion of garage to home business, Hair Salon.

Pete Thomas, Jerry Gillen (local residents objecting) John Saunders (applicant), and Councillor Cooper (ward councillor/objecting) were present and with the consent of the Chair, addressed the meeting.

The Panel then considered the recommendation to grant conditional planning permission. Upon being put to the vote the recommendation was carried unanimously.

RESOLVED that planning permission be approved subject to the conditions set out within the report.

60. **REVIEW OF INFORMATION FOR THE VALIDATION OF PLANNING APPLICATIONS**

Report of the Head of Planning and Economic Development seeking approval for the local validation requirements following a review.

These amended requirements follow consultation with internal consultees and local planning agents and applicants.

RESOLVED that the Panel

1. Approved the proposed changes to the local validation requirements as detailed at Appendix 1 and paragraph 18 of this report, and delegate authority to the Head of Planning and Economic Development to update our systems and the Planning Portal accordingly; and
2. Delegated authority to the Head of Planning and Economic Development to review and approve changes the local validation requirements in the future, in line with NPPF recommendations, following regulation changes and the necessary public consultation.

61. **QUARTERLY DEVELOPMENT MANAGEMENT FIGURES**

The Panel considered and noted the report of the Head of Planning of Economic Development detailing the Planning Department's performance against key planning metrics.

This page is intentionally left blank

INDEX OF PLANNING APPLICATIONS FOR DECISION

DATE: 10th March 2020 - 6pm Conference Rooms 3 and 4, 1st Floor, Civic Centre

Main Agenda Item Number	Officer	Recommendation	PSA	Application Number / Site Address
5	JF	CAP	5	20/00010/FUL 144 Butts Road
6	MP	CAP	5	19/01973/FUL Redbridge Business Park
7	MP	TCON	5	19/00545/FUL Redbridge Business Park

PSA – Public Speaking Allowance (mins); CAP - Approve with Conditions: DEL - Delegate to Officers: PER - Approve without Conditions: REF – Refusal: TCON – Temporary Consent: NOBJ – No objection

Case Officers:

JF – John Fanning

MP – Mat Pidgeon

MT – Mark Taylor

Southampton City Council - Planning and Rights of Way Panel

Report of Service Lead – Planning, Infrastructure & Development

Local Government (Access to Information) Act 1985

Index of Documents referred to in the preparation of reports on Planning Applications:

Background Papers

1. **Documents specifically related to the application**
 - (a) Application forms, plans, supporting documents, reports and covering letters
 - (b) Relevant planning history
 - (c) Response to consultation requests
 - (d) Representations made by interested parties

2. **Statutory Plans**
 - (a) Hampshire, Portsmouth, Southampton and New Forest National Park Minerals and Waste Plan (Adopted 2013)
 - (b) Amended City of Southampton Local Plan Review (Adopted March 2015)
 - (c) Local Transport Plan 3 2011-2031
 - (d) Amended City of Southampton Local Development Framework – Core Strategy (inc. Partial Review) (adopted March 2015)
 - (e) Adopted City Centre Action Plan (2015)
 - (f) Community Infrastructure Levy Charging Schedule (2013)
 - (g) Bassett Neighbourhood Plan (Adopted 2016)

3. **Statutory Plans in Preparation**

4. **Policies and Briefs published and adopted by Southampton City Council**
 - (a) Old Town Development Strategy (2004)
 - (b) Public Art Strategy
 - (c) North South Spine Strategy (2004)
 - (d) Southampton City Centre Development Design Guide (2004)
 - (e) Streetscape Manual (2005)
 - (f) Residential Design Guide (2006)
 - (g) Developer Contributions SPD (September 2013)
 - (h) Greening the City - (Shoreburs; Lordsdale; Weston; Rollesbrook Valley; Bassett Wood and Lordswood Greenways) - 1985-1995.
 - (i) Women in the Planned Environment (1994)
 - (j) Advertisement Control Brief and Strategy (1991)
 - (k) Biodiversity Action Plan (2009)
 - (l) Economic Development Strategy (1996)
 - (m) Test Lane (1984)
 - (n) Itchen Valley Strategy (1993)

- (o) Portswood Residents' Gardens Conservation Area Character Appraisal (1999)
- (p) Land between Aldermoor Road and Worston Road Development Brief Character Appraisal(1997)
- (q) The Bevois Corridor Urban Design Framework (1998)
- (r) Southampton City Centre Urban Design Strategy (2000)
- (s) St Mary's Place Development Brief (2001)
- (t) Ascupart Street Development Brief (2001)
- (u) Woolston Riverside Development Brief (2004)
- (v) West Quay Phase 3 Development Brief (2001)
- (w) Northern Above Bar Development Brief (2002)
- (x) Design Guidance for the Uplands Estate (Highfield) Conservation Area (1993)
- (y) Design Guidance for the Ethelburt Avenue (Bassett Green Estate) Conservation Area (1993)
- (z) Canute Road Conservation Area Character Appraisal (1996)
- (aa) The Avenue Conservation Area Character Appraisal (1997)
- (bb) St James Road Conservation Area Character Appraisal (1996)
- (cc) Banister Park Character Appraisal (1991)*
- (dd) Bassett Avenue Character Appraisal (1982)*
- (ee) Howard Road Character Appraisal (1991) *
- (ff) Lower Freemantle Character Appraisal (1981) *
- (gg) Mid Freemantle Character Appraisal (1982)*
- (hh) Westridge Road Character Appraisal (1989) *
- (ii) Westwood Park Character Appraisal (1981) *
- (jj) Cranbury Place Character Appraisal (1988) *
- (kk) Carlton Crescent Character Appraisal (1988) *
- (ll) Old Town Conservation Area Character Appraisal (1974) *
- (mm) Oxford Street Conservation Area Character Appraisal (1982) *
- (nn) Bassett Green Village Character Appraisal (1987)
- (oo) Old Woolston and St Annes Road Character Appraisal (1988)
- (pp) Northam Road Area Improvement Strategy (1987)*
- (qq) Houses in Multiple Occupation (revised 2016)
- (rr) Vyse Lane/ 58 French Street (1990)*
- (ss) Tauntons College Highfield Road Development Guidelines (1993)*
- (tt) Old Woolston Development Control Brief (1974)*
- (uu) City Centre Characterisation Appraisal (2009)
- (vv) Parking standards (2011)

* NB – Policies in these documents superseded by the Residential Design Guide (September 2006, page 10), albeit character appraisal sections still to be had regard to.

5. Documents relating to Highways and Traffic

- (a) Hampshire C.C. - Movement and Access in Residential Areas
- (b) Hampshire C.C. - Safety Audit Handbook
- (c) Cycling Strategy – Cycling Southampton 2017-2027
- (d) Southampton C.C. - Access for All (March 1995)

- (e) Institute of Highways and Transportation - Transport in the Urban Environment
- (f) I.H.T. - Traffic Impact Assessment Guidelines
- (g) Freight Transport Association - Design for deliveries
- (h) Department for Transport (DfT) and Highways England various technical notes
- (i) CIHT's Manual for Streets and Manual for Streets 2

6. Government Policy Planning Advice

- (a) National Planning Policy Framework (February 2019)
- (b) National Planning Policy Guidance Suite

7. Other Published Documents

- (a) Planning for Daylight and Sunlight - DOE
- (b) Coast and Countryside Conservation Policy - HCC
- (c) The influence of trees on house foundations in clay soils - BREDK
- (d) Survey and Analysis - Landscape and Development HCC
- (e) Root Damage to Trees - siting of dwellings and special precautions – Practice Note 3 NHDC
- (f) Shopping Policies in South Hampshire - HCC
- (g) Buildings at Risk Register SCC (1998)
- (h) Southampton City Safety Audit (1998)
- (i) Urban Capacity Study 2005 – 2011 (March 2006)
- (j) Strategic Housing Land Availability Assessment (March 2013)

Agenda Item 5

Planning and Rights of Way Panel 10th March 2020 Planning Application Report of the Head of Planning & Economic Development

Application address: 144 Butts Road Southampton SO19 1BJ			
Proposed development: Proposed change of use from retail (Class A1) to hot food takeaway (Class A5) with installation of rear extraction flue			
Application number:	20/00010/FUL	Application type:	FUL
Case officer:	John Fanning	Public speaking time:	5 minutes
Last date for determination:	13.03.2020 (ETA)	Ward:	Sholing
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors:	Cllr Vaughan Cllr Baillie Cllr Guthrie
Referred to Panel by:	N/A	Reason:	N/A
Applicant: Mr A Ozdemir		Agent: Advoco Planning Limited	

Recommendation Summary	Conditionally Approve
-------------------------------	------------------------------

Community Infrastructure Levy Liable	Not applicable
---	-----------------------

REASON FOR GRANTING PLANNING 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 (2019).

Saved Policies - SDP1, SDP5, SDP7, SDP16, REI7 of the City of Southampton Local Plan Review (Amended 2015); CS13 and CS19 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Appendix attached			
1	Development Plan Policies	2	Relevant Planning History
3	Minutes of Panel (18/02309/FUL)	4	Summary of management plan

RECOMMENDATION IN FULL **Conditionally approve**

1. Background

- 1.1 This application follows a similar application at this address that was approved by the Planning Panel in April 2019. The earlier permission has been implemented, with this application seeking consent for a second takeaway use.

2. The site and its context

- 2.1 The application site contains a 2 storey building on the east side of Butts Road with its own forecourt. The property forms part of a small commercial frontage, with residential units above and the wider surrounding area being residential in nature.

3. Proposal

- 3.1 The application seeks consent for conversion of the ground floor of the unit from Class A1 to Class A5 (takeaway) and the associated installation of extract/ventilation equipment. The applicant seeks hours of use from 5PM-11PM (17:00-23:00) Monday-Sunday. This scheme seeks to add a second A5 use following the previous application approved under 18/02309/FUL.

4. Relevant Planning Policy

- 4.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at Appendix 1.
- 4.2 The National Planning Policy Framework (NPPF) was revised in 2019. Paragraph 213 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.

5. Relevant Planning History

- 5.1 A schedule of the relevant planning history for the site is set out in Appendix 2 of this report.
- 5.2 The site previously formed part of a larger Class A1 retail use. An application was refused in 2015 (15/01864/FUL) for the subdivision of the premises into three separate Class A5 uses on the basis that it would represent an over-intensification of the unit resulting in harm to the amenities of neighbouring occupiers in terms of activity and associated traffic.
- 5.3 A separate application was submitted in 2018 (18/02309/FUL), subdividing the space into 2 units, seeking permission for one half of the unit as an A5 premises and the application site as an A1 unit. This application was approved by Panel on 30.04.2019 (a copy of the minutes are attached in Appendix 3).

6. Consultation Responses and Notification Representations

6.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners and erecting a site notice (21.01.2020). At the time of writing the report **22** representations have been received from surrounding residents (22 representations were received from 15 separate addresses, of which 13 were signed copies of a standard letter). The following is a summary of the points raised:

6.2 ***Noise/smells from takeaway are harmful to neighbouring occupiers***

Response

The Councils Environmental Health team have raised no objection to the proposal on the basis of a scheme of mitigation presented by the applicant.

