

**Planning and Rights of Way Panel 12<sup>th</sup> October 2021**  
**Planning Application Report of the Head of Planning & Economic Development**

<b>Application address:</b> 52-54, Waterloo Road, Southampton			
<b>Proposed development:</b> Re-development of the site to create a part two-storey and part three-storey building containing 8 flats (4 x one-bedroom, 4 x two-bedroom) with associated cycle, refuse and parking.			
<b>Application number:</b>	21/01193/FUL	<b>Application type:</b>	FUL
<b>Case officer:</b>	Mathew Pidgeon	<b>Public speaking time:</b>	5 minutes
<b>Last date for determination:</b>	29.09.2021	<b>Ward:</b>	Freemantle
<b>Reason for Panel Referral:</b>	Five or more letters of objection have been received.	<b>Ward Councillors:</b>	Shields Windle Leggett
<b>Applicant:</b> Mr Rafique Poswall		<b>Agent:</b> ACHIEVE - Town Planning and Urban Design Ltd	

<b>Recommendation Summary</b>	<b>Delegate to the Head of Planning &amp; Economic Development to grant planning permission subject to criteria listed in report</b>
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<b>Community Infrastructure Levy Liable</b>	<b>Yes</b>
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**Reason for granting Permission**

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including housing need, impact on neighbouring amenity, visual character, ecology and on street car parking pressure 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 (2021). Policies - CS3, CS4, CS13, CS15, CS16, CS19, CS20, CS22 and CS25 of the of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP6, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, CLT6, H1, H2, H3 and H7 of the City of Southampton Local Plan Review (Amended 2015).

<b>Appendix attached</b>			
1	Habitats Regulation Assessment	2	Development Plan Policies
3	Relevant Planning History	4	14/02077/FUL Committee minute (21 <sup>st</sup> April 2015)
5	14/02077/FUL Decision notice	6	14/02077/FUL Refused plans.
7	17/02440/OUT Appeal decision notice	8	17/02440/OUT Dismissed plans.
9	Parking Survey		

### **Recommendation in Full**

1. That the Panel confirm the Habitats Regulation Assessment in **Appendix 1** of this report.
2. 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 completion of a S.106 Legal Agreement to secure:
  - i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPD relating to Planning Obligations (September 2013);
  - ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
  - iii. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013).
  - iv. An obligation to preclude future residents being issued with car parking permits.
  - v. Financial contributions towards Solent Disturbance Mitigation Project (SDMP) in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton Local Plan Review (March 2006), CS22 of the Core Strategy and the Planning Obligations SPD (September 2013).
2. That the Head of Planning & Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Planning & Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

## **Background**

This application has a long and complicated planning history. The current application seeks to address previous concerns whilst delivering 8 new flats.

Four previous planning applications for residential redevelopment of this site have been refused planning permission. The second of the four applications, 14/02077/FUL, was refused by Planning Panel because it was judged to be an overdevelopment of the site due to its bulk, scale and mass which collectively would have negatively impacted the character of the area as well as causing harm to adjacent residential amenity. The proposal was also refused for failing to secure financial obligations to offset the impact of the development. The decision notice and refused plans are included at **Appendix 3**.

The most recent decision, relating to application 17/02440/OUT for 9 flats, was refused under delegated powers and then dismissed at appeal. The Inspector broadly agreed with the Council in that the proposal remained harmful to local character and neighbouring residential amenity. The appeal decision notice and refused plans are included at **appendix 4**.

### **1 The site and its context**

- 1.1 The existing vacant building was most recently used as Freemantle social club and is located on the southern side of Waterloo Road near to the junction with Park Road. The existing building is part two storey and part single storey, flat roofed and constructed of red brick. The frontage of the site is hard surfaced where there is the opportunity to park four vehicles although refuse also appears to be stored to the front of the building removing the opportunity to use one of the spaces. The existing footprint of the building covers the vast majority of the site and flank walls of the building are on or very close to the boundary with its neighbours.
- 1.2 To the east there is a block of 14 flats known as 6 Park Street, most of which is three stories in height however there is also a small two storey element. The plans indicate that the windows serving the development and overlooking the application site (facing west) serve communal circulation space and non-habitable rooms, however there are two bedroom windows at ground and first floor located at the southern tip of the two storey element. Communal amenity space serving the development is located to the west of the building and thus is positioned between 6 Park Street and 52 - 54 Waterloo Road.
- 1.3 To the west of the application site is a part two storey/part single storey semi-detached dwelling house. To the south of the site is a terrace of two storey maisonettes. Whilst the area is mainly residential in character there are also a small number of industrial and commercial premises located on Park Road nearby the site.
- 1.4 Most residential buildings in the area have two storeys, front the streets they

are accessed from and have private gardens to the rear.

## **2 Proposal**

- 2.1 The proposal seeks a redevelopment of the site with the erection of a three-storey block of flats (comprising 4 x 2 bedroom and 4 x 1 bedroom). Three off road car parking spaces are proposed on the site frontage along with detached refuse storage. Cycle storage will be located to the rear along with amenity space for residents.
- 2.2 The style of the building, when viewed from Waterloo Road, is characterised by pitched roofs, bay windows, porch canopy and a mix of red brick, render and roof tiles. In contrast, the rear of the building has a more contemporary design including rendered, two storey, flat roof rear projection.
- 2.3 The entrance to the block is located on the front elevation and access is achieved by a small porch/lobby area and undercroft.

The current application seeks to address the previous refusal in the following ways:

- The application submission has a different design concept.
- Mix of units which results in fewer units but more bedrooms (reduced from 9 to 8 flats but an increase from 11 to 12 bedrooms).
- Amendments to the rear elevation result in changes to the depth of building between the first floor and the second-floor levels.
- The depth has reduced as has the mass and bulk of the building positioned on the eastern boundary.
- The way in which the building responds to the plot, which is wider at the rear and narrower at the front, has also changed with the proposal no longer including an eastern flank elevation that runs parallel to the boundary edge.
- The design seeks to move mass and bulk away from the eastern boundary by incorporating a pitched roof within which the second-floor accommodation would be formed in order to reduce impact on neighbouring amenity.
- As a consequence of the reduced depth of building 173sq.m of garden space is now proposed to the rear which would be separated so that the two rear ground floor units would each have access to private terraces measuring at least 20sq.m and the occupants of the remaining six flats would have access to a shared garden measuring 131.5sq.m meeting our standards for 20sq.m of garden for each unit.
- Layout changes have resulted in the bin store no longer being within the building and is instead proposed to be a free-standing structure within the frontage.
- Cycle storage is also now proposed to be freestanding within the rear garden.

## **3 Relevant Planning Policy**



- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

#### **4 Relevant Planning History**

- 4.1 The full planning history is listed at **Appendix 2** and the following is of particular relevance:
- 4.2 In 2014 planning permission was refused for the redevelopment of the site and construction of a three-storey residential block (14/00263/FUL). The building sought to provide 11 flats (8 x 1 bedroom 3 x 2 bedroom) with associated parking. The application was refused under delegated powers on the basis that the scheme was considered to be an over development of the site and also due to the failure of the applicant to enter into a section 106 legal agreement with the Council.
- 4.3 The second application, 14/02077/FUL, (Redevelopment resulting in a 3 storey building to provide 10 flats, 8 x 1 bedroom, 1 x studio apartment and 1 x 3 bedroom, with associated parking) was refused at planning panel because it was judged to be an overdevelopment of the site due to its footprint and overall size which would have caused harm to the character of the area and the amenity enjoyed by occupants of the adjacent residential property. The proposal was also refused for failing to secure financial obligations to offset the impact of the development. The decision notice and refused plans are included at **appendix 3**.
- 4.4 The third redevelopment proposal for this site was refused in 2017. The scheme sort the erection of a 3-storey building to create 11 flats (9x 1-bed, 2x studio) with associated cycle/refuse storage and was refused again due to the scheme being too large and thus it was deemed to have also had a harmful impact on local character and neighbouring residential amenity. The scheme was also refused for failing to secure financial obligations to offset the impact of the development.
- 4.5 The final application, 17/02440/FUL, was dismissed at appeal in June 2019 following a refusal in February 2018. The scheme was comprised of 7 x 1 bed flats and 2 x 2 bed flats, with associated bin/refuse and cycle storage and was

again refused because of a site overdevelopment resulting in harm to the character of the area and neighbouring residential amenity. In addition, the scheme was also refused for failing to secure legal obligations. The scheme was subsequently dismissed at appeal with all reasons listed by the council being upheld by the inspector; the decision notice is summarised within the background section of this report (above) and the full decision notice, along with plans of the scheme, can be found at **appendix 4**.

4.6 The inspector raised the following concerns in relation to the appeal development which will need to be taken into account when assessing the current proposal:

4.7 Character and Appearance.

Paragraph 8:

- *Although the proposal would have covered much less of the overall plot than the existing structure the splaying out towards the rear and widening above ground floor level, would have caused the appeal building to appear proportionally unrefined and shoe-horned into the site and so the proposal would have failed to reflect the sense of spaciousness around it that characterises other residential developments in the vicinity.*
- *Whilst the neighbouring building, 6 Park Road, has a large footprint, it is typical of larger buildings on prominent corner plots and so reflects the local context., whereas the appeal scheme would not.*

Paragraph 9:

- *Being taller than the existing building the appeal scheme would have significantly lessened the step-down towards No. 56.*
- *The articulation of the roof, various first floor bay projections and incoherent pattern of fenestration would combine to create a confused and contrived edifice lacking architectural subtlety and would fail to respond to local context; therefore, appearing conspicuously out of place.*

Paragraph 10:

- *The failings of the existing building do not justify a development that would also fail to respond positively to local context.*
- *Harm considered to be 'reasonably localised'.*
- *Appeal scheme would still diminish unacceptably the character and appearance of the area.*

4.8 Living Conditions

Paragraph 11:

- *Harm was identified to the neighbours at number 6 due to the development being pulled closer at first and second floor levels.*
- *The impact was judged to be intrusive and overbearing.*

Paragraph 12:

- *Privacy as currently enjoyed by residents of the dwelling at Dymott Close, 56 Waterloo Road and 6 Park Street.*

Paragraph 13:

- *Concern raised with regard to the quantum and quality of external amenity provision.*
- *Balconies, bedrooms and living rooms of the rear flats on the ground floor would look directly onto the only meaningful external space compromising sense of privacy and enjoyment of the space.*
- *Front balconies would be dominated by Waterloo Rd, passing cars and passer-by.*
- *Overall the outdoor provision and standard of accommodation was deemed unacceptable and would not be compensated for by nearby public open space.*

4.9 The neighbouring development '6 Park Road' was granted in 2007. The development comprises a part two-storey and part three-storey building containing 14 two-bedroom flats with access from Park Road (07/00027/FUL).