6.3 ***Will result in additional litter in surrounding area/concerns in relation to anti-social behaviour/impact of late night opening***

Response

Hampshire Constabulary were consulted on the application and have not commented as was the case with the earlier application. It is noted that there do not appear to be any planning restrictions on the operation of the existing A1 use. However, notwithstanding this it is accepted that the proposal does include operation into the evening. The impacts of the associated evening activities are considered in more detail in section 6 below.

6.4 ***Insufficient parking capacity for development/highways safety concerns from additional traffic on busy road/servicing of existing units is disruptive and would worsen as a result of proposal/insufficient refuse storage arrangements***

Response

The application relates to the subdivision of an existing commercial unit which (while currently vacant) has an existing impact on the surrounding area. The application will need to be judged in the context of whether the proposal represents a substantially harmful increase in intensity when compared to the existing use of the premises as a shop (Class A1).

6.5 ***There has been insufficient time to assess impacts of previous consent***

Response

The proposal has been considered in the context of the neighbouring commercial and residential uses and current development framework.

6.6 ***Submitted plans are misleading***

Response

Technical specifications of the proposed extraction equipment have been provided up front with the application and site photographs are available in the officer presentation to provide context for the proposal.

Consultation Responses

6.7 **Environmental Health** – Following the submission of details of a scheme of noise and odour control, no objection is raised to the proposal subject to the development being implemented in accordance with these details prior to first occupation.

6.8 **Highways** – Overall it is considered that while the pattern of visits to the site will change, A5 uses typically generate less trips than the existing A1 use. Servicing of the site is difficult due to the current layout but this would be similar to the existing arrangement. The applicant has proposed smaller servicing vehicles which would likely represent an improvement on the existing A1 use. Overall, no objection is raised subject to suitable conditions to secure the servicing of the development.

6.9 **Licensing** – No comment.

6.10 **Police** – No comment.

6.11 **CIL** - The application is not liable for CIL.

7.0 Planning Consideration Key Issues

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

- Principle of development
- Intensification of use
- Parking, highways and transport
- Amenities and facilities

7.2 Principle of Development

7.2.1 The site does not lie within an identified local centre but is situated in a small row of commercial premises situated in a wider residential context. There are a mix of different property types in the surrounding area, with flats to the rear and at first floor level in the application site and more typical family residential dwellings in the surrounding area. Broadly no objection is raised to the principle of a takeaway use subject to the development not resulting in noise and disturbance that would be detrimental to the residential amenities of the surrounding. This conclusion was reached by the Council previously when it approved application reference 18/02309/FUL.

7.3 Intensification of use

7.3.1 In 2015 the Council determined that the subdivision of the former A1 unit into 3 A5 uses would be harmful. In 2019, permission was granted for the subdivision of the A1 use into 2 units, with one half being an A5 use (opening midday-10PM Monday to Sunday) and the other being retained as an A1 use.

7.3.2 The current application seeks permission for the remaining vacant A1 unit to also be converted to use as a takeaway with the proposed opening hours being 5PM-11PM (Monday to Sunday). The existing Class A1 use is not restricted in its opening times or serving arrangements and this is a material

planning consideration in this instance as the alternative A5 and its associated activities could be controlled through such conditions. Whilst the proposals result in two A5 uses being located next to one and another, it is considered that the associated noise and disturbance impacts could be controlled through planning conditions. In itself it is not considered that a potential A5 premises is intrinsically more intensive than the existing A1 use subject to the particular features of the Class A5 use being mitigated and addressed by the use of conditions.

- 7.3.3 The application form proposes opening to an additional hour into the evening when compared to the adjoining use (a terminal hour of 11PM instead of 10PM). Whilst the premises does operate as part of a small row of commercial uses, the proposal needs to be considered in the context of the surrounding residential uses above and in the surrounding area. In this context and in order to appropriately mitigate noise and disturbance to neighbouring properties, it is considered that opening hours of 5PM-10PM (Monday to Sunday) are more appropriate opening hours and a condition is recommended to this effect. In addition a condition is recommended to secure refuse and recycling details. It would be difficult to resist any request by the neighbouring takeaway for an 11PM close if this request was supported. The applicant can appeal these hours should they wish.
- 7.3.4 Subject to compliance with these conditions it is considered that the proposed A5 use would not result in adverse harm to residential amenity in terms of noise and disturbance and would represent an appropriate use of a vacant commercial unit in this area.

7.4 Parking highways and transport

- 7.4.1 Local residents have raised significant concerns regarding extant parking issues in the surrounding area, particularly raising concerns that further intensification of the commercial activity in this area will exacerbate existing conflict between customers and immediate local residents.
- 7.4.2 Parking is restricted in the area around the site, with a section to the front of the shops allowing short stay parking. The applicant has outlined that they do not propose to utilise the available forecourt due to concerns with the access (there being no dropped kerb to the immediate frontage of the site). No objection is proposed to this arrangement.
- 7.4.3 Broadly, it is considered that the parking restrictions in the surrounding area will restrict parking in the immediate street scene around the site. It is considered that the pattern of visits would be later in the evening than the existing larger A1 use of the site, however normal parking restrictions would apply and would not result in significant highway safety or amenity concerns. Overall it is not considered that there would be such substantial harm associated with additional visits to the site when compared to the existing A1 use as to justify refusing the application on this basis. No objection has been raised on the grounds of highways safety by the Councils highways team.

7.5 Amenities and facilities

- 7.5.1 The application will involve the installation of extract/ventilation equipment associated with the new use. Unfortunately the application on the adjoining site was occupied without complying with the conditions imposed on the

original consent resulting in a number of issues associated with the noise and odour from the premises. The Councils Environmental Health team are now satisfied that an appropriate scheme of mitigation is in place. In order to avoid any repetition of this circumstance officers have sought details of the proposed scheme of noise and odour control for the current application up front rather than seeking to secure by condition prior to occupation. The previous application also sought a servicing management plan and cycle details, with similar up front submissions being made with the current application (summarised in Appendix 4).

- 7.5.2 As outlined in section 6.7, the Councils Environmental Health team have advised they are satisfied that the proposed scheme will be sufficient to mitigate the harmful impacts of the proposal on neighbouring residential occupiers.

8. Summary

- 8.1 For the reasons outlined above it is considered that the proposal would not result in such substantial harm as to justify refusing the application subject to suitable conditions to control and mitigate the impacts of the use.

9. Conclusion

- 9.1 The application is recommended for conditional approval.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

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

JF for 10/03/20 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition (Performance)

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

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

02. Hours of Use (Performance)

The Class A5 use hereby approved shall not be open to the public outside the following hours:

Monday-Sunday - 17:00-22:00 (5PM to 10PM)

Reason: To protect the amenities of adjoining residential occupiers.

03. Management (Performance)

The development shall be implemented and operate in accordance with the details outlined in the submitted 'Ventilation System Proposal Including Noise and Odour Control' (dated 4th February), 'Internal Noise Assessment' (reference SA-6383) and 'Additional Details' documents. The details outlined in these documents shall be installed prior to first use and thereafter retained in working order as agreed.

Reason: To protect the amenities of nearby occupiers.

04. Litter bin (Performance)

A litter bin shall be provided on the site within the customer area of the floor space and made available for use of patrons of the hot food takeaway hereby approved during trading hours and retained as such for this purpose thereafter.

Reason: To prevent littering in the surrounding area.

05. Refuse & Recycling (Performance)

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

Reason: In the interest of visual and residential amenity.

06. Approved Plans

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

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

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS13 Fundamentals of Design

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

SDP1 Quality of Development
SDP4 Development Access
SDP5 Parking
SDP16 Noise
REI7 Food and Drink Uses (Classes A3, A4 and A5)
REI8 Shopfronts

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 (2019)
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Relevant Planning History

18/02309/FUL, Proposed change of use of part of the ground floor from retail (A1 use) to hot food takeaway (A5 use) with installation of rear extraction flue and alterations to the shop front
Conditionally Approved, 30.04.2019

15/01864/FUL, Change of use from retail (class A1) to 3x take away units (class A5) with new shop front and installation of extract flue to side.
Refused, 03.12.2015

REASON FOR REFUSAL - Loss of amenities

Having regard to the predominantly residential location of the site, which is not within an identified Local or District Centre where the Council would normally encourage food and drink uses to be located, the provision of three separate hot food takeaway uses (Use Class A5) would materially harm the amenities of the neighbouring and nearby residential occupiers. In particular, the noise and disturbance arising from the intensity and nature of the comings and goings associated with the proposed uses would result in a level of activity which would be discordant within a residential area. Furthermore, the proposed hours of operation would result in disturbance in late evening when residents would expect to enjoy the peace and quiet of their homes in the evenings. As such, the proposal would be contrary to saved policy SDP1(i), REI7 and SDP16 of the Local Plan Review (amended March 2015).

REASON FOR REFUSAL - Highway and Parking

The proposed development, by reason of the level and nature of traffic movements to and from the site would have a detrimental impact on the safety of other highway users, having regard to the existing congestion and vehicle movements resulting from vehicle parking, the nearby bus stop and on-street parking restrictions. Furthermore, the application proposes significantly less parking than permitted by the Council's adopted Car Parking Standards Supplementary Planning Document and it has not been adequately demonstrated that the parking demands generated by the development could be accommodated on the application site. As such, the proposal would adversely affect the safety and convenience of the other users of the adjoining highway and prove contrary to the provisions of Policy SDP1 of the City of Southampton Local Plan Review (Amended 2015), Policy CS19 of the Southampton Core Strategy Development Plan Document (amended 2015) and as supported by the Council's Parking Standards Supplementary Planning Document 2011.

06/01470/FUL, Installation of through the wall ATM.
Refused, 07.12.2006

04/01992/FUL, Installation of an air conditioning/ refrigeration unit to the rear and shop front alterations.
Conditionally Approved, 10.05.2005

04/01640/FUL, Installation of new shop front, ATM and trolley bay to front and air conditioning/refrigeration unit to rear.
Refused, 13.12.2004

Minutes Panel (18/02309/FUL)

The Panel considered the report of the Service Lead, Planning, Infrastructure and Development recommending that conditional planning permission be granted in respect of an application for a proposed development at the above address.

Proposed change of use of part of the ground floor from retail (A1 use) to hot food takeaway (A5 use) with installation of rear extraction flue and alterations to the shop front.

Jill Wilcox (local residents/ objecting) and Richard Goodall (agent), were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that the police were consulted and had not responded with any concerns about the application. It was noted that the applicant had submitted a parking survey in relation to the proposal. The presenting officer explained that the applicant had agreed to the imposition of pre-commencement/occupation conditions with the exception of Condition 3 (Servicing Management Plan). However, this had only been verbally agreed and not agreed in writing. As such the recommendation was amended to delegate to the Service Lead to approve the application once this confirmation was received or to otherwise refuse the application if such agreement was not forthcoming.

It was noted that the officer report should have referred to the National Planning Policy Framework (2019).

The Panel then considered the amended officer recommendation to delegate permission to grant planning permission. Upon being put to the vote the recommendation was carried unanimously.

RESOLVED

(i) that authority to grant planning permission be delegated to the Service Lead-Planning, Infrastructure and Development approved subject to the conditions set out within the report and any additional or amended conditions set out below; and

(ii) that authority be delegated to the Service Lead-Planning, Infrastructure and Development to refuse the planning permission should no written agreement be received to confirm the applicants acceptance of the amended service management plan.

Amended recommendations

CONDITION 3 SERVICING MANAGEMENT PLAN (PRE-OCCUPATION)

Prior to the first occupation of the use hereby approved a servicing management plan shall be submitted to the Local Planning Authority to include details of how the servicing arrangement for the premises will be undertaken. Any management plan will include a restriction of deliveries to the property outside of the following hours:
08:00-19:00 (8AM-7PM)

The development shall be implemented in accordance with the approved details and maintained as such thereafter.

REASON: To ensure highways safety and the amenities of nearby occupiers.

CONDITION 5 NOISE PLANT AND MACHINERY

The use hereby approved shall not commence until an acoustic report and written scheme to minimise noise from plant and machinery associated with the proposed development, including details of location, orientation and acoustic enclosure, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and maintained as such thereafter.

REASON: To protect the amenities of the occupiers of existing nearby properties

Additional Condition

CYCLE STORAGE FACILITIES (PRE-OCCUPATION CONDITION)

Before the development hereby approved first comes into occupation, 2 bicycle parking spaces shall be provided to the Butts Road frontage of the site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved.

REASON: To encourage cycling as an alternative form of transport and to restrict forecourt parking and associated highway safety issues

Summary of management plan

- All deliveries to take place between 8AM-7PM (Mon-Sat, no deliveries Sunday)
- Delivery vehicles will typically be transit sized and will unload from Butts Road
- Refuse bins will be wheeled to the site frontage on collection days
- Sheffield stand will be installed on forecourt

m



24

Scale: 1:1,250



This page is intentionally left blank

Agenda Item 6

Planning and Rights of Way Panel 10/03/2020 Planning Application Report of the Head of Planning & Economic Development

Application address: Redbridge Business Park, Old Redbridge Road, Southampton.			
Proposed development: Change of use of units 7, 8, 9 and 10 from B8 (Storage and Distribution) to mixed B8 / B1(c) to allow storage, washing and valeting of vehicles (amended description).			
Application number:	19/01973/FUL	Application type:	FUL
Case officer:	Mat Pidgeon	Public speaking time:	5 minutes
Last date for determination:	21.01.2020	Ward:	Redbridge
Reason for Panel Referral:	Objection from 2 x local ward cllrs and 5 or more objections.	Ward Councillors:	Cllr Spicer Cllr McEwing Cllr Whitbread
Applicant: Mr J Rooker		Agent: Kingston Studio	

Recommendation Summary	Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report.
-------------------------------	--

Community Infrastructure Levy Liable	Not applicable
---	-----------------------

Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including the impact on the character of the area and impact on nearby listed buildings 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 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP7, SDP9, SDP16, SDP17, HE3, REI10 and REI11 of the City of Southampton Local Plan Review (Amended 2015) and policies CS6, CS13 and CS23 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Appendix attached	
1	Development Plan Policies.

2.	Relevant Planning History.
3.	Plan showing approved industrial estate layout and uses.
4.	Decision Notice: 11/01506/FUL.
5.	Minutes of panel meeting (17 th January 2012) including 11/01506/FUL.

Table included	
1	Approved layout, uses and hours of operation.
2	Existing layout, uses and hours of operation.

Recommendation in Full

1. Delegate to the Head of Planning & Economic Development to grant planning permission subject to the planning conditions recommended at the end of this report and the submission of a:
 - i. Flood Risk Assessment which demonstrates that the development is safe without increasing risk elsewhere.
 - ii. A plan showing the land where vehicles associated with this business will park.
2. In the event that the parking plan and Flood Risk Assessment are not received within one month from the date of panel, or its contents and recommendations are not acceptable, delegation given to refuse the application on flood risk grounds and lack of information.

1. Background

- 1.1 Planning permission is being sought for the change of use of the land from general storage purposes (Use Class B8) (granted under permission 11/01506/FUL) and associated with the storage of scrap metal and scaffolding on units 7, 8, 9 & 10 to vehicle valeting use and associated vehicle storage and offices (mixed B8 / B1 use). The application has been submitted in tandem with Local Planning Authority Application reference 19/00545/FUL which is also on this agenda.
- 1.2 The canopy is being used in association with the vehicle valeting business (Pit Stop Service).
- 1.3 This change of use application was requested after receiving the canopy application and following an investigation by the case officer which identified that the use of the land for a car valeting business was also unlawful. At the time of writing the applicant has been asked to explain their business and number of vehicles involved and an update will be given at the meeting. Given the retrospective nature of the business and Local Planning Authority should give the applicant the opportunity to explain their operation as a refusal would lead to enforcement action.

2. The site and its context

- 2.1 The application site lies on the western edge of Southampton approximately 5km from the city centre. The site is located on the southern side of Old Redbridge Road between the Totton bypass and the Redbridge Causeway (flyover). The wider area is characterised by a broad mix of residential and industrial uses although the site itself is industrial in nature.
- 2.2 The entrance to the site lies at a point on the Old Redbridge Road where the Redbridge Flyover over sails the road. The southern boundary of the site lies immediately adjacent to a railway line, beyond which is the River Test. Immediately adjacent to the north eastern boundary are residential properties and the car park

of the Ship Inn. Adjacent to the eastern end of the site are more residential properties (flats) in Tate Court. The boundaries of the site comprise of 2.2m high steel palisade fencing.

- 2.3 The industrial estate itself extends approximately 0.374 hectares and comprises three main buildings, a single-storey pitched roof building adjacent to the north-east boundary (used mostly as offices), a large single-storey warehouse building adjacent to the southern site boundary and a smaller warehouse building also positioned on the southern boundary behind the larger one and obscured from view from the entrance.
- 2.4 Planning permission was granted in 2012 for a change of use from the previous use of the site for manufacture & sale of timber sheds to use for painting contractor's premises, vehicle repair & MOT testing & storage purposes together with the retention of 3m high close boarded fencing to the eastern site boundary & siting of a portable building. The companies which operated from the site were diverse in nature and in planning terms were a mixture of Use Class B1 (offices), Use Class B2 (General Industrial) and Use Class B8 (Storage and Distribution). The 2012 permission included a condition specifying the uses and hours of operation allowed; these are summarised below. A plan showing the previously approved industrial estate layout, including uses, is also included as **Appendix 3**:

Table 1: Approved layout, uses and hours of operation (11/01506/FUL).

Unit No.	Business operator/type	Use Class	Hours of operation
1	Office	B1 (Business [including office])	Monday – Friday: 8am – 6pm.
2	MOT and car repairs (restricted by condition)	B2 (General Industry)	Saturday 9am – 1pm.
3	TJM recyclers	B8 (Storage and Distribution)	No time on Sundays or Bank Holidays.
4 - 6	Sheet metal/acoustic panel manufactures		
7 - 9	Scrap Metal and scaffolding storage		
10	Commercial vehicle storage		

- 2.5 It is however noted that following a site visit there are other breaches of the permission occurring on the site and the table below reflects the actual business operation existing on site. Please also note that the breaches of permission have been referred to the planning Enforcement Team for further investigation.

Table 2: Existing layout, uses and hours of operation.

Unit No.	Business operator/type	Use Class	Hours of operation
1	Office	B1 (Business [including office])	Monday – Friday: 8am – 6pm.
2	Our Soles (Safety and work place supplies)	B2 (General Industry)	Saturday 9am – 1pm.
3	JPS Scaffolding	B8 (Storage and Distribution)	No time on Sundays or Bank Holidays.
4 - 5	Pit Stop Service - Paint Shop	B1(c)	
6	Our Soles (Safety and work place supplies)	B8 (Storage and Distribution)	
7 - 9	Pit Stop Service (Vehicle Storage and ancillary office)	B8 (Storage and Distribution)	
10	Pit Stop Service (Valeting)	B1(c)	

2.6 The application site itself is formed of units 7 - 10 of the Redbridge Business Park and measures approximately 920 sq.m.

2.7 There are five grade II listed buildings near to the application site: 65 Test Lane, 63 Test Lane (Store Cottage) and the Anchor Hotel are all to the north of the site on the other side of Redbridge Flyover/Causeway; and 45 and 47 Old Redbridge Road (Formerly Ivy House, No.45) and the Ship Inn, Old Redbridge Road are located to the east.

2.8 The site is within Flood Zone 2 and 3

3. Proposal

3.1 Retrospective planning permission is sought to retain the use of units 7, 8, 9 and 10 for activity defined by the Use Classes Order as B1(c) and B8. It is noted that class B1 (c) covers industrial process which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. The B8 element relates to the storage of vehicles on site prior to and following the valeting operation.

3.2 The business currently operating from the site does not offer valeting to the general public rather the vehicles which are valeted are being prepared for resale. Vehicles are on site for a minimum of 4 hours. Vehicles are pressure washed within the boundary of units 7 & 8 (previously retained as a vehicle turning area by application 11/01506/FUL) before detailed internal and external valeting takes place (including

waxing and polishing) within the area covered by the canopy structure (unit 10). Unit 9 is currently being used to accommodate ancillary parking of vehicles and office accommodation. A total of 26 vehicles can be parked on site and typically six are valeted per day.

4. Relevant Planning Policy

4.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.

4.2 The National Planning Policy Framework (NPPF) was revised in February 2019. Paragraph 213 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.

5. Relevant Planning History

5.1 The planning history of the site is set out at **Appendix 2**. The site has historically been used for commercial activities, although the exact planning uses are not clear, it is considered that general and light industrial type uses have operated from the site since at least the 1960’s.

5.2 Most recently planning permission 11/01506/FUL was approved for the overall site in January 2012. The consent also restricted the use of each of the units on site to the following:

Unit 1: Office accommodation (Use Class B1)

Unit 2: Vehicle repairs and MOT testing (Use Class B2)

Units 3, 4, 5, 6, 7, 8, 9, 10: General Storage purposes (Use Class B8)

6. Consultation Responses and Notification Representations

6.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, and erecting a site notice 20.12.2019. At the time of writing the report **15** representations have been received from surrounding residents including two local ward Councillors. The following is a summary of the points raised:

Ward **Cllr Whitbread** has commented: *I wish to object to the application. There are already a number of businesses operating at this location and the pressure imposed on the highway outside the Redbridge Business Park is already causing significant difficulties in terms of navigating the bend under the Redbridge causeway.*

Highways colleagues are currently consulting on installing double yellow lines to mitigate the problems at this location but it would be reasonable to conclude that parking problems would be displaced further down Test Lane and Old Redbridge Road.