## **5 Consultation Responses and Notification Representations**

5.1 Following the receipt of the planning application a publicity exercise, in line with department procedures, was undertaken which included notifying adjoining and nearby landowners and erecting a site notice 19.12.2017. At the time of writing the report **5 representations** have been received from surrounding residents. The following is a summary of the points raised:

### **5.2 Impact on neighbouring amenity**

- *Overlooking of neighbouring houses and gardens leading to harmful loss of privacy; additional impact caused by flat roof area and Juliette balconies.*
- *Visual impact of the building – bulk, mass and scale.*
- *Increased noise and disturbance.*
- *Loss of light.*

#### **Officer Response:**

*The building separation distances meet the requirements of the Council's approved Residential Design Guide as at least 24.5m separation is achieved at first floor level with 21m being needed for RDG compliance and at second floor level the separation distance, required by the RDG, is also met at 28m. Whilst the proposed building would in part be slightly taller than the existing building the proposed building would be shorter and therefore further from the rear boundary of the site. The proposal provides the opportunity to replace an existing building in a poor state of repair with a building of improved visual appearance. Owing to the position, design and scale of the building; and when compared with the existing building, the proposal will not significantly change the light received to neighbouring gardens or habitable rooms. The flat roof area at second floor level is not proposed to be accessibly by residents and a condition will be added preventing access for amenity purposes.*

### **5.3 Parking pressure**

- *Insufficient parking spaces are proposed.*
- *Area is controlled by parking permit zone.*
- *Cycle parking and public transport are insufficient to address the onsite*

shortfall.

- Highways safety.

Officer Response:

*The Highways Development Management Team are satisfied that the development, will not lead to harm to highways safety and Officers do not believe that every resident will own a car. A parking survey has been provided by the applicant to assess local parking stress which evidences spare kerb side capacity ranging from 33 to 50 spaces within a 250m radius of the site. A car parking permit restriction has been added to the Section 106 legal agreement preventing occupants of the flats from being able to obtain parking permits within nearby streets. The impact caused by additional parking pressure needs to be balanced against the positive aspects of the scheme.*

5.4 **Overdevelopment of the site**

- Size of the development and number of flats seems extremely large given the footprint of the site.
- Insufficient amenity space.

Officer Response:

*The site can accommodate the proposed number of residential units, each dwelling has an acceptable living environment and access to adequate garden space which is fit for its intended purpose.*

5.5 **Public consultation**

- A number of local residents, including those in Dymott Close, have not received notification if this application.

Officer Response:

*The consultation exercise has been carried out in accordance with statutory requirements set by central government whereby all direct adjacent residential properties, which in this case includes 1 – 14 Dymott Close, have had letters sent directly to them and additionally a site notice has been erected.*

5.6 **Refuse Storage**

- Frontage storage is inappropriate, odour, vandalism.

Officer Response:

*Whilst integral refuse storage is preferable it is not uncommon for bins to be stored on site frontages and within detached structures. Bins are currently stored on the frontage meaning that the proposal would make little difference to the existing refuse storage arrangement. A condition is recommended to ensure the bin storage is robust and suitable in appearance. Odour is managed through separate legislation and provided that bins are managed on site appropriately significant harm from odour will not occur.*

5.7 **Drainage**

- Inadequate foul water drainage to cope with additional residents within the area.

Officer Response

*Southern Water do not object to the application. Relevant conditions will be added. The existing club is linked to the foul sewer network.*

5.8 **Anti-social behaviour**

- Increase in noise during evening as flats attract younger people.

Officer Response:

*Separate legislation is used to manage anti-social behaviour. Planning decisions must consider schemes with reasonable behaviour of residents in mind.*

5.9 **Loss of community facility**

- Loss of the Social Club will harm local amenity.

Officer Response:

*The maintenance costs of the Social Club were rising whilst the number of members attending declined and therefore, the decision was made to sell the site. There would appear to no longer be a demand for the club or sufficient funding to ensure continued economic viability. There are adequate community centres locally which enable the activities and services previously offered at the social club to re-locate. The loss of the social club has already been accepted.*

5.10 **Impact on wildlife;**

- Hedgehogs living at the rear will be affected if the boundary wall is demolished.

Officer Response:

*The Council's Ecologist has raised no objection and planning conditions can be used to mitigate impact of the development on local wildlife.*

**Consultation Responses**

5.11

<b>Consultee</b>	<b>Comments</b>
Conservation and Heritage	There is the potential for archaeology on the site. It is therefore recommended that, in the event planning permission is granted recommended conditions are applied.
City Design Team	No objection.
Ecology	<p>Negligible existing biodiversity value on site and the building is unlikely to support bat roosts. The existing flat roof may be attractive to nesting birds. The previous application included a green or brown roof in the design; swift roosting boxes should be incorporated into the fabric of the building.</p> <p>No objection to the proposed development subject to recommended conditions.</p>
Environmental Health	No objections subject to recommended conditions.
Housing Management	The application is under the threshold for the provision of s106 affordable housing.
Southern Water	No objection, apply recommended conditions.

<p>Cllr David Shields</p>	<p>I very much welcome the considerable progress made with this latest planning application which goes some way towards addressing previous concerns with over-development. Whilst I have no objections to what is being proposed I am aware of concerns being voiced by local residents - one of whom in Dymott Close is directly impacted.</p> <p>I am anxious to avoid the situation where the present site continues to be vacant as this is having a very negative impact on the local area in terms of its unsightliness and acting as a magnet for anti-social behaviour and petty criminal activity. So, I look forward to a residential development here soon which is in harmony with the needs of the local neighbourhood.</p> <p>The number of resident objections lodged appear to meet the threshold requiring the application to be determined by the Planning &amp; Rights of Way Panel. If - after hearing the arguments from either side - it is the Panel's view to support the application, then I would like to propose that conditions are attached that address some of the more salient concerns. I'd be especially keen to ensure that the bike store meets very high security standards and that the dedicated parking spaces are equipped with electrical charging points to encourage lower carbon car ownership.</p> <p><b>Officer response:</b>  <i>Details of the cycle store, to ensure high security standards, will be required by condition. Local planning policies do not require electric changing points however the applicant has agreed to the inclusion of infrastructure to allow electric charging to take place from the onsite parking spaces and can be controlled by condition.</i></p>
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**6 Planning Consideration Key Issues**

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

- principle of the development;
- impact of the building on the character of the area;
- quality of the residential environment produced for prospective residents;
- impact on the amenities of neighbouring residents;
- highways, parking and access;
- Air Quality and green city charter;
- Mitigation of direct local impacts; and
- Likely effect on designated habitats.

Whilst considering the key issues above reference must also be made to the previous scheme noting, in particular, the reasons given by the inspector for dismissing the appeal.

### Principle of Development

6.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise (section 38 (6) of the Planning and Compulsory Purchase Act 2004). The development plan for the area is the City of Southampton Local Plan Review (2015), the Local Development Framework Core Strategy Development Plan Document (2015), the Planning Southampton City Centre City Centre Action Plan (2015) and the Bassett Neighbourhood Plan (2016). The National Planning Policy Framework (NPPF) constitutes national policy to which the Local Planning Authority (LPA) must have regard. The NPPF does not change the statutory status of the development plan as the starting point for decision making but is a material consideration in any determination.

6.3 The NPPF requires LPAs to identify a five year supply of specific deliverable sites to meet housing needs. Set against the latest Government housing need target for Southampton (using the standard method with 35% uplift), the Council has 4.53 years of housing land supply and therefore cannot currently demonstrate a five year housing land supply. This means that the Council will have to have regard to paragraph 11(d) of the NPPF, which states, for decision-taking:

“where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date<sup>8</sup>, granting permission unless:

- (i) the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed<sup>7</sup>; or
- (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole.” [the so-called “tilted balance”]

6.4 Footnote 7 of the NPPF states: “The policies referred to are those in this



Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68); and areas at risk of flooding or coastal change.”

- 6.5 Footnote 8 of the NPPF states that: “This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.”
- 6.6 The loss of the private club and conversion to residential use is not judged to amount to the loss of a community facility and therefore the scheme is not contrary to paragraph 70 of the NPPF.
- 6.7 The site is being redeveloped as the maintenance costs of the building have become unaffordable as membership was in decline in the years leading up to the club’s closure. The use of the club was also different to a community centre where typical community use facilities are found. In order to make the assessment the case officer attended a site meeting in 2015 where it became apparent that the building was in a poor state of repair. The nature of the use was investigated and it has been agreed that the use was more akin to a public house with private events rather than a typical community centre. The Council’s Planning Policy Team also agree. Research has also found that there are adequate facilities in the area for community use and the building has not been listed as a community facility.
- 6.8 It is also noteworthy that objectors to the scheme have not raised the loss of the facility as a significant local concern. There is little public interest in the matter.
- 6.9 Policy H1 (iii) of the Local Plan supports the redevelopment of commercial premises (where appropriate) to provide residential uses and the Council’s normal considerations in respect of quality of development, protection of the character of the area and the amenities of neighbouring occupiers apply as required by Policies SDP1, SDP7 & SDP9. Policy H2 of the Local Plan encourages the maximum use of derelict, vacant and underused land for residential development
- 6.10 Policy CS5 of the Core Strategy sets a minimum density of 100 dwellings per hectare for new residential development in high accessibility areas. The area of the site proposed for development is 569 sq.m. With the addition of 8 dwellings the density would be 140 units per hectare. The scheme therefore exceeds the council’s density requirements. However, local context and character will also determine the acceptability of the scheme. The

neighbouring site (6 Park Road) has a density of 133 dwellings per hectare (14 flats within 1050sq.m).

Impact of the building on the character of the area.

- 6.11 Policy CS13 of the adopted Core Strategy emphasises the need for development to respond positively and integrate with its surroundings, character and architectural vernacular.
- 6.12 The proposal represents an improvement over the existing situation, given the near total site coverage, bulk, architecturally unremarkable appearance and state of dilapidation. That said the inspector has highlighted that the failings of the existing building do not justify allowing a development that would also fail to respond positively to local context in paragraph 10 so the building needs to be appropriate in its context irrespective of the character and appearance of the existing building.
- 6.13 The proposal no longer splays out to the rear in a way that follows the boundary of the plot; nor does the building widen above ground level, as a consequence the building would no longer appear proportionally unrefined or shoe horned into the site in a way that would be significantly at odds with local character. The stepped approach to widening the building at the rear is a more appropriate way to respond to the shape of the plot, when compared to the previous scheme. The amendments to the proposal also include a reduced overall depth and a pitched roof form at second floor level. Taken together these changes ensure that the proposal would more closely reflect the typical sense of spaciousness which characterise residential development in the local area.
- 6.14 Paragraph 3.9.1 of the RDG states that the footprint to plot ratio for new dwellings should be similar to that of existing nearby dwellings and not exceed 50% of the site. Officers acknowledge that buildings on larger footprints are typically found on corner plots; through negotiation the developer has responded to this criterion by reducing the footprint of the building so that it now falls somewhere between that of the semi-detached pair of dwellings to the west and the flatted block at 6 Park Road to the east. It is also noteworthy how the proposed footprint is considerably smaller than the footprint of the existing building on site. The building footprint also covers less than 50% of the site area and so is now judged to be acceptable in this regard.
- 6.15 In terms of architectural style, whilst acknowledging the somewhat complicated roof form, no objection is raised given the mix of styles found locally as well as that of the existing building. The scheme also represents betterment over both the existing building and appeal scheme. In addition, due to the change from flat roof to a sloping roof which pitches away from Waterloo Road and 6 Park Road, the mass and bulk of the upper floor of the building has significantly reduced and so would now suitably bridge the gap between the contemporary style of 6 Park Road and the traditional style of 56 Waterloo Road.