The small roads are already at capacity and this pressure is clear for anybody to see.

I am also concerned about the impact of noise pollution emanating from industrial pressure washers operating in close proximity to residential properties.

Ward **Cllr Spicer** has commented: *I wish to object to the application. There are already a number of businesses operating at this location and the pressure imposed on the highway outside the Redbridge Business Park is already causing significant difficulties in terms of navigating the bend under the Redbridge causeway.*

Highways colleagues are currently consulting on installing double yellow lines to mitigate the problems at this location but it would be reasonable to conclude that parking problems would be displaced further down Test Lane and Old Redbridge Road.

The small roads are already at capacity and this pressure is clear for anybody to see.

I am also concerned about the impact of noise pollution emanating from industrial pressure washers operating in close proximity to residential properties.

6.2 *The business generates additional parking on the adjacent public highway which is causing highway safety issues.*

Response

The legality of parking vehicles on the public highway is covered by separate legislation. The Applicant is aware that overspill parking is a problem and that local residents are impacted by the storage of commercial vehicles on the highway. Some overspill parking occurs during the day when the business is in operation. It is not in the interests of the business not to park vehicles outside of the site compound overnight. Unit 9 is also used for ancillary parking and office accommodation (retrospectively) and can accommodate 26 vehicle parking spaces.

6.3 *Highways Safety.*

Response

The Highways Team have confirmed that ward members have secured funding through the community infrastructure levy for double yellow lines on a section of highway in front of the site in order to improve highways safety. The installation of the double yellows have been delayed due to poor weather, however it is intended to install them within a month. The Highways Team have confirmed that there no recent recorded accidents associated with the site access.

6.4 *Additional parking restrictions will only push the problem further along the road.*

Response

This is an amenity issue that needs to be assessed against the positive aspects of the development including employment opportunities and economic growth. The business should however be able to accommodate its own needs within its own land. A plan has been requested to show where parking will take place.

6.5 ***Operating outside of the business hours allowed for the business park.***

Response

As the development is unauthorised, there are currently no planning controls over the hours of operation. The proposal provides the opportunity to control the hours of operation. The hours sought are:

08.00 – 17.00 Mon – Fri.

08.00 – 13.00 Sat.

And at no time on Sundays.

6.6 ***Overdevelopment.***

Response

The site can accommodate the equipment needed for the valeting of vehicles. The overspill of vehicles prior to or following the valeting service onto the public highway is difficult for the Local Planning Authority to control with planning conditions as it is not illegal to park vehicles on the public highway provided that other non-planning legislation is satisfied. Where applicable planning conditions will be added following receipt of more information regarding parking.

6.7 ***Noise; previous applications have been refused on the basis of noise impact so should the current application.***

Response

A previously refused scheme (11/00199/FUL) had a different noise source (namely that generated by movement of scaffolding equipment and scrap metal parts around the site) which was deemed unacceptable and each application must be judged on its own merits. The Council's Environmental Health Team have not objected to the application on the basis of noise and have visited the site to witness the activity.

6.8 ***Run off contamination.***

Response

Run off contamination is covered by separate legislation. The Environment Agency do not object for this reason. Southern Water require the drainage associated with vehicle washing to be connected to the public foul sewer upon receipt of trade effluent discharge license.

Consultation Responses

6.9 **SCC Highways – No Objection.** Recent accident statistics show no evidence of any pattern or indication that this particular site access has resulted in any accidents. Double yellow lines are intended to be added as part of member minor works on the curve of Old Redbridge Road and Test Lane to improve highways safety. Parking pressure is an amenity issue rather than a safety issue.

6.10 **SCC Environmental Health (Pollution & Safety) – No Objection.** There are no noise complaints on record in relation to the car valeting and washing operation on the site. Taking account of the back ground noise levels and subject to the limiting of the vehicle washing and valeting operation to day time hours (when background noise levels are at their loudest) the business operation is considered acceptable.

6.11 **Environment Agency - Objection.** The application site lies within Flood Zones 2 and 3, which is land defined by the Planning Practice Guidance for the National

Planning Policy Framework (NPPF) for Flood Risk and Coastal Change as having a high and medium probability of flooding. The NPPF (paragraph 163, footnote 50) states that an FRA must be submitted when development is proposed in such locations. A FRA is vital to making informed planning decisions. In its absence, the flood risks posed by the development are unknown. This is sufficient reason for refusing planning permission. To overcome our objection, the Applicant should submit an FRA which demonstrates that the development is safe without increasing risk elsewhere. Where possible, it should reduce flood risk overall.

Response

Both the storage of vehicle parts and scaffolding equipment and the vehicular valeting/storage use are not dissimilar in operational terms. It is therefore anticipated that the Environment Agency's objection will be removed once a flood risk assessment is received and delegation is sought to resolve this issue. In the unlikely event that it can't delegation is sought to refuse.

- 6.12 **Southern Water – No Objection:** Southern Water requires a formal application for any new connection to the foul sewer to be made by the applicant or developer. The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development
Areas used for vehicle washing should only be connected to the public foul sewer upon receipt of trade effluent discharge license.

7 Planning Consideration Key Issues

- 7.1 The key issues for consideration in the determination of this planning application are:
- The principle of development;
 - Character of the area;
 - Local amenity;
 - Highways safety; and
 - Employment and economic growth.

Principle of development

- 7.2 The site is not allocated for a specific use within the development plan; however the principle of retaining employment uses on this previously developed site which has been historically used for commercial purposes, is acceptable. Furthermore, a previous refusal of residential development on this site indicates that the site is not necessarily suitable for non-commercial use (particularly as it is within Flood Zone 2 and 3).
- 7.3 Although the site lies within an area of high flood risk; the proposed uses are not defined as 'sensitive' to a flood event. Furthermore, since no significant external changes or alterations are proposed other than the porta cabin the development would not increase the likelihood of a flood event occurring and the proposal accords with Core Strategy policy CS20.
- 7.4 That said the Environment Agency have required a Flood Risk Assessment which will need to be submitted and agreed prior to planning permission being granted. Delegation is sought to secure this.

Character of the area

- 7.5 The physical changes to the site include the retention of a single storey porta cabin. The porta cabin and the use of the site itself for vehicle valeting and storage is considered to have a minimal impact on the character of the area; this is also taking account of the previous use of the site which also included a porta-cabin and storage areas for vehicle, scrapped vehicle parts and scaffolding equipment. That said, the business activity is retrospective and residents complain that it has outgrown the site as evidenced by the need for off road parking. Further details of the business needs to have been sought and an update will be given at the meeting.

Local amenity

- 7.6 The retrospective porta-cabin is located away from boundaries with residential neighbours and as such does not have a significant impact on residential amenity. The closest residential property is 36m from the application site and the porta-cabin does not create a sense of enclosure or have an overbearing impact on residential neighbours. The structure would also not cause any shadowing of neighbouring residential properties. It is concluded that the porta-cabin does not have a significant direct impact on neighbouring residential amenity.
- 7.7 The other issues for consideration, in terms of impact on local amenity, are noise and parking pressure. Both the noise and overspill parking impacts need to be balanced against the previous uses of units 7, 8, 9 and 10 which are outlined in **table 1**.
- 7.8 The businesses that previously operated from units 7 – 10 were associated with the open storage of scrapped (disassembled) vehicles, scaffolding equipment and commercial vehicles. The act of storage itself is not considered unduly harmful to residential amenity and where applicable planning conditions were previously used to control this use and included a maximum height storage, limitation preventing the use of forklift trucks and a limitation of the areas of the site where storage could take place (refer to **Appendix 4**). The noise associated with the sorting and movement of scaffolding materials and scrapped vehicle parts was also considered and the application was supported subject to planning conditions restricting the hours of operation along with the compliance of a management plan. The application was approved by the Council in January 2012. It is also noted that a noise assessment had been provided and the Council's Environmental Health Team had supported the application on the basis of the information included.
- 7.9 Notwithstanding the lack of submitted noise survey for the existing operation use of units 7 – 10 for valeting and vehicle storage it is not considered likely that a significant increase in noise has resulted as a consequence of the business. The opinion is taken having regard to the existing equipment used to clean and vehicles which are not likely to generate a greater volume of noise than previous uses. Furthermore there have been no noise complaints submitted by members of the public to the Council's Environmental Health Team in relation to the business.

- 7.10 Use of the public highway to access the site also has a potential impact on local residents in terms of noise and pollution.
- 7.11 Generally speaking it is anticipated that larger vehicles were required to serve the previous use of the site for delivery and transportation of scrapped vehicle parts and scaffolding equipment. These vehicles are likely to be louder and more polluting (more likely to use diesel fuels) than the vehicles that are driven to and from the site for valeting purposes and thus the previous use of the site is more likely to have been harmful to human health. The Pit Stop Service business carries out a valeting service for a range of vehicles and Officer's have witnessed the valeting and storage of commercial vans as well as domestic/private vehicles.
- 7.12 The existing frequency of vehicles arriving at and departing from the site is however an unknown as a transport survey/assessment has not been submitted. It is therefore difficult to take account of the cumulative noise effect of traffic driving to and from the site. It is also noted that the Transport Assessment submitted to support application 11/01506/FUL, calculated 174 daily vehicle trips associated with the businesses park.
- 7.13 Notwithstanding the lack of noise survey or traffic survey data the proposal is judged to be less intensive and is expected to have resulted in a lower noise impact on neighbouring residential amenity.
- 7.14 Objectors have also raised overspill parking pressure as a reason to oppose the development. Overspill parking pressure is however not likely to be a significantly harmful impact given that it is not in the businesses interest to store vehicles on the public highway outside of business hours. This is because damage due to road accidents and vandalism will negatively impact the economics of the business.
- 7.15 Further details have however been sought and an update will be given at the meeting.
- 7.16 In summary it is judged that the impact caused by Pit Stop Service's valeting and vehicle storage operation is not likely to be having a greater impact on local residents, in terms of noise, pollution and on-street parking pressure, than the previously approved uses (storage of scaffolding equipment and scrapped vehicle parts). Subject to the receipt of additional information regarding parking a planning condition to restrict parking is considered acceptable.

Highways Safety

- 7.17 In the assessment of the previous two applications, it was found that a significant proportion of the HGV movements to and from the site were linked to the operations of TJM recyclers from unit 3. As TJM recyclers have now vacated the site this of HGV traffic has now gone, which will improve the highways safety of the overall site. It is also necessary to clarify that the Pit Stop Service business operation does not require HGVs to service the site and a condition to this effect is recommended.

- 7.18 With the reduction of HGV movements the turning area, negotiated as part of application 11/01506/FUL, is less essential. This is helpful to the operation of Pit Stop Service as the turning area, which was secured by condition 5, is the chosen location for the vehicle jet wash. It is still, however, judged to be important to retain the opportunity for HGVs to turn on site in the rare event that an HGV is required to service one of the other businesses. In which case the storage of vehicles must not take place within the area designated for turning (unless an alternative turning opportunity can be found on site) and a condition will be added accordingly.

Employment and Economic Growth

- 7.19 The Pit Stop Service business currently employs approximately 15 members of staff on the site and failure to grant planning permission could potentially result in unemployment if an alternative location could not be identified within a reasonable timeframe. Employment also has wider economic benefit and thus must be weighed in the planning balance.

8 Summary

- 8.1 The application is not opposed on the basis of the impact on nearby residential amenity as it is considered, from the information available, that noise and parking pressure impact will be no worse than the impact approved under application 11/01506/FUL when the site was used to store scrap vehicle parts and scaffolding. The visual impact of the proposal is also considered acceptable given the context within an industrial estate/business park. In addition support for the application, with the addition of relevant conditions, will secure employment of 15 staff members.
- 8.2 Taking the above into account on this occasion it is considered reasonable to restrict the use within the B1/B8 use classes so that no other uses can operate without further planning assessments taking place. This is considered reasonable owing to the wide nature of potential uses/business operations which have differing noise generation potential that could operate within B1/B8 use classes.

9 Conclusion

- 9.1 It is recommended that planning permission be granted subject to relevant conditions.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

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

MP for 10/03/2020 PROW Panel

PLANNING CONDITIONS

1.Approved Plans [Performance Condition]

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

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

2.Restricted Use [Performance Condition]

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) or any Order revoking, amending, or re-enacting that Order, the development hereby approved shall be used only for the purposes indicated in the submitted details, namely vehicle valeting (unit 10), vehicle storage (Unit 7, 8 and 9) including vehicle jet washing (within unit 7) and ancillary office accommodation to the valeting business (Unit 8/9), and not for any other purpose, including any other use within Use Class B8 or B1.

Reason: In the interest of the amenities of neighbouring occupiers and to enable a further assessment should further employment uses seek to operate from this site.

3.Hours of Use [Performance Condition]

The use hereby approved shall not operate outside the following hours:

08.00 – 17.00 Mon – Fri.

08.00 – 13.00 Sat

And at no time on Sundays

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

4. Adequate Turning Space [Performance Condition]

The turning space within unit 7 as shown on the approved plans relating to permission 11/01506/FUL, shall remain clear from permanent structures and shall be made available for turning manoeuvres by 7.5 tonne vehicles (or greater) so that they are able to enter and leave the business park in a forward gear. At no time shall structures or storage of any goods occur on unit 7 other than vehicles relating to the valeting process.

Reason: In the interests of highway safety.

5. On site vehicular parking (26 vehicles) [Performance Condition]

In accordance with the approved plans the business operation on site (Pit Stop Service) to which this application relates shall at no time accommodate more than 26 customer vehicles.

Reason: To avoid congestion of the adjoining highway which might otherwise occur because of overspill parking caused by the business operation.

6. On site vehicular parking (location) [Performance Condition]

Vehicles associated with the business operation hereby approved (Pit Stop Service) shall only park within the red line on the site location plan submitted in connection with this application. Throughout the occupation the development hereby approved the parking areas defined by the approved plans shall not be used for any other purpose.

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.

7. Restricted use of heavy goods vehicles [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, no heavy goods vehicles shall be used on the site or used to transport vehicles to the site in associated with the business operation hereby approved.

Reason: In the interests of the amenities of the neighbouring residential occupiers.

8. Water management plan/trade effluent discharge (Performance condition)

Within one month of the date of this permission a water management plan showing how compliance with the trade effluent discharge licence regime will be achieved must be submitted to and approved in writing by the Local Planning Authority. Subsequently a Trade Effluent discharge license must be obtained before the connection to the public sewerage network can be approved.

Once approved in writing the water management plan shall be fully complied with within a further month of the date of the Councils approval in writing. Compliance with the water management plan shall thereafter be achieved in perpetuity.

Reason: To ensure no pollution of the water environment.

This page is intentionally left blank

Application 19/01973/FUL

APPENDIX 2

Relevant Planning History

1247/P22 09.07.63 Rebuild factory	Conditionally Approved
1250/50 24.09.63 Workshop	Conditionally Approved
1296/75 01.09.64 Steel-framed storage building	Conditionally Approved
1289/P1 03.08.65 Extension of mill	Conditionally Approved
1464/P28 25.09.73 Covered area for timber store	Conditionally Approved
1496/W5 04.11.75 Replace workshop	Conditionally Approved
1537/W15 25.04.78 Two rail coaches on land between railway cottages and Tate Road, use as light industrial	Conditionally Approved
941477/W Alterations and repairs to existing buildings and retention of new chain link fencing and gates	Permitted 12.01.96
05/01543/FUL Proposed redevelopment of the site by the erection of four buildings (three-storey and five-storey) to provide 52 flats (44 x 2 bedroom, 8 x 1 bedroom) with associated parking and highway works following the demolition of the existing buildings.	Refused 30.01.06
11/00199/FUL Retrospective change of use from previous use for manufacture and sale of timber sheds to use for painting contractors premises, vehicle repair and MOT testing, storage of recycled materials, storage and manufacture of sheet metal acoustic	Refused 07.06.2011

panels, storage of scaffolding equipment, general open storage and car parking area, retention of 3m high fencing and proposed siting of portable building.

11/01506/FUL
26.01.2012

Conditionally

Approved

Retrospective change of use from previous use for manufacture & sale of timber sheds to use for painting contractors premises, vehicle repair & MOT Testing & storage purposes together with the retention of 3m high close boarded fencing to the eastern site boundary & siting of a portable building (resubmission of 11/00199/FUL).

Application 19/01973/FUL

APPENDIX 1

POLICY CONTEXT

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

SDP1 Quality of Development
SDP5 Parking
SDP7 Context
SDP9 Scale, Massing and Appearance
SDP16 Noise
HE3 Listed Buildings
REI10 Industry and Warehousing
REI11 Light Industry

Local Development Framework Core Strategy Development Plan Document (as amended 2015)

CS6 Economic growth
CS13 Fundamentals of Design
CS19 Car & Cycle Parking
CS23 Flood Risk

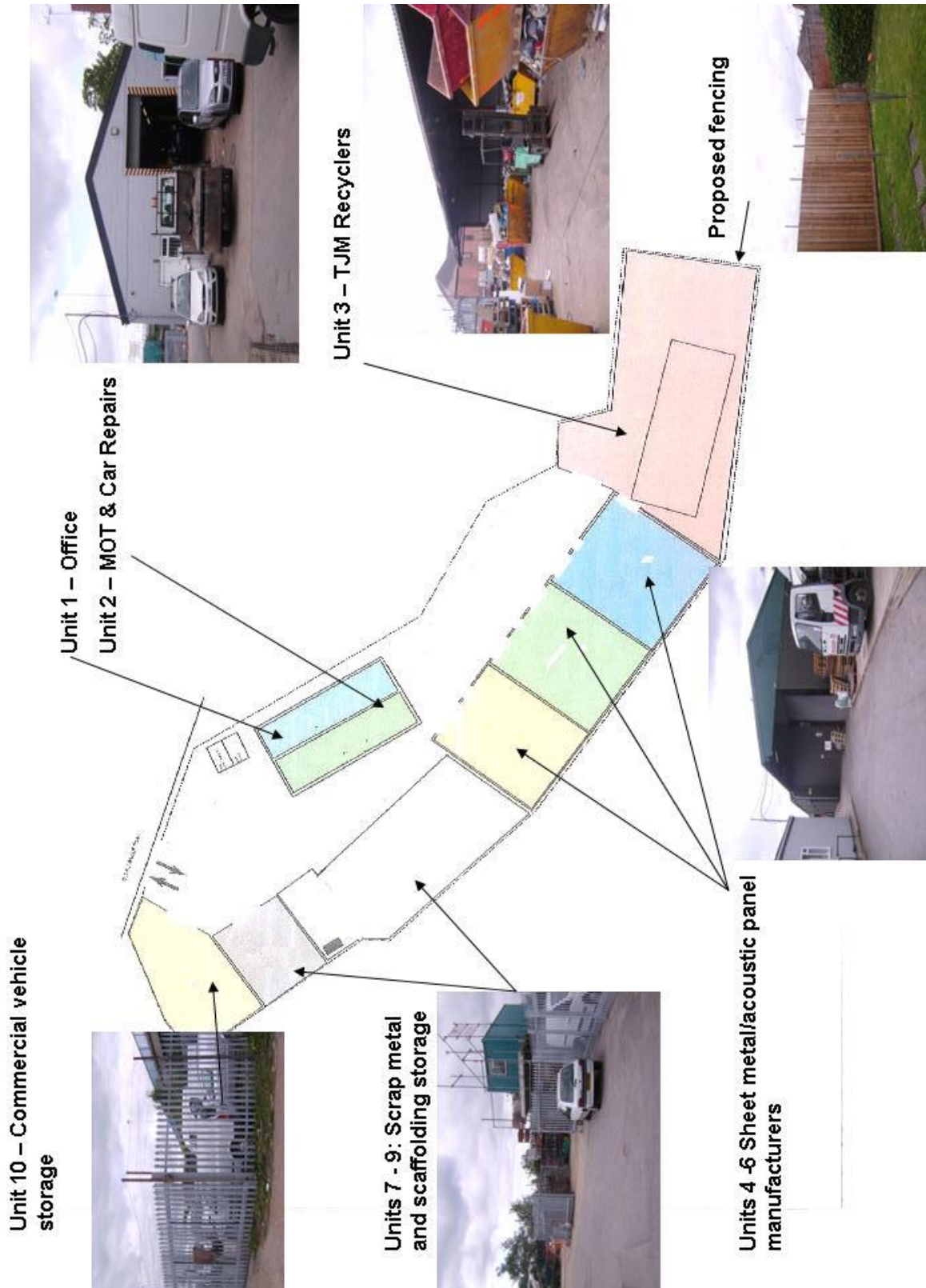
Supplementary Planning Guidance
Parking Standards SPD (September 2011)

Other Relevant Guidance
The National Planning Policy Framework (2019)

This page is intentionally left blank

Application 19/01973/FUL

APPENDIX 3



This page is intentionally left blank

Agenda Item 6

Appendix 4

Application 19/01973/FUL

APPENDIX 4



DETERMINATION OF APPLICATION

TOWN AND COUNTRY PLANNING ACT 1990

**Town and Country Planning
(Development Management Procedure) (England) Order 2010**

Mr Alan Sayle
Paris Smith LLP
Number 1
London Road
Southampton
SO15 2AE

In pursuance of its powers under the above Act and Regulations, Southampton City Council, as the Local Planning Authority, hereby gives notice that the application described below has been determined. The decision is:

FULL APPLICATION - CONDITIONAL APPROVAL

Proposal: Retrospective change of use from previous use for manufacture & sale of timber sheds to use for painting contractors premises, vehicle repair & MOT Testing & storage purposes together with the retention of 3m high close boarded fencing to the eastern site boundary & siting of a portable building (resubmission of 11/00199/FUL).