- 6.16 Within the surrounding area garden space tends to be positioned to the rear of dwelling houses; the proposal conforms to this layout.
- 6.17 Overall, the character and appearance of the building, including pattern of fenestration and articulation of the roof, achieves greater subtlety, better responds to local context and as such is no longer judged to be out of place when assessed against LDF Policy CS13.

Quality of the residential environment produced for prospective residents

- 6.18 All units meet the floor area requirements set out in the Nationally Described Space Standards which are as follows:
- 1 bedroom/2 persons – 50sq.m required.
  - 2 bedrooms/3 persons – 61sq.m required.

Unit sizes proposed are:

Flat No.	No. of bedrooms	No. of Persons	Gross internal floor area
1	2	3	62
2	1	2	51
3	1	2	50
4	2	3	68
5	1	2	51
6	1	2	50
7	2	3	62
8	2	3	63

- 6.19 The privacy experienced by residents will be acceptable. Where windows are positioned in the flank walls of the building obscure glazing shall be incorporated (controlled by condition) to prevent harmful inter-looking.
- 6.20 All habitable rooms will receive acceptable daylight and achieve appropriate outlook.
- 6.21 The garden areas provided are judged to be fit for their intended purpose and of sufficient area. The required 10m rear garden depth identified within the RDG would also now be achieved. The shared garden would be located to the rear of the building and defensible space would be provided to protect the amenities of the occupants of the ground floor flats which will also have separate private rear gardens.
- 6.22 Bin and cycle storage can both be accommodated on site.
- 6.23 Although three car parking spaces are proposed to the front the site is also within walking and cycling distance of a range of local facilities and services and the site also has good access to public transport links.

Impact on the amenities of neighbouring residents

- 6.24 The Inspector was previously concerned with the impact of the development when viewed from the south facing habitable room windows of 6 Park Road (paragraph 11 refers). The amendments to the roof form, along with the stepped side elevation and changes in depth at second floor level, have been incorporated into the design in order to reduce this impact. The proposal now reduces the bulk and mass of the building as well as moving the flank wall away from boundary. The building, due to its scale, mass and bulk; and proximity to neighbouring buildings, is no longer judged to be harmful to neighbouring amenities and Officers are satisfied that the concerns raised by the Inspector have now been suitably overcome.
- 6.25 Paragraph 12 of the appeal decision refers to separation distances. Separation distances, as set out in the RDG, to the dwellings to the rear of the site (Dymott Close) are now exceeded at first floor level (at least 24.5m separation is achieved with 21m being needed for RDG compliance). At second floor level the separation distance, required by the RDG, is also achieved 28m being provided with 28m being required). Thus, privacy of neighbouring residents, particularly those within the properties of Dymott Close who live directly behind the site, will not experience a harmful loss of privacy as a consequence of the development. The relationship proposed, whilst being different to the existing situation, is not uncommon within urban environments.
- 6.26 The flat roof of the first-floor element, which could be accessed from second floor level, will be controlled by planning condition preventing it from being used as a private terrace. This will ensure compliance with the separation distances described above are achieved and so that oblique views towards neighbouring plots are also not achieved.
- 6.27 The proposal is also judged to be acceptable in terms of shading, and visual impact and the building will not reduce outlook from rear facing neighbouring habitable room windows.
- 6.28 The scheme is also now considered to be acceptable in light of paragraph 13 of the appeal decision as adequate garden space is provided for all residents both in terms of quantum and quality. Garden space is located to the rear of the building with 20sq.m of private space being provided for each of the ground floor, rear facing flats and a total of 131.5sq.m being allocated to the remaining six flats to share (20sq.m per flat being required).
- 6.29 The Council also acknowledge that the existing use of the building, as a social club, has the potential to generate noise and disturbance to the detriment of local residential amenity and so conversion to residential could (notwithstanding the vacant nature of the existing building) represent betterment.

#### Parking highways and transport

- 6.30 The site is within a high accessibility area. The location is well served by public transport and it is not considered that the occupiers of the residential units will

require cars in order to access employment as well as public goods and services which are necessary for day to day living. Numerous bus stops are within easy walking distance giving public transport links in all directions. The city train station and Millbrook Train station are also approximately 1 mile to the south east and 0.6 miles to the west respectively. Car parking has been provided for the occupants of 3 no.2 two bed units which is reasonable. Maximum parking standards have not been exceeded and the scheme is judged to strike an appropriate balance between provision of car parking spaces given likely ownership and the need to encourage sustainable modes of transport where possible. A suitable balance is needed and SCC standards do allow for car free development. When making this assessment consideration has been given to the results of the car parking survey as provided by the applicant which are summarised below; as well as the 2011 census which confirms that in Freemantle ward 38% of households do not own any vehicles, 51% of households own 1 vehicle and 11% of households own 2 or more vehicles; and the existing unrestricted use of the site which also has the ability to generate significant on street parking pressure during evenings when restrictions are not in place.

6.31	Parking Restriction	Thursday 15 <sup>th</sup> July 06:00	Thursday 15 <sup>th</sup> July 20:00	Tuesday 20 <sup>th</sup> July 06:00	Tuesday 20 <sup>th</sup> July 20:00
	Unrestricted	3	3	3	10
	Permit / 2 Hour (Mon-Sat 08:00-18:00)	17	23	20	26
	Dropped Kerb /Permit / 2 Hour (Mon-Sat 08:00-18:00)	13	13	15	14
	Total	33	39	38	50

6.32 The survey shows that there would be at least 3 on street unrestricted car parking spaces available for residents should an overspill arise. The survey also shows that overnight (when parking restrictions are not in place) the number of available parking spaces increases to between 20 and 36.

#### Air Quality and the Green Charter

6.33 The Core Strategy Strategic Objective S18 seeks to ensure that air quality in the city is improved and Policy CS18 supports environmentally sustainable transport to enhance air quality, requiring new developments to consider impact on air quality through the promotion of sustainable modes of travel.

Policy SDP15 of the Local Plan sets out that planning permission will be refused where the effect of the proposal would contribute significantly to the exceedance of the National Air Quality Strategy Standards.

- 6.34 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive.
- 6.35 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive – up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m<sup>3</sup>. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:
- Reduce pollution and waste;
  - Minimise the impact of climate change
  - Reduce health inequalities and;
  - Create a more sustainable approach to economic growth.
- 6.36 The application has addressed the Green Charter and the air quality impact of the development by increasing the amount of permeable surfacing on the site, increasing biodiversity potential, including electric vehicle charging points, and with the potential inclusion of a green roof.

#### Mitigation of direct local impacts

- 6.37 The proposal needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013). Given the scale of the proposal and range of impacts associated, if approved, contributions and obligations will be required to secure financial contributions towards the Community Infrastructure Levy (CIL), site specific transport improvements in the form of an upgrade to local bus stops, a contribution towards Solent disturbance mitigation project, a highway condition survey, a carbon management plan and a residents car parking permit restriction.

#### Likely effect on designated habitats

The proposed development, as a residential scheme, has been screened (where mitigation measures must now be disregarded) as likely to have a significant effect upon European designated sites due to an increase in recreational disturbance along the coast and in the New Forest. Accordingly, a Habitat Regulations Assessment (HRA) has been undertaken, in accordance

with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, see **Appendix 1**. The HRA concludes that, provided the specified mitigation of a Solent Recreation Mitigation Strategy (SRMP) contribution and a minimum of 5% of any CIL taken directed specifically towards Suitably Accessible Green Space (SANGS), the development will not adversely affect the integrity of the European designated sites.

## **7 Summary**

- 7.1 The proposal involves the re-use of previously developed land within urban Southampton and will result in both a more efficient use of land and provide a more compatible use within the neighbourhood than the existing social club.
- 7.2 The site is appropriate for residential use given that it is located within a high accessibility area and accordingly has good access to public transport and local facilities such as shops, schools, employment and community facilities.
- 7.3 Impact on local amenity, including the residential amenity enjoyed by the neighbouring occupants, has been considered and carefully minimised. The amenity enjoyed by the proposed occupants will also be acceptable. The amendments made to the size of the building and its relationship with the boundary to the east has successfully addressed the concerns raised in the relevant appeal decision.
- 7.4 In terms of storey height, eaves level, proportions and setbacks; as well as architectural form and appearance, which includes a pitched roof, bay windows, canopy/porch red brick, render and roof tiles, the proposal provides a suitable visual connection with the surrounding buildings and overcomes the design issues raised in the previous appeal decision.
- 7.5 The current proposal has adequately overcome the previous concerns raised in terms of impact on local character and neighbouring residential amenity, as such the development is recommended for approval subject to conditions and the completion of a Section 106 agreement to mitigate the site specific impact of the development.

## **8 Conclusion**

- 8.1 Having regard to the test in section 38(6) of the Planning and Compulsory Purchase Act 2004 and the considerations set out in this report, the application is recommended for approval following the completion of a s.106 legal agreement.

### **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) 3. (a) 4. (g) 6. (a) (c) (f) (i) 7. (a) 9. (a) (b)

**Mathew Pidgeon** for 12th October 2021 PROW Panel

**PLANNING CONDITIONS to include:**

01. Full Permission Timing Condition - Physical works

The development works hereby permitted shall begin not later than three years from the date on which this planning permission was granted.

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

02. Approved Plans

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

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

03. Foul and surface water sewerage disposal - Pre-commencement Condition.

Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water.

Reason: To ensure correct disposal of foul and surface water is achieved from the site.

04. Details & samples of building materials to be used [Pre-Commencement Condition]

No development works shall be carried out unless and until a detailed schedule of materials and finishes including samples to be used for external walls, windows, doors, bin storage areas, boundary treatment and the roof of the proposed dwellings has been submitted to and approved in writing by the Local Planning Authority. Details shall include all new glazing, panel tints, bricks and tiles, drainage goods, soffit and fascias and the ground surface treatments formed. Development shall be implemented only in accordance with the agreed details.

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

05. Landscaping, lighting & means of enclosure detailed plan [Pre-Commencement Condition]

Notwithstanding the submitted details before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted, which includes:

- i. proposed finished ground levels or contours; means of enclosure; 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 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 unless circumstances dictate otherwise);
  - 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.

06. Archaeological watching brief with provision for excavation [Pre-Commencement Condition]

No ground disturbance shall take place within the site 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.

07. Archaeological watching brief with provision for excavation work programme [Performance Condition]

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

Reason: To ensure that the archaeological investigation is completed.

08. Energy & Water (Pre-Commencement)

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum 19% improvement over 2013 Dwelling

Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of a design stage SAP calculations and a water efficiency calculator shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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).

#### 09. Energy & Water (performance condition)

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of final SAP calculations and water efficiency calculator and detailed documentary evidence confirming that the water appliances/fittings have been installed as specified shall be submitted to the Local Planning Authority for its approval.

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).

#### 10. Green roof feasibility study (Pre-Commencement)

A detailed feasibility study for a green roof shall be submitted and agreed in writing with the Local Planning Authority prior to the commencement of the development hereby granted consent. If the study demonstrates the site has the capacity for the green roof, a specification shall be agreed in writing with the Local Planning Authority. The green roof to the approved specification shall be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained and maintained thereafter.

Reason: To reduce flood risk and manage surface water run-off 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.

#### 11. Ecological Mitigation and Enhancement Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, which unless otherwise agreed in writing by the Local Planning Authority shall be

implemented in accordance with the programme before any demolition work or site clearance takes place. The measures shall include mitigation for hedgehogs adjacent to the rear site boundary and swift roosting boxes incorporated into the fabric of the building.

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

#### 12. Protection of nesting birds (Performance)

No clearance of vegetation (including that on the building roof) 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

#### 13. Wheel Cleaning Facilities [Pre-Use Condition]

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

Reason: In the interests of highway safety.

#### 14. Hours of work for Demolition / Clearance / Construction [Performance Condition]

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

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

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

And at no time on Sundays and recognised public holidays.

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

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

#### 15. Construction Environment Management Plan (Pre-Commencement Condition)

Prior to the commencement of any development a written construction environment management plan shall be submitted to and approved by the LPA. The plan shall contain method statements and site specific plans to prevent or minimise impacts from noise, vibration, dust and odour for all operations, as well as proposals to monitor these measures at the site boundary to ensure emissions are minimised beyond the site boundary. All specified measures shall be available and implemented during any processes for which those measures are required.

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

16. Land Contamination investigation and remediation [Pre-Commencement & Occupation Condition]

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

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

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved 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.

17. Use of uncontaminated soils and fill [Performance Condition]

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

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

18. Unsuspected Contamination [Performance Condition]

The site shall be monitored for evidence of unsuspected contamination throughout construction. If potential contamination is encountered that has not previously been identified no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority.

Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority.

Any changes to the agreed remediation actions will require the express written consent of the Local Planning Authority.

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

#### 19. Glazing panel specification (Pre-Occupation Condition).

The windows on the flank side wall elevations (facing east and west) serving the flats hereby approved shall be glazed in obscure glass and shall be non-opening or shall be top hung opening only above a level of 1.7m from the floor area of the room to which it serves. The windows as specified shall be installed before the development hereby permitted is first occupied and shall be permanently retained in that form.

Reason: To protect the privacy enjoyed by the occupiers of the adjoining properties.

#### 20. Refuse & Recycling (Pre-Occupation)

Prior to the occupation of development, details of storage for refuse and recycling, together with the access to it, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the development is first occupied and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored outside of the approved enclosures.

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.

Note to applicant: In accordance with para 9.2.3 of the Residential Design Guide (September 2006): if this development involves new dwellings, the applicant is liable for the supply of refuse bins, and should contact SCC refuse team at [Waste.management@southampton.gov.uk](mailto:Waste.management@southampton.gov.uk) at least 8 weeks prior to occupation of the development to discuss requirements.

#### 21. Cycle storage facilities (Pre-Commencement Condition)

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided 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.

22. Private amenity space [Pre-Occupation Condition]

The approved private amenity space shall be laid out and separated as approved in accordance with the approved plans prior to the first occupation of any of the hereby approved flats. Such facilities as approved shall be permanently retained for that purpose.

Reason: To ensure that satisfactory amenity space is provided for each resident of the hereby approved flats.

23. On site vehicular parking [Pre-Occupation Condition]

The approved vehicular parking spaces and front boundary treatment shall be constructed in accordance with the approved plans prior to the first occupation of any of the hereby approved flats. Such facilities as approved shall be permanently retained for the purposes of residents parking and shall be allocated on the basis of 1 space for separate two-bedroom flats.

Reason: To avoid congestion of the adjoining highway which might otherwise occur because the parking provision on site has been reduced and in the interests of highways safety.

24. Restricted use of flat roof area (Performance Condition)

The roof area of the building hereby approved, which incorporates a flat roof surface, shall not be used by residents or their guests as a balcony, terrace, roof garden or similar amenity area without the grant of further specific permission from the Local Planning Authority.

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

25. Site access (Performance Condition)

At no time shall access be formed in the rear boundary to provide rear access through Dymott Close.

Reason: For the avoidance of doubt and to protect the amenities of neighbouring residents of Dymott Close.

26. Electric charging (Performance Condition)

Electric vehicle charging infrastructure shall be incorporated into the design and implementation of the development and accessible to vehicles parked on all three forecourt parking spaces, available to residents, throughout the lifetime of the development.

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

Informatives:

Nesting Birds:

The existing flat roof may be attractive to nesting birds. All nesting birds receive protection under the Wildlife and Countryside Act 1981 (as amended). Care should therefore be taken with demolition which should ideally occur outside the breeding season which runs from March to August inclusive. If this not be possible, the roof should be inspected immediately prior to demolition however, if active nests are present demolition must be delayed until after the chicks have fledged.

**Connection to the public Sewer:**

A formal application for connection to the public sewage system is required in order to service this development, please contact Southern Water Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (tel: 0330 303 0119). [www.southernwater.co.uk](http://www.southernwater.co.uk)

**Community Infrastructure Liability (Approval)**

You are advised that the development appears liable to pay the Community Infrastructure Levy (CIL). Please ensure that you assume CIL liability prior to the commencement of the development (including any demolition works) otherwise a number of consequences could arise. For further information please refer to the CIL pages on the Council's website at: <http://www.southampton.gov.uk/planning/community-infrastructure-levy/default.aspx> or contact the Council's CIL Officer.

Habitat Regulation Assessment (HRA)  
Screening Matrix and Appropriate Assessment Statement

**PLEASE NOTE: Undertaking the HRA process is the responsibility of the decision maker as the Competent Authority for the purpose of the Habitats Regulations. However, it is the responsibility of the applicant to provide the Competent Authority with the information that they require for this purpose.**

HRA completion date:	See Main Report
Application reference:	See Main Report
Application address:	See Main Report
Application description:	See Main Report
Lead Planning Officer:	See Main Report
Please note that all references in this assessment to the 'Habitats Regulations' refer to The Conservation of Habitats and Species Regulations 2017.	

**Stage 1 - details of the plan or project**

European site potentially impacted by planning application, plan or project:	Solent and Southampton Special Protection Area (SPA) and Ramsar site. Solent Maritime Special Area of Conservation (SAC). Collectively known as the Solent SPAs. New Forest SAC, SPA and Ramsar site.
Is the planning application directly connected with or necessary to the management of the site (if yes, Applicant should	No. The development consists of an increase in residential dwellings, which is neither connected to nor necessary to the management of any European site.



have provided details)?	
Are there any other projects or plans that together with the planning application being assessed could affect the site (Applicant to provide details to allow an 'in combination' effect to be assessed)?	<p>Yes. All new housing development within 5.6km of the Solent SPAs is considered to contribute towards an impact on site integrity as a result of increased recreational disturbance in combination with other development in the Solent area.</p> <p>Concerns have been raised by Natural England that residential development within Southampton, in combination with other development in the Solent area, could lead to an increase in recreational disturbance within the New Forest. This has the potential to adversely impact site integrity of the New Forest SPA, SAC and Ramsar site.</p> <p>The PUSH Spatial Position Statement (<a href="https://www.push.gov.uk/work/planning-and-infrastructure/push-position-statement/">https://www.push.gov.uk/work/planning-and-infrastructure/push-position-statement/</a>) sets out the scale and distribution of housebuilding which is being planned for across South Hampshire up to 2034.</p>

## Stage 2 - HRA screening assessment

Screening under Regulation 63(1)(a) of the Habitats Regulations – The Applicant to provide evidence so that a judgement can be made as to whether there could be any potential significant impacts of the development on the integrity of the SPA/SAC/Ramsar.

### Solent SPAs

The proposed development is within 5.6km of the collectively known European designated areas Solent SPAs/Ramsar sites. In accordance with advice from Natural England and as detailed in the Solent Recreation Mitigation Strategy, a net increase in housing development within 5.6km of the Solent SPAs is likely to result in impacts to the integrity of those sites through a consequent increase in recreational disturbance.

Development within the 5.6km zone will increase the human population at the coast and thus increase the level of recreation and disturbance of bird species. The impacts of recreational disturbance (both at the site-scale and in combination with other development in the Solent area) are analogous to impacts from direct habitat loss as recreation can cause important habitat to be unavailable for use (the habitat

is functionally lost, either permanently or for a defined period). Birds can be displaced by human recreational activities (terrestrial and water-based) and use valuable resources in finding suitable areas in which to rest and feed undisturbed. Ultimately, the impacts of recreational disturbance can be such that they affect the status and distribution of key bird species and therefore act against the stated conservation objectives of the European sites.

### **The New Forest**

The New Forest National Park attracts a high number of visitors (13.3 million annually), and is notable in terms of its catchment, attracting a far higher proportion of tourists and non-local visitors than similar areas such as the Thames Basin and Dorset Heaths. Research undertaken by Footprint Ecology, Sharp, J., Lowen, J. and Liley, D. (2008) Changing patterns of visitor numbers within the New Forest National Park, with particular reference to the New Forest SPA. (Footprint Ecology.), indicates that 40% of visitors to the area are staying tourists, whilst 25% of visitors come from more than 5 miles (8km) away. The remaining 35% of visitors are local day visitors originating from within 5 miles (8km) of the boundary.

The report states that the estimated number of current annual visits to the New Forest is predicted to increase by 1.05 million annual visits by 2026 based on projections of housing development within 50km of the Forest, with around three quarters (764,000) of this total increase originating from within 10km of the boundary (which includes Southampton).