Site Address: Dillons Garden Sheds Ltd Old Redbridge Road Southampton Hampshire

Application No: 11/01506/FUL

Subject to the following conditions.

01.APPROVAL CONDITION - Full Permission Timing Condition - Physical works
The development works hereby permitted shall begin not later than two months 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) and to control the development in the interests of the amenities of the neighbouring residential occupiers.

02.APPROVAL CONDITION - Specified Uses [performance condition]
The site shall only be used for the following specified uses:

- Unit 1: Office accommodation (Use Class B1)
- Unit 2: Vehicle repairs and MOT testing (Use Class B2)
- Units 3, 4, 5, 6, 7, 8, 9, 10: General Storage purposes (Use Class B8)

Unit 2 shall not be used for any other purpose whatsoever, including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Amendment

Order 1991, (or in any equivalent provision in any statutory instrument revoking or re-enacting that Order).

Reason:

To enable the Local Planning Authority to retain control over the development in the interests of the amenities of the area.

03.APPROVAL CONDITION - Specified Uses/Hours of Use [performance condition]

Unless the Local Planning Authority agree otherwise in writing the premises to which this permission relates shall not be open for business outside the hours 8am to 6pm Monday to Friday, 9am to 1pm Saturday and at no time on Sundays or recognised Bank Holidays.

Reason:

To protect the amenities of surrounding areas.

04.APPROVAL CONDITION Adequate Car Parking Facilities [performance condition]

The car parking facilities as shown on the plans hereby approved shall be provided in accordance with the submitted details within one month of the date of this consent and be thereafter retained and made available for that purpose.

Reason:

To prevent obstruction to traffic in neighbouring roads.

05.APPROVAL CONDITION - Adequate Turning Space [performance condition]

The turning space within the site as shown on the approved plans to enable vehicles to enter and leave in a forward gear shall be provided in accordance with the plans hereby approved within one month of the date of this consent and thereafter be retained and kept clear and made available for that purposes at all times.

Reason:

In the interests of highway safety.

06.APPROVAL CONDITION – performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, the maximum height of stored or stacked materials from ground level, shall not exceed 2.5 metres.

Reason:

In the interests of the visual amenity of the area.

07.APPROVAL CONDITION - No processing of materials [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, the site shall not be used for the processing of stored materials including the breaking or crushing of materials or the burning of any materials.

Reason:

To protect the amenities of occupiers of nearby properties.

08.APPROVAL CONDITION - Means of Enclosure [performance condition]

The boundary treatment enclosing the site shall be retained in accordance with the details hereby approved.

Reason:

In the interests of the visual amenities of the area and to protect the amenities and privacy of occupiers of neighbouring properties.

09.APPROVAL CONDITION – Storage Restriction [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, no materials shall be stored outside of the unit areas are shown on drawing number 1207/10_01 hereby approved.

For the avoidance of doubt, the parking, turning and access routes shall be kept clear from storage.

Reason:

To secure a satisfactory form of development

10.APPROVAL CONDITION – Restriction of use of Fork Lift Trucks [performance condition]
Unless otherwise agreed in writing by the Local Planning Authority, no fork lift trucks shall be used on the site.

Reason:

In the interests of the amenities of the neighbouring residential occupiers.

11.APPROVAL CONDITION – Use of Unit 2 [performance condition]
Unless otherwise agreed otherwise in writing by the Local Planning Authority, the car repairs and MOT testing carried out from Unit 2 shall only take place within the building itself and not on the forecourt of the premises.

Reason:

In the interests of the amenities of the neighbouring residential occupiers.

12.APPROVAL CONDITION – Site Management Plan [performance condition]
Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall operated in accordance with the submitted Paris Smith Site Management Plan (October 2011).

Reason:

In the interests of highway safety and the amenities of the occupiers of the neighbouring properties.

13.APPROVAL CONDITION – Restriction on Vehicle Movements [performance condition]
The number of HGV movement associated with the uses hereby approved shall not exceed a total of 35 trips per day and within three months of the date of this permission, a method for monitoring the number of HGV trips shall be submitted to and agreed in writing by the Local Planning Authority. The method of monitoring shall be in place three months after being approved in writing by the Local Planning Authority and thereafter retained as approved.

Reason:

In order that the Local Planning Authority can control the number of vehicles entering and leaving the site in the interests of highway safety and residential amenity.

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

Reason:

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

Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan and other guidance as set out on the attached sheet. Other material considerations such as those listed in the report to the Planning and Rights of Way Panel on the 20.12.11 do not have sufficient weight to justify a refusal of the application. The proposal would be in keeping with the site and surrounding properties and would not have a harmful impact on the amenities of the neighbouring properties. Where appropriate planning conditions have been imposed to mitigate any harm identified. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Planning Permission should therefore be granted taking account of the following planning policies:

"Saved" Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP16, and T12 of the City of Southampton Local Plan Review - Adopted March 2006 as supported by the adopted LDF Core Strategy (2010) policies CS6, CS7, CS13, CS19 and CS23 and the Council's current adopted Supplementary Planning Guidance.


Chris Lyons
Planning & Development Manager

26 January 2012

If you have any further enquiries please contact:
Jenna Turner

IMPORTANT NOTE TO APPLICANT

This decision has been made in accordance with the submitted application details and supporting documents and the development should be implemented in respect of the following plans and drawings.

Drawing No:	Version:	Description:	Date Received:	Status:
		Location Plan		Approved
1207/10_01		Site Plan		Approved
PLAN 3		Site Plan		Approved
PLAN 4		Site Plan		Approved
PLAN 5		Site Plan		Approved
020.0024.100	P1	Site Plan		Approved

NOTES

1. This permission relates to Planning Control only. Approval under the Building Regulations may also be required and should you be in any doubt about this, please contact Building Control Services, Tel. 023 8083 2558. Any other necessary consent must be obtained from the appropriate authority. Special attention is drawn to the fact that this permission does not relate to the display of advertisements and separate consent is required under the Town and Country Planning (Control of Advertisements) England Regulations 2007. Development affecting buildings of special Architectural or Historical interest is also subject of separate Listed Building Consent. Any queries should be made to Development Control Service as indicated below.
2. This permission has been granted on the basis of all the information submitted by the applicant shown on the plans accompanying the application. Any material misstatement or wrong information may invalidate the permission.
3. If the applicant is aggrieved by the decision of the Local Planning Authority to approve the proposed development, subject to conditions, they may appeal to the Secretary of State for Communities and Local Government, in accordance with Section 78 of the Town and Country Planning Act 1990, within six months of the date of decision. Appeals can be submitted on line www.planning-inspectorate.gov.uk or by a form available from the Planning Inspectorate, 3/15 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS2 9DJ. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been granted other than subject to the conditions imposed by it having regard to the statutory requirements, to the provisions of the Development Order and to any directions given under that Order.
4. If permission to develop land is granted subject to conditions, whether by the Local Authority or by the Secretary of State, and the owner of the land claims that the land has become incapable of reasonable beneficial use by the carrying out of any development which has been or would be permitted, they may serve on the Council a purchase notice requiring the Council to purchase their interest in the land in accordance with the provisions of Part IV of the Town and Country Planning Act 1990.
5. In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.
6. Attention is drawn to the provisions of Section 12 of the Hampshire Act 1983 relating to access for the Fire Brigade, and you are advised to contact Building Control Services as set out in Note 1.
7. For those developments which are covered by the Disability Discrimination Act, the attention of developers is drawn to the relevant provisions of the Act and to the British Standard B300:2001 Design of buildings and their approaches to meet the needs of disabled people code of practice.
8. The applicant is recommended to retain this form with the title deeds of the property.

Please address any correspondence in connection with this form quoting the application number to: **Development Control Service, Southampton City Council, Civic Centre SOUTHAMPTON. SO14 7LS**

This page is intentionally left blank

PLANNING AND RIGHTS OF WAY PANEL
MINUTES OF THE MEETING HELD ON 17 JANUARY 2012

Present: Councillors Jones (Chair), Claisse (Vice-Chair), Cunio, L Harris, Osmond, Thomas and Barnes-Andrews

Apologies: Councillors Mrs Blatchford

FORMER DILLONS GARDEN SHEDS SITE, OLD REDBRIDGE ROAD / 11/01506/FUL

Part retrospective change of use from previous use for manufacture and sale of timber sheds to use for painting contractors premises, vehicle repair and MOT Testing and storage purposes together with the retention of 3m high close boarded fencing to the eastern site boundary and siting of a portable building (resubmission of 11/00199/FUL).

Mr Sayle (Agent), Mr Sanders (Vice President Redbridge Residents Association - objecting) and Councillor Pope (Ward Councillor - objecting) were present and with the consent of the Chair, addressed the meeting.

UPON BEING PUT TO THE VOTE THE OFFICER RECOMMENDATION TO GRANT CONDITIONAL PLANNING PERMISSION WAS CARRIED UNANIMOUSLY

RESOLVED that conditional planning permission be granted subject to the conditions in the report and additional conditions set out below.

Additional Conditions

13 APPROVAL CONDITION – Site Management Plan [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, the development hereby approved shall operated in accordance with the submitted Paris Smith Site Management Plan (October 2011).

REASON

In the interests of highway safety and the amenities of the occupiers of the neighbouring properties.

14 APPROVAL CONDITION – Restriction on Vehicle Movements [performance condition]

The number of HGV movement associated with the uses hereby approved shall not exceed a total of 35 trips per day and within three months of the date of this permission, a method for monitoring the number of HGV trips shall be submitted to and agreed in writing by the Local Planning Authority. The method of monitoring shall be in place three months after being approved in writing by the Local Planning Authority and thereafter retained as approved.