Residential development has the potential to indirectly alter the structure and function of the habitats of the New Forest SAC, SPA and Ramsar site breeding populations of nightjar, woodlark and Dartford warbler through disturbance from increased human and/or dog activity. The precise scale of the potential impact is currently uncertain however, the impacts of recreational disturbance can be such that they affect the breeding success of the designated bird species and therefore act against the stated conservation objectives of the European sites.

### **Stage 3 - Appropriate Assessment**

Appropriate Assessment under Regulation 63(1) - if there are any potential significant impacts, the applicant must provide evidence showing avoidance and/or mitigation measures to allow an Assessment to be made. The Applicant must also provide details which demonstrate any long-term management, maintenance and funding of any solution.

### **Solent SPAs**

The project being assessed would result in a net increase of dwellings within 5.6km of the Solent SPAs and in accordance with the findings of the Solent Recreation Mitigation Strategy, a permanent significant effect on the Solent SPAs due to increase in recreational disturbance as a result of the new development, is

likely. This is contrary to policy CS 22 - Promoting Biodiversity and Protecting Habitats, of the Southampton Core Strategy Partial Review, which states that,

*Within Southampton the Council will promote biodiversity through:*

*1. Ensuring development does not adversely affect the integrity of international designations, and the necessary mitigation measures are provided; or the development otherwise meets the Habitats Directive;*

In line with Policy CS22, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

Southampton City Council formally adopted the Solent Recreation Mitigation Strategy (SRMP) in March 2018. The SRMP provides a strategic solution to ensure the requirements of the Habitats Regulations are met with regard to the in-combination effects of increased recreational pressure on the Solent SPAs arising from new residential development. This strategy represents a partnership approach to the issue which has been endorsed by Natural England.

As set out in the Solent Recreation Mitigation Strategy, an appropriate scale of mitigation for this scheme would be:

Size of Unit	Scale of Mitigation Unit
1 Bedroom	£361.00
2 Bedroom	£522.00
3 Bedroom	£681.00
4 Bedroom	£801.00
5 Bedroom	£940.00

Therefore, in order to deliver the adequate level of mitigation the proposed development will need to provide a financial contribution, in accordance with the table above, to mitigate the likely impacts.

A legal agreement, agreed prior to the granting of planning permission, will be necessary to secure the mitigation package. Without the security of the mitigation being provided through a legal agreement, a significant effect would remain likely. Providing such a legal agreement is secured through the planning process, the proposed development will not affect the status and distribution of key bird species and therefore act against the stated conservation objectives of the European sites.

### **New Forest**

The project being assessed would result in a net increase in dwellings within easy travelling distance of the New Forest and a permanent significant effect on the New Forest SAC, SPA and Ramsar, due to an increase in recreational disturbance as a result of the new development, is likely. This is contrary to policy CS 22 - Promoting Biodiversity and Protecting Habitats, of the Southampton Core Strategy Partial Review, which states that,

*Within Southampton the Council will promote biodiversity through:*

*1. Ensuring development does not adversely affect the integrity of international designations, and the necessary mitigation measures are provided; or the development otherwise meets the Habitats Directive;*

In line with Policy CS22, in order to lawfully be permitted, the development will need to include a package of avoidance and mitigation measures.

At present, there is no scheme of mitigation addressing impacts on the New Forest designated sites, although, work is underway to develop one. In the absence of an agreed scheme of mitigation, the City Council has undertaken to ring fence 5% of CIL contributions to fund footpath improvement works within suitable semi-natural sites within Southampton. These improved facilities will provide alternative dog walking areas for new residents.

The proposed development will generate a CIL contribution, and the City Council will ring fence 10% of the overall sum, to fund improvements to footpaths within the greenways and other semi-natural greenspaces.

#### **Stage 4 – Summary of the Appropriate Assessment (To be carried out by the Competent Authority (the local planning authority) in liaison with Natural England**

In conclusion, the application will have a likely significant effect in the absence of avoidance and mitigation measures on the above European and Internationally protected sites. The authority has concluded that the adverse effects arising from the proposal are wholly consistent with, and inclusive of the effects detailed in the Solent Recreation Mitigation Strategy.

The authority's assessment is that the application coupled with the contribution towards the SRMS secured by way of legal agreement complies with this strategy and that it can therefore be concluded that there will be no adverse effect on the integrity of the designated sites identified above.

In the absence of an agreed mitigation scheme for impacts on the New Forest designated sites Southampton City Council has adopted a precautionary approach and ring fenced 10% of CIL contributions to provide alternative recreation routes within the city.

This represents the authority's Appropriate Assessment as Competent Authority in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving biodiversity. Consideration of the Ramsar site/s is a matter of government policy set out in the National Planning Policy Framework 2021.

Natural England Officer: Becky Aziz (email 20/08/2018)

Summary of Natural England's comments:

Where the necessary avoidance and mitigation measures are limited to collecting a funding contribution that is in line with an agreed strategic approach for the

mitigation of impacts on European Sites then, provided no other adverse impacts are identified by your authority's appropriate assessment, your authority may be assured that Natural England agrees that the Appropriate Assessment can conclude that there will be no adverse effect on the integrity of the European Sites. In such cases Natural England will not require a Regulation 63 appropriate assessment consultation.

**POLICY CONTEXT**

Core Strategy - (as amended 2015)

CS3	Promoting Successful Places
CS4	Housing Delivery
CS13	Fundamentals of Design
CS15	Affordable Housing
CS16	Housing Mix and Type
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS25	The Delivery of Infrastructure and Developer Contributions

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

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Urban Design Context
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
SDP16	Noise
SDP22	Contaminated Land
H1	Housing Supply
H2	Previously Developed Land
H3	Special Housing Need
H7	The Residential Environment

City Centre Action Plan - March 2015

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)  
Planning Obligations (Adopted - September 2013)  
Parking Standards SPD (September 2011)  
Bassett Neighbourhood Plan (July 2016)

Other Relevant Guidance

The National Planning Policy Framework (2021)  
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

**Relevant Planning History**

<b>Case Ref</b>	<b>Proposal</b>	<b>Decision</b>	<b>Date</b>
17/02440/OUT	Demolition of existing social club to create 9 flats (comprising of 7 x 1 bed and 2 x 2 bed) with associated bin/refuse and cycle storage - (Outline application seeking approval for access, appearance, layout and scale) (Resubmission of 17/00671/OUT).	Application Refused, Appeal Dismissed.	23.02.2018
17/00671/OUT	Erection of a 3-storey building to create 11 flats (9x 1-bed, 2x studio) with associated cycle/refuse storage, following demolition of existing (Outline application seeking approval for Access, Appearance, Layout and Scale)	Application Refused	28.06.2017
14/02077/FUL	Redevelopment of the site. Demolition of the existing building and erection of a 3 storey building to provide 10 flats (8 x 1 bedroom, 1 x studio apartment and 1 x 3 bedroom) with associated parking and other facilities.	Application Refused	27.04.2015
14/00263/FUL	Redevelopment of the site. Demolition of the existing building and erection of a 3 storey building to provide 11 flats (8 x 1-bedroom 3 x 2-bedroom) with associated parking and other facilities.	Application Refused	19.06.2014
1601/W27/1	The erection of a first floor extension to form snooker room at the rear of the Freemantle Working Men's Club.	Conditionally Approved	08.09.1981
1544/W15	The erection of a first floor extension to enlarge billiard room at the rear of The Freemantle Working Mens Club - Appeal ref. T/APP/5239/A/79/1222/G9		05.09.1978
1457/83R1	The demolition of the existing toilet accommodation and rebuilding of the same at the Freemantle Club, Waterloo Road.	Conditionally Approved	12.06.1973

1457/83	The demolition of the existing toilet accommodation and rebuilding of the same at the Freemantle Club, Waterloo Road.	Conditionally Approved	12.06.1973
1248/71R1	Alterations and additions to existing club premises and caretaker's living accommodation at 52-54 Waterloo Road.	Conditionally Approved	26.11.1963
1227/25	Alterations to existing club premises.	Conditionally Approved	11.09.1962



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PLANNING AND RIGHTS OF WAY PANEL (WEST)  
MINUTES OF THE MEETING HELD ON 21 APRIL 2015

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Present: Councillors Lewzey (Chair), Lloyd (Vice-Chair), Claisse (Except Minute No 52), L Harris and Mintoff

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

**RESOLVED** that the Minutes of the meeting held on 24 March 2015 be approved and signed as a correct record.

49. **WESTWAY PRECISION ENGINEERING, HENTY ROAD, 15/00145/FUL**

The Panel considered the report of the Planning and Development Manager recommending conditional approval be granted in respect of an application for a proposed development at the above address.

Proposed change of use from Industrial (Class B1) to Community Centre (Class D1).

Mr Hutchings, Mr Dawlish and Mr Whatley (Local Residents/objecting), Councillor Galton and Councillor Denness (Ward Councillors/objecting) and Mr Board (Applicant) were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported amendments to Approval Condition 4 – Hours of Operation and Approval Condition 6 – Music Restriction.

Amended Conditions

4. APPROVAL CONDITION - Hours of Operation

The site shall be closed and vacated by members of the public between the hours of 21:30 and 09:00 Monday to Friday, 21:30 and 17:00 on Saturdays and at all times on Sundays and Bank Holidays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties and to secure wider community benefit in accordance with Policy CS11.

6. APPROVAL CONDITION: Music Restriction

At no time shall amplified music on site exceed a 15 minute Leq of 70dB(A) unless otherwise agreed in writing by the Local Planning Authority. All windows and doors to the rooms in which the music is being played shall remain closed at all times while music is being played.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties and to secure wider community benefit in accordance with Policy CS11.

**RESOLVED** to refuse planning permission for the reason set out below:

Reason for Refusal

REASON FOR REFUSAL - Impact on Residential Amenity

The proposed use would result in an unacceptable increase in parking demand in an area subject to parking stress and would therefore, be detrimental to the residential amenities of neighbouring occupiers. This proposal is subsequently, contrary to saved policy SDP (i) of the adopted City of Southampton Local Plan Review (March 2006).

RECORDED VOTE to refuse planning permission.

FOR: Councillors Claisse, L Harris, Lloyd and Mintoff

AGAINST: Councillor Lewzey

50. **52-54 WATERLOO ROAD, 14/02077/FUL**

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

Redevelopment of the site. Demolition of the existing building and erection of a three storey building to provide 10 flats (eight x one bedroom, one x studio apartment and one x three bedroom) with associated parking and other facilities.

Mr Hamilton, Mr Behan and Mr Batharn (Local Residents/objecting), Councillor Moulton and Councillor Shields (Ward Councillors/objecting) and Mr Lawrence (Agent) were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that paragraph 6.8 and condition 17 and 18 should be deleted from the report.

**RESOLVED** to refuse planning permission for the reasons set out below:

Reasons for Refusal

REASON FOR REFUSAL - Overdevelopment of the Site

By reason of the proposed residential density, footprint of the residential building and its bulk, scale and mass, the scheme is judged to be out of context and character with the immediate area taking into account neighbouring residential development and represents an over-intensive and un-neighbourly form of development. In particular the development is considered unacceptable as it fails to reflect the established residential character of the area and in combination with nearby residential development would be detrimental to nearby residential amenity.

The proposal is therefore contrary to 'saved' policies SDP1 (i), SDP7 (v), SDP9 (i) (v) and H2 (iii) of the City of Southampton Local Plan Review (March 2006) and Policy CS13 of the adopted Local Development Framework Core Strategy Development Plan

Document (January 2010) as supported by the guidance as set out in the Council's approved Residential Design Guide SPD (September 2006) namely, sections 3.2.2, 3.2.4, 3.2.5 and 3.9.1.

#### REASON FOR REFUSAL – Lack of Section 106 Agreement to secure Planning Obligations

In the absence of a Section 106 agreement the development fails to mitigate its impact in the following areas:

- (i) Financial contributions towards site specific transport improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), Policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended).
- (ii) The lack of control on future residents obtaining parking permits to the Council's Controlled Parking Zones.
- (iii) 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.
- (iv) 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).
- (v) Financial contribution towards Solent Disturbance Mitigation Project (SDMP) in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton Local Plan Review (March 2006), CS22 of the Core Strategy and the Planning Obligations SPD (September 2013).

RECORDED VOTE to refuse planning permission.

FOR: Councillors Claisse, L Harris and Mintoff

AGAINST: Councillors Lewzey and Lloyd

#### 51. **29 JANSON ROAD, 14/01959/FUL**

The Panel considered the report of the Planning Manager recommending conditional approval be granted in respect of an application for a proposed development at the above address.

Change of use to a large house in multiple occupation (retrospective).

Mr Lima and Mrs Barter (Local Residents/objecting) were present and with the consent of the Chair, addressed the meeting.

**RESOLVED** that planning permission be granted subject to the conditions listed in the report.

RECORDED VOTE to grant planning permission.

FOR: Councillors L Harris, Lewzey and Lloyd  
AGAINST: Councillor Claisse  
ABSTAINED: Councillor Mintoff

52. **FLAT 7, WINN COURT, 15/00031/FUL**

The Panel considered the report of the Planning and Development Manager recommending conditional approval be granted in respect of an application for a proposed development at the above address.

Change of use from three-bed flat to a house of multiple occupation (use Class C4).

Mr Vinson (representing Highfield Residents Association/objecting), Mrs Barter (Local Resident/objecting) and Mr Stredwick (representing Applicant) were present and with the consent of the Chair, addressed the meeting.

**RESOLVED** that planning permission be granted subject to the conditions listed in the report.

RECORDED VOTE to grant planning permission.

FOR: Councillors Lewzey and Lloyd  
AGAINST: Councillor L Harris  
ABSTAINED: Councillor Mintoff

**NOTE:** Councillor Claisse declared an interest in the above application as the local Ward Councillor and withdrew from the meeting for the consideration of this item.

53. **26 STAFFORD ROAD, 15/00032/FUL**

The Panel considered the report of the Planning and Development Manager recommending conditional approval be granted in respect of an application for a proposed development at the above address.

Change of use from a single dwelling house (Class C3) to flexible use as either a dwelling house or a house in multiple occupation (Class C4).

Mrs Bailey, Mrs Whiteside and Mrs Barter (Local Residents/objecting), Councillor Moulton and Councillor Shields (Ward Councillors/objecting) and Mr McDermott (Agent) were present and with the consent of the Chair, addressed the meeting.

**RESOLVED** to refuse planning permission for the reasons set out below:

## Reasons for Refusal

### REASON FOR REFUSAL - Character

The change of use of the property from a C3 family dwelling to a Class C4 HMO, taking into account the context and character of the area, will result in an over-intensive use which, by reason of the additional general activity and disturbance associated with such a use, will result in an adverse impact on the overall character and amenity of the area surrounding the application site. Therefore the proposal will be contrary to saved policies SDP1(i), SDP7(v) and H4(i)(ii) of the City of Southampton Local Plan Review 2006 and policy CS16 of the Local Development Framework Core Strategy Development Plan Document (January 2010) as supported by the Houses in Multiple Occupation Supplementary Planning Document (March 2012).

### REASON FOR REFUSAL – Parking and Highways Congestion

The proposed development is situated in an area with existing parking pressure. Taken with the likely amount of car ownership and traffic generated by the development, it is considered that any car parking overspill from the development would impact negatively on the amenities of those living within the surrounding area and would lead to increased obstruction of the carriageway, footway and off road parking spaces. The development is thereby contrary to saved policies SDP1(i) and SDP7 of the adopted City of Southampton Local Plan Review (March 2006) and policies CS13 and CS19 of the Local Development Framework Core Strategy Development Plan Document (January 2010) as supported by the adopted Parking Standards SPD in that it would be harmful to the amenity of residents.

RECORDED VOTE to refuse planning permission.

FOR: Councillors Claisse, L Harris, Lloyd and Mintoff  
ABSTAINED: Councillor Lewzey

#### 54. **LAND REAR OF 27 NELSON ROAD, 15/00138/FUL**

The Panel considered the report of the Planning and Development Manager recommending refusal in respect of an application for a proposed development at the above address.

Erection of a single storey one-bed bungalow with associated parking, cycle/refuse storage and amenity space (resubmission of 14/00496/FUL).

Councillor Moulton and Councillor Shields (Ward Councillors/objecting) and Mr Patrick (Agent) were present and with the consent of the Chair, addressed the meeting.

The Presenting Officer reported that the second reason for refusal would be removed as a Solent Disturbance Mitigation Project (SDMP) payment had been made since the report had been written.

**RESOLVED** to refuse planning application 15/00138/FUL for the following reason set out in the report.

## Reason for Refusal

### REASON FOR REFUSAL - Character and Amenity

The proposal to form a separate dwelling represents an over-intensive use of the site, introducing a form of back land development which would be wholly out of character with the layout and context of the established pattern of development in the area, with the formation of a separate dwelling causing harm to neighbouring occupiers in terms of increased activity. Furthermore, the application site is compact, allowing minimal amenity space and outlook to the occupiers of the proposed dwelling and would therefore be detrimental to their amenity. As such the proposal is contrary to saved policies SDP1(i) and SDP7(iii)(iv) of the City of Southampton Local Plan Review (Adopted March 2006) and policies CS13 and CS16 of the Development Plan Document Core Strategy Local Development Framework (Adopted January 2010) as supported by the guidance set out in paragraph 2.3.14 of the Councils Residential Design Guide Supplementary Planning Document (approved September 2006).

RECORDED VOTE to refuse planning permission.

FOR: Councillors Claisse, L Harris, Lewzey and Mintoff  
ABSTAINED: Councillor Lloyd



**DETERMINATION OF APPLICATION**  
**TOWN AND COUNTRY PLANNING ACT 1990**

**Town and Country Planning (Development Management Procedure) (England) Order 2015**

ACHIEVE - Town Planning and Urban Design Ltd  
 Mr Steve Lawrence  
 323 Havant Road  
 Farlington  
 Portsmouth  
 PO6 1DD

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

**FULL APPLICATION - REFUSAL**

**Proposal:** **Redevelopment of the site. Demolition of the existing building and erection of a 3 storey building to provide 10 flats (8 x 1 bedroom, 1 x studio apartment and 1 x 3 bedroom) with associated parking and other facilities.**

**Site Address:** **Freemantle Social Club, 52-54 Waterloo Road, Southampton, SO15 3BE**

**Application No:** **14/02077/FUL**

For the following reason(s):

01. Reason for Refusal: Overdevelopment of the site.

By reason of the proposed residential density, footprint of the residential building and its bulk, scale and mass, the scheme is judged to be out of context and character with the immediate area taking into account neighbouring residential development and represents an over-intensive and un-neighbourly form of development. In particular the development is considered unacceptable as it fails to reflect the established residential character of the area and in combination with nearby residential development would be detrimental to nearby residential amenity.

The proposal is therefore contrary to 'saved' policies SDP1 (i), SDP7 (v), SDP9 (i) (v) and H2 (iii) of the City of Southampton Local Plan Review (March 2006) and Policy CS13 of the adopted Local Development Framework Core Strategy Development Plan Document (January 2010) as supported by the guidance as set out in the Council's approved Residential Design Guide SPD (September 2006) namely, sections 3.2.2, 3.2.4, 3.2.5 and 3.9.1.

02. Reason for Refusal - Lack of Section 106 agreement to secure planning obligations.

In the absence of a Section 106 agreement the development fails to mitigate its impact in the following areas:

i Financial contributions towards site specific transport improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), Policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to

Planning Obligations (August 2005 as amended).

- ii. The lack of control on future residents obtaining parking permits to the Council's Controlled Parking Zones.
- iii. 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.
- iv. 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).
- v. Financial contribution towards Solent Disturbance Mitigation Project (SDMP) in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton Local Plan Review (March 2006), CS22 of the Core Strategy and the Planning Obligations SPD (September 2013).



**Simon Rowberry**  
**Planning & Development Manager**

RP

27 April 2015

For any further enquiries please contact:  
**Mathew Pidgeon**

**IMPORTANT NOTE TO APPLICANT**

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

<b>Drawing No:</b>	<b>Version:</b>	<b>Description:</b>	<b>Date Received:</b>	<b>Status:</b>
SV_305_11		General Plan	13.03.2015	Refused
10 REV B		Elevational Plan	13.03.2015	Refused
09 REV B		Elevational Plan	13.03.2015	Refused
08 REV A		Elevational Plan	29.12.2015	Refused
07 REV A		Elevational Plan	13.03.2015	Refused
06 REV B		Roof Plan	13.03.2015	Refused
05 REV B		Floor Plan	13.03.2015	Refused
04 REV A		Floor Plan	13.03.2015	Refused
03 REV A		Floor Plan	13.03.2015	Refused
02 REV B		Site Plan	13.03.2015	Refused