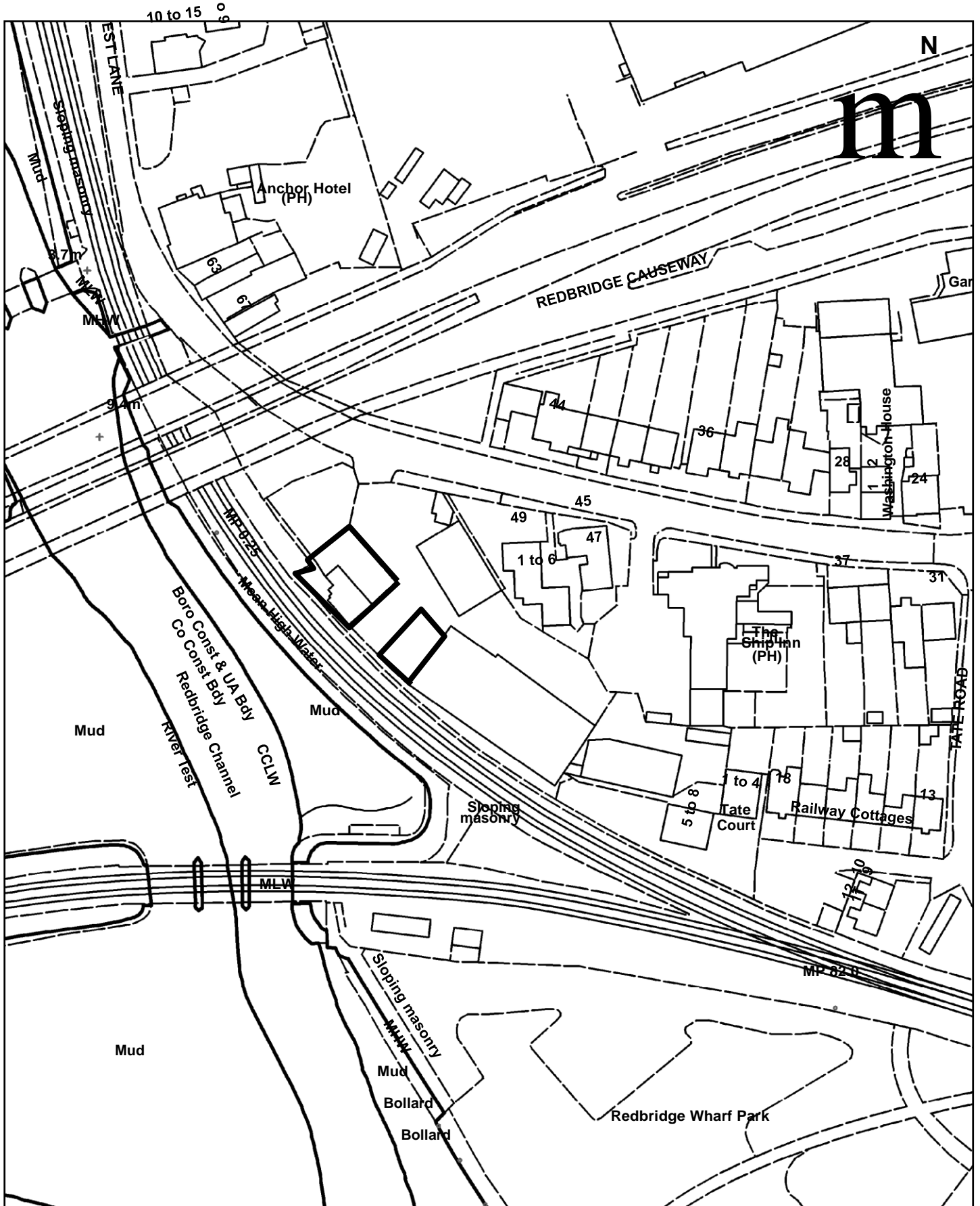
REASON

In order that the Local Planning Authority can control the number of vehicles entering and leaving the site in the interests of highway safety and residential amenity.

REASONS FOR DECISION

The development is acceptable taking into account the policies and proposals of the Development Plan and other guidance as set out on the attached sheet. Other material considerations such as those listed in the report to the Planning and Rights of Way Panel on the 17.01.12 do not have sufficient weight to justify a refusal of the application. With the removal of the use of unit 3 for the storage and sorting of recycled materials, the proposal would be in keeping with the site and surrounding properties and would not have a harmful impact on the amenities of the neighbouring properties. Where appropriate planning conditions have been imposed to mitigate any harm identified. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Planning Permission should therefore be granted taking account of the following planning policies:

“Saved” Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP16, and T12 of the City of Southampton Local Plan Review - Adopted March 2006 as supported by the adopted LDF Core Strategy (2010) policies CS6, CS7, CS13, CS19 and CS23 and the Council’s current adopted Supplementary Planning Guidance.



Scale: 1:1,250

This page is intentionally left blank

Agenda Item 7

Planning and Rights of Way Panel 10/03/2020 Planning Application Report of the Head of Planning & Economic Development

Application address: Redbridge Business Park, Old Redbridge Road.			
Proposed development: Temporary retention of structure for a period of 3 years			
Application number:	19/00545/FUL	Application type:	FUL
Case officer:	Mat Pidgeon	Public speaking time:	5 minutes
Last date for determination:	20.05.2019	Ward:	Redbridge
Reason for Panel Referral:	Objection from 2 x local ward cllrs and 5 or more objections.	Ward Councillors:	Cllr Spicer Cllr McEwing Cllr Whitbread
Applicant: Mr J Rooker		Agent: Kingston Studio	

Recommendation Summary	Conditionally approve
-------------------------------	------------------------------

Community Infrastructure Levy Liable	Not applicable
---	-----------------------

Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including the impact on the character of the area and impact on nearby listed buildings 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 186-187 of the National Planning Policy Framework (2012).

Policies - SDP1, SDP7, SDP9, SDP16, SDP17, HE3, REI10 and REI11 of the City of Southampton Local Plan Review (Amended 2015) and policies CS6, CS13 and CS23 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

Appendix attached	
1.	Development Plan Policies
2.	Relevant Planning History

Recommendation in Full
Conditionally approve

1 Background

- 1.1 This application is an application linked to Local Planning Authority reference 19/01973/FUL. Retrospective planning permission is being sought for a canopy structure erected without planning permission and which is being used in association with a vehicle valeting business operating from the site (units 9 and 10).
- 1.2 The application has been received as a consequence of an enforcement enquiry (received 03/01/2019) in relation to the unauthorised canopy structure.
- 1.3 Retrospective permission is sought as the canopy is considered to be essential to the viability of the business operation. The applicant has informed the Local Planning Authority that the canopy provides necessary cover against poor weather conditions which would otherwise prevent detailed vehicle valeting from taking place on site. The canopy allows both natural light into the valeting area and cover from wind and rain. The nature of the business (which employs a total of 15 staff) means that a well-lit covered space is needed to carry out the valeting process.
- 1.4 When considering the application it was discovered by the case officer that the use of the car valeting business was unlawful itself and therefore the application was placed on hold until the unlawful use was regularised. Accordingly the applicant has also submitted a change of use application for determination (19/01973/FUL) and this application is to be considered at the same Panel meeting.

2 The site and its context

- 2.1 The application site lies on the western edge of Southampton approximately 5km from the city centre. The site is located on the southern side of Old Redbridge Road between the Totton bypass and the Redbridge Causeway (flyover). The wider area is characterised by a broad mix of residential and industrial uses although the site itself is industrial in nature.
- 2.2 The entrance to the site lies at a point on the Old Redbridge Road where the Redbridge Flyover over sails the road. The southern boundary of the site lies immediately adjacent to a railway line, beyond which is the River Test. Immediately adjacent to the north eastern boundary are residential properties and the car park of the Ship Inn. Adjacent to the eastern end of the site are more residential properties (flats) in Tate Court. The boundaries of the site comprise of 2.2m high steel palisade fencing.
- 2.3 The industrial estate itself extends approximately 0.374 hectares and comprises three main buildings, a single-storey pitched roof building adjacent to the north-east boundary (used mostly as offices), a large single-storey warehouse building adjacent to the southern site boundary and a smaller warehouse building also positioned on the southern boundary behind the larger one and obscured from view from the entrance.
- 2.4 The companies which are currently operating from the site are diverse in nature and in planning terms are a mixture of Use Class B1 (offices), Use Class B2 (General Industrial) and Use Class B8 (Storage and Distribution).
- 2.5 The application site for this unit of the industrial estate and measures approximately 300 sq.m.

- 2.6 There are five grade II listed buildings near to the application site: 65 Test Lane, 63 Test Lane (Store Cottage) and the Anchor Hotel are all to the north of the site on the other side of Redbridge Flyover/Caseway; and 45 and 47 Old Redbridge Road (Formerly Ivy House, No.45) and the Ship Inn, Old Redbridge Road are located to the east.
- 2.7 The application site lies within Flood Zones 2 and 3, which is land defined by the Planning Practice Guidance for the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change as having a high and medium probability of flooding.

3 Proposal

- 3.1 Retrospective planning permission is sought for the retention of a canopy structure for a temporary three year period. The canopy structure is positioned on unit 10 and is formed of a tubular metal frame with purpose made cover to provide shelter from the wind and rain to ensure that a valeting service can be provided. The rear wall of the shelter is enclosed by waterproof scaffold hoarding which again serves to provide shelter from the weather. The front of the canopy is not enclosed so that as much daylight can be received to the work space as possible (note that the prevailing wind direction is from the west). The canopy has a curved shape and measures 3.5m to the eaves and 6.7m at its maximum height.
- 3.2 The business currently operating from the site does not offer valeting to the general public rather the vehicles which are valeted on site are being prepared for resale offsite. Vehicles are on site for a minimum of 4 hours. Unit 9 is currently being used to accommodate ancillary parking of vehicles and office accommodation although this unit falls outside of the application site and instead is subject to application 19/01973/FUL (change of use).

4 Relevant Planning Policy

- 4.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at Appendix 1.
- 4.2 The National Planning Policy Framework (NPPF) was revised in February 2019. Paragraph 213 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.

5 Relevant Planning History

- 5.1 The planning history of the site is set out at Appendix 2. The site has historically been used for commercial activities, although the exact planning uses are not clear, it is considered that general and light industrial type uses have operated from the site since at least the 1960’s.
- 5.2 Most recently planning permission 11/01506/FUL was approved for the overall site in January 2012 allowing the following uses:
- Unit 1: Office accommodation (Use Class B1)
 - Unit 2: Vehicle repairs and MOT testing (Use Class B2)
 - Units 3, 4, 5, 6, 7, 8, 9, 10: General Storage purposes (Use Class B8)

- 5.3 Note that planning condition 2 of permission 11/01506/FUL specifically states: Unit 2 shall not be used for any other purpose whatsoever, including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Amendment Order 1991, (or in any equivalent provision in any statutory instrument revoking or re-enacting that Order).

6 Consultation Responses and Notification Representations

- 6.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, and erecting a site notice 16.04.2019. At the time of writing the report **seven** representations have been received from surrounding residents including two local ward Councillors.

- Ward Cllr McEwing has commented: *'I totally disagree with this planning application. It is out of keeping with the local area. This company seems to do as it pleases with disregard to the local community.'*
- Ward Cllr Whitbread has commented: *'I wish to object to the application. The structure was erected without permission in the first instance and I believe the structure is out of keeping with the location.'*

The following is a summary of the points raised:

- 6.2 ***The canopy structure is out of keeping with the location, surrounding buildings and residential area.***

Response

The canopy is located within an industrial estate and whilst the canopy can be seen from nearby residential properties the design, size and form of the structure, being positioned within an industrial context and being adjacent to the Redbridge Causesway and Flyover is, on balance, not considered to be significantly harmful to the visual character of the area or local residential amenity.

- 6.3 ***The canopy is retrospective demonstrating the applicants' disregard for Southampton City Council and national planning legislation.***

Response

The retrospective nature of the development and the behaviour of the applicant (by erecting a canopy without planning permission) is not a material consideration to be taken into account when determining the planning application. National planning legislation allows for retrospective planning permission to be sought and potentially granted.