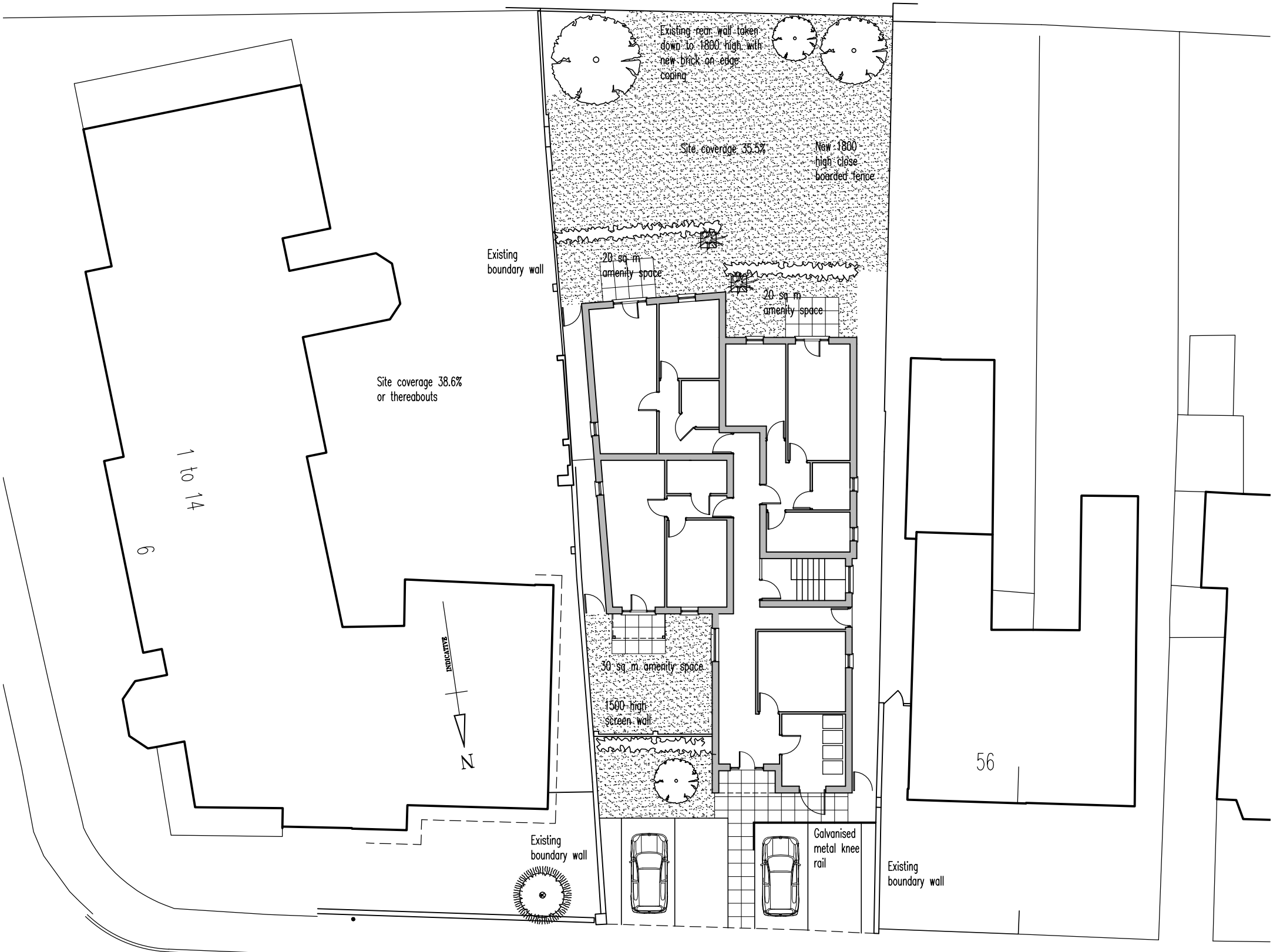
## NOTES

If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission for the proposed development, they may appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990, within the timescales set out below.

1. Appeals can be submitted on line and **must be registered within six months of the date of this notice** at [www.planningportal.gov.uk/pcs](http://www.planningportal.gov.uk/pcs) or by a form available from the Secretary of State at Room 3/13, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000).
2. The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
3. The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
4. If permission to develop land is refused, whether by the Local Planning 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 Local Planning Authority a purchase notice requiring that the Authority purchase their interest in the land in accordance with 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 refused 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. 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.
7. The applicant is recommended to retain this form with the title deeds of the property.
8. 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).

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





WATERLOO ROAD

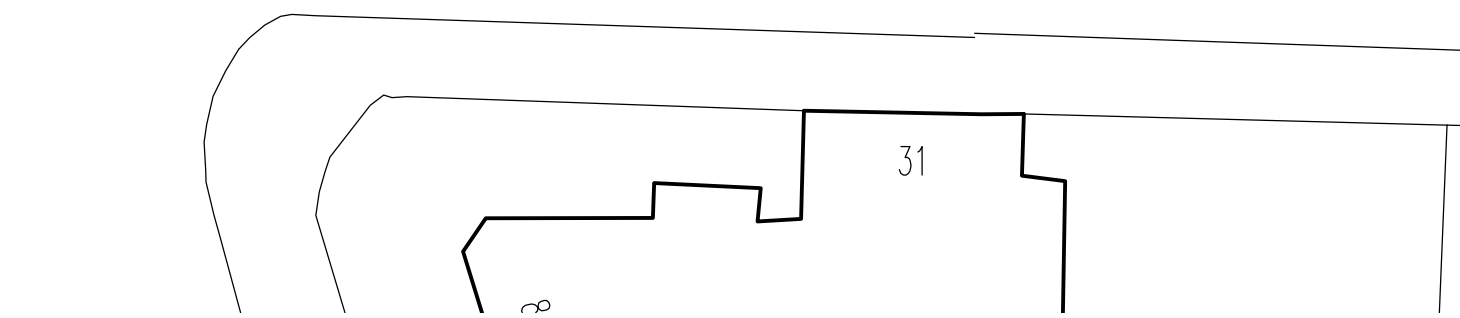
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 197 ARTHUR ROAD WINDSOR SL4 1RZ  
 07980 658141 info@asc-design.co.uk

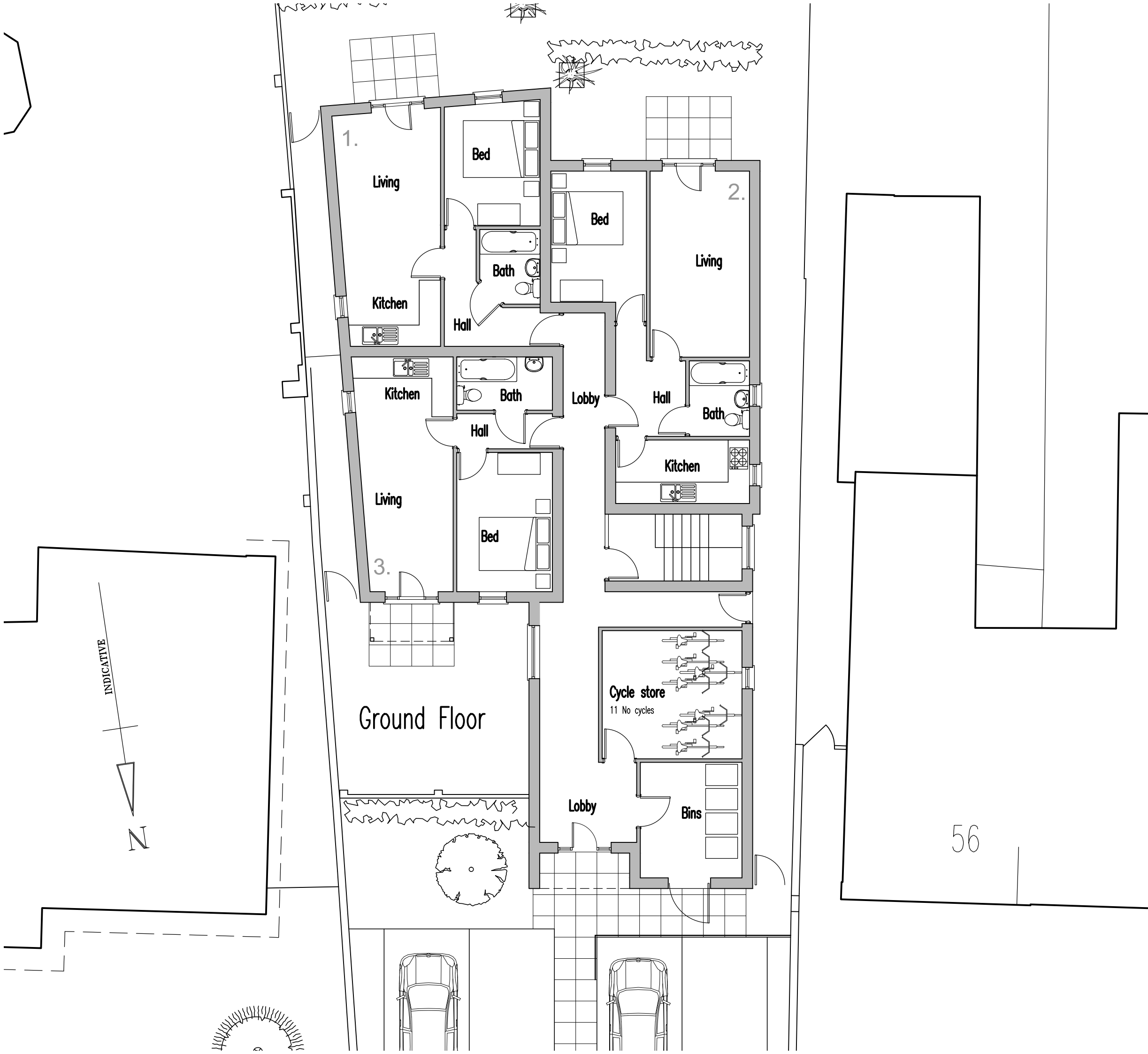
CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**SITE PLAN**

PROJECT No	DWG TYPE	DWG No	REV
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SCALE	DATE	DRAWN	CHECKED
1:200 (A3)	JULY 2104	PEW	