- 6.4 ***Operating outside of the business hours allowed for the Business Park (after 6pm weekdays, after 13:00 Saturdays and Sunday.***

Response

The application seeks permission for the canopy structure only and has not been submitted to assess the merits of the business operation taking place on site. It is however acknowledged that the canopy does facilitate the operation of the vehicle valeting business which is currently taking place on site. Any breach of condition can be investigated and this allegation has been passed to Planning Enforcement to resolve.

- 6.5 ***The business (in combination with other businesses within the industrial estate) generates additional parking on the adjacent public highway, Old Redbridge Road, to the detriment of highway safety and local residential amenity.***

Response

The application seeks permission for the canopy structure only. The canopy does facilitate the operation of the vehicle valeting business, and the use itself is considered under the separate application.

Consultation Responses

- 6.6 **SCC Environmental Health (Pollution & Safety)** – No objection - The issues of public concern appear to be in relation to traffic / road safety and there do not appear to be any issues of concern / complaints on record (usually noise issues from activities at the site) which fall under our purview therefore we have no objections to the application for the temporary retention of structure for a period of 3 years.
- 6.7 **SCC Heritage and Conservation** – No objection - This proposal relates to a canopy/roof erected over the site of a roofing business on a small site adjacent to the flyover at Old Redbridge Road. The site is a short distance away from Ivy House, a Grade II listed building. There are residential properties and the business park located in between the site and the listed building. I am therefore not concerned that the canopy detrimentally affects the setting of the listed building because there are already so many other buildings and structures which affect the setting more than this. I therefore raise no objection.
- 6.8 **SCC Highways** – No objection - I have had a look at recent accident statistics and there is no evidence before me to show that there are any patterns or indications that this particular site access has resulted in any accidents.

7 Planning Consideration Key Issues

- 7.1 The key issues for consideration in the determination of this planning application are:
- The principle of development,
 - Visual and residential amenity; and
 - Impact on nearby listed buildings.

Principle of development

- 7.2 There are no planning policies that would prevent the principle of a canopy structure being erected (or in this case retained) within an industrial estate which is bounded by residential properties and highway infrastructure.
- 7.2.1 In the event that the application for the use (Local Planning Authority Reference 19/01973/FUL is not supported by the Panel it doesn't automatically follow that the canopy should be refused also as this is physical development supporting the existing estate and is not necessarily connected to the proposed use.

Visual and residential amenity

- 7.3 The canopy structure has been erected away from boundaries with residential neighbours. The closest residential property is 36m from the application site. As such the structure does not create a sense of enclosure or have an overbearing impact on residential neighbours. The structure would also not cause any shadowing of neighbouring residential properties on account of the distance between the structure and neighbouring residential plots. Therefore it is

concluded that the structure does not have a significant direct impact on neighbouring residential amenity.

- 7.3.1 Indirectly the proposal does have an impact on nearby residential amenity given that the structure can be seen from properties positioned on the north side of Old Redbridge Road. Occupants of the neighbourhood are clearly able to see the structure when travelling past the site on Old Redbridge Road. The structure is however not deemed to be so harmful to visual amenity that it would justify refusing the application. Industrial estates are characterised by a variety of uses, boundary treatments and structures; and on the basis of the size and design of the structure it can be supported.

Impact on nearby listed buildings.

- 7.4 There are five listed building near to the site and none are clearly visible from the application site. From the listed buildings it would also be difficult to see the canopy. There are however positions on the public highway from where both the canopy and some of the nearby listed buildings are visible. The scale of the canopy, its location within an industrial estate and its juxtaposition with Redbridge Flyover and Redbridge Causeway however mean that the visual impact on the setting of the listed buildings is not considered to be harmful. Also, as highlighted by the Council's heritage and conservation officer, there are residential properties and part of the business park located in between the canopy and the listed building. Therefore, because there are already many other buildings and structures which have a greater impact on the setting of the listed buildings than the retrospective canopy the proposal is deemed to be acceptable having regard to Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, as supported by the NPPF.

8 Summary

- 8.1 The proposal is acceptable taking account of the nature and scale of the canopy, its position relative to nearby listed buildings, its position within an industrial estate and juxtaposition with Redbridge Flyover and Redbridge Causeway. The Council have also taken account of the economic benefit of the canopy to an existing business operation and local employment when considering the merits of the scheme. Furthermore the impact of the development on surrounding residential amenity is considered acceptable.

9 Conclusion

- 9.1 It is recommended that planning permission be granted subject to relevant conditions.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

1. (a) (b) (c) (d) 2. (b) (d) 6. (a) (b)

MP for 10/03/2020 PROW Panel

PLANNING CONDITIONS

1. Time Limited (Temporary) Permission Condition (Performance)

The development hereby approved shall be removed either on or before the period ending three years from the date of this decision notice. After this time the land shall be restored to their former condition, or to a condition to be agreed in writing by the Local Planning Authority prior to this time.

Reason: To enable the Local Planning Authority to review the special circumstances under which planning permission is granted for the development in order to monitor the use in relation to residential amenity.

2. Approved Plans

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

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

POLICY CONTEXT

Core Strategy - (January 2010)

CS6 Economic Growth

CS13 Fundamentals of Design

CS23 Flood Risk

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

SDP1 Quality of Development

SDP7 Context

SDP9 Scale, Massing and Appearance

SDP16 Noise

SDP17 Lighting

HE3 Listed Buildings

REI10 Industry and Warehousing

REI11 Light Industry

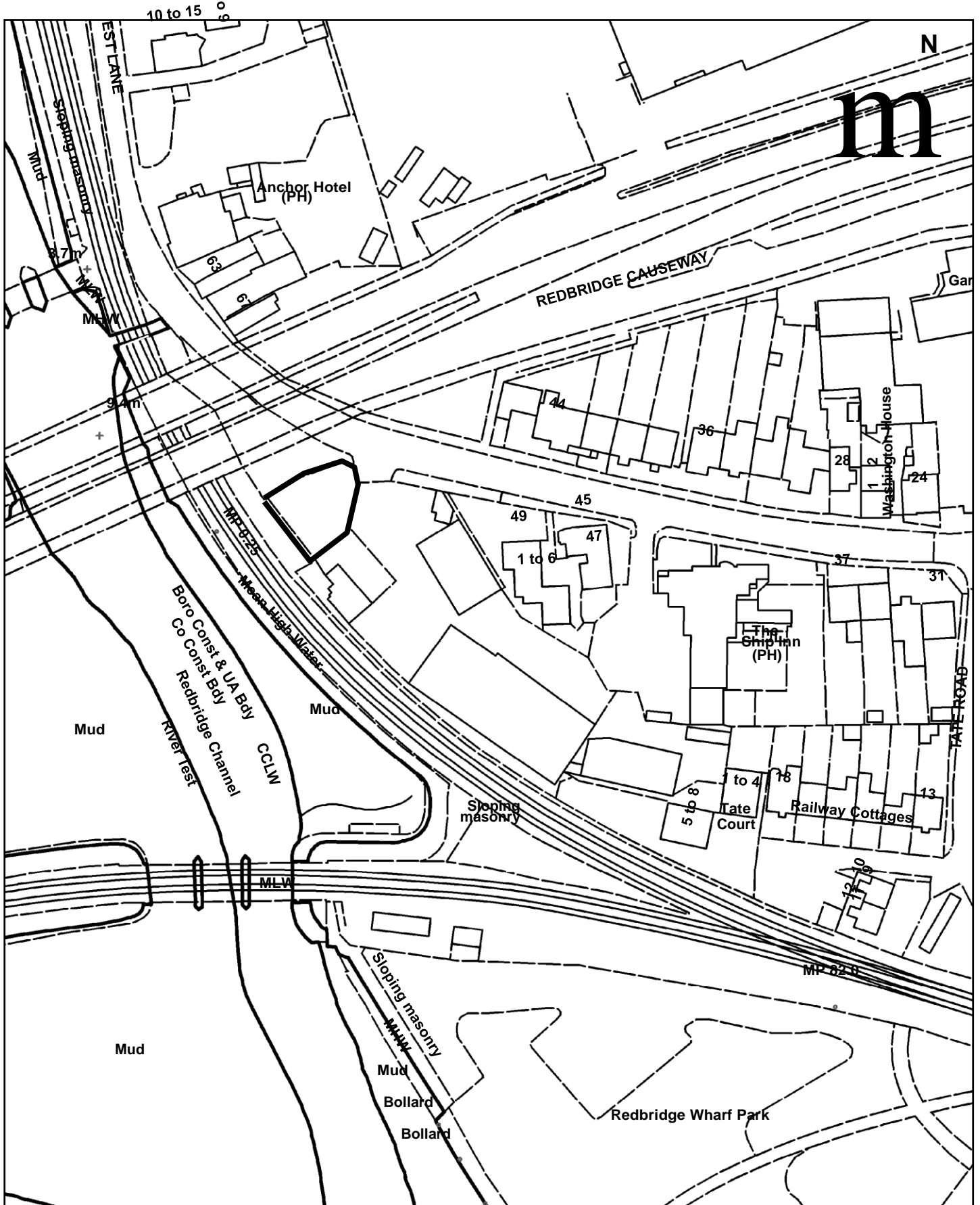
Other Relevant Guidance

The National Planning Policy Framework (2019)

Relevant Planning History

1247/P22 Rebuild factory	Conditionally Approved 09.07.63
1250/50 Workshop	Conditionally Approved 24.09.63
1296/75 Steel-framed storage building	Conditionally Approved 01.09.64
1289/P1 Extension of mill	Conditionally Approved 03.08.65
1464/P28 Covered area for timber store	Conditionally Approved 25.09.73
1496/W5 Replace workshop	Conditionally Approved 04.11.75
1537/W15 Two rail coaches on land between railway cottages and Tate Road, use as light industrial	Conditionally Approved 25.04.78
941477/W Alterations and repairs to existing buildings and retention of new chain link fencing and gates	Permitted 12.01.96
05/01543/FUL Proposed redevelopment of the site by the erection of four buildings (three-storey and five-storey) to provide 52 flats (44 x 2 bedroom, 8 x 1 bedroom) with associated parking and highway works following the demolition of the existing buildings.	Refused 30.01.06
11/00199/FUL Retrospective change of use from previous use for manufacture and sale of timber sheds to use for painting contractors premises, vehicle repair and MOT testing, storage of recycled materials, storage and manufacture of sheet metal acoustic panels, storage of scaffolding equipment, general open storage and car parking area, retention of 3m high fencing and proposed siting of portable building.	Refused 07.06.2011
11/01506/FUL Retrospective change of use from previous use for manufacture & sale of timber sheds to use for painting contractors premises, vehicle repair & MOT Testing & storage purposes together with the retention of 3m high close boarded fencing to the eastern site boundary & siting of a portable building (resubmission of 11/00199/FUL).	Conditionally Approved 26.01.2012

This page is intentionally left blank



Scale: 1:1,250

©Crown copyright and database rights 2019 Ordnance Survey 100019679

This page is intentionally left blank