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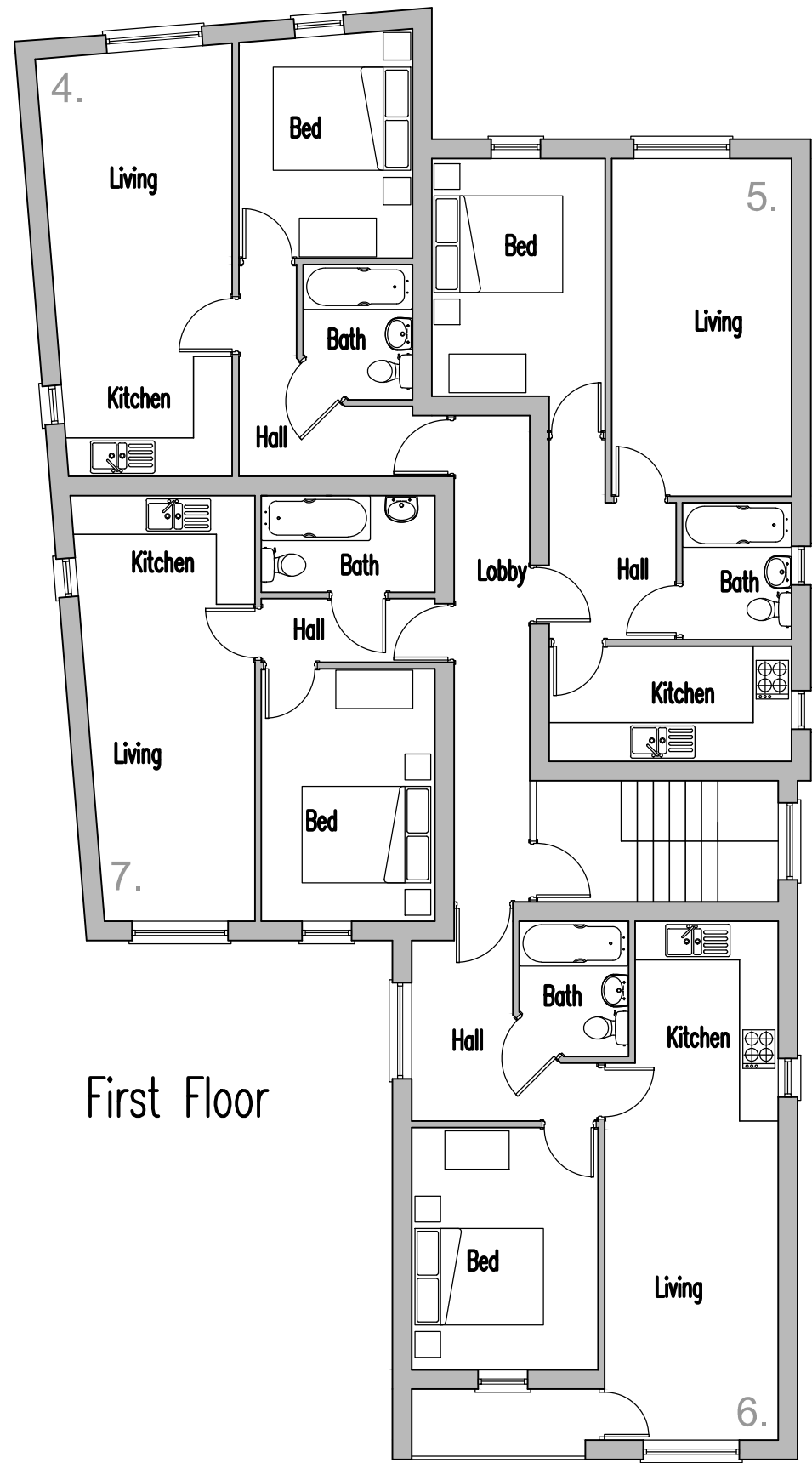
ARCHITECTURAL SERVICES & CONSULTANCY  
 197 ARTHUR ROAD WINDSOR SL4 1RZ 07980 658141 info@asc-design.co.uk

CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**GROUND FLOOR PLAN**

PROJECT No	DWG TYPE	DWG No	REV
<b>2194</b>	<b>PL</b>	<b>03</b>	<b>A</b>
SCALE	DATE	DRAWN	CHECKED
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First Floor

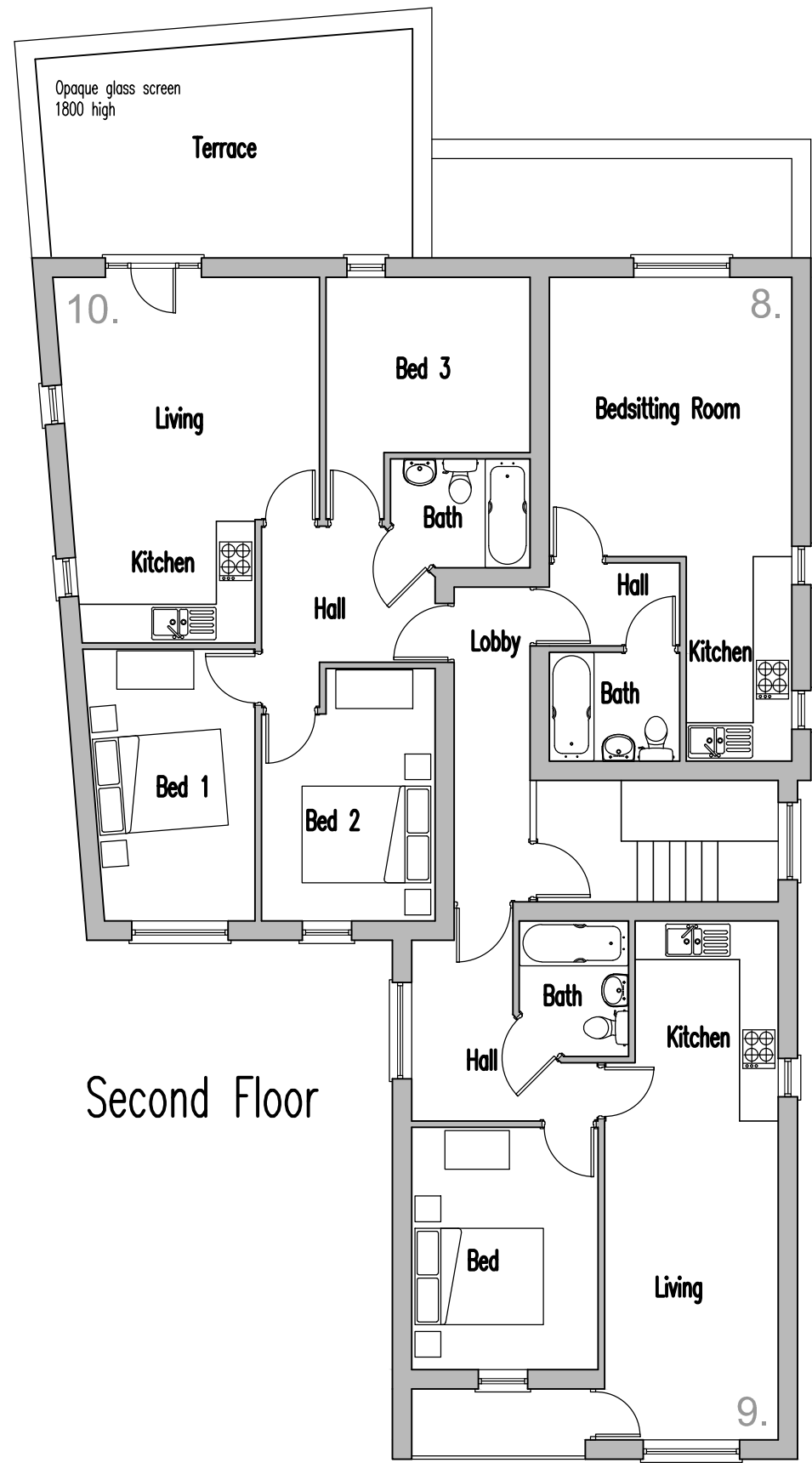
ARCHITECTURAL SERVICES & CONSULTANCY  
 197 ARTHUR ROAD WINDSOR SL4 1RZ 07980 658141 info@asc-design.co.uk

CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**FIRST FLOOR PLAN**

PROJECT No	DWG TYPE	DWG No	REV
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SCALE	DATE	DRAWN	CHECKED
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Second Floor

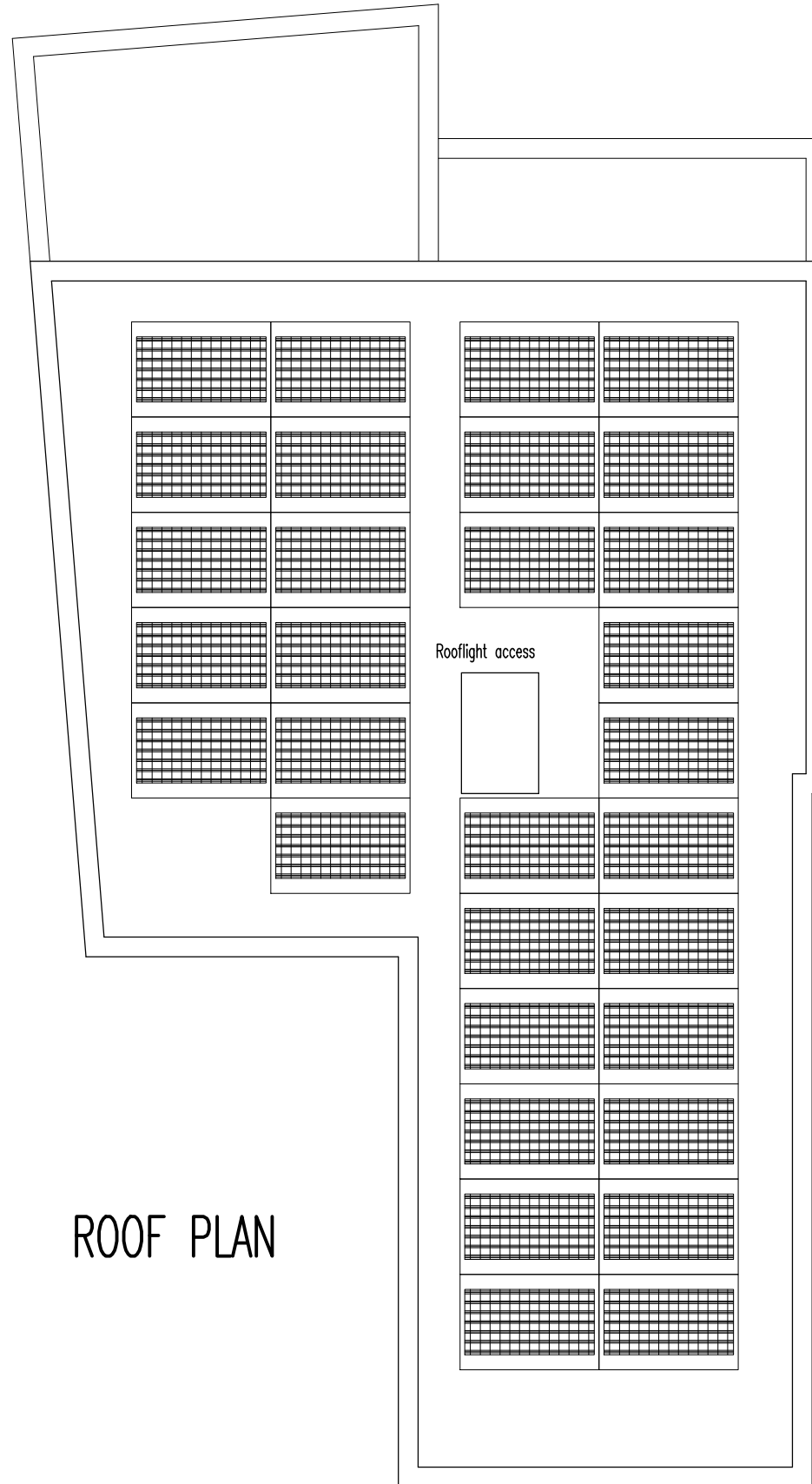
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CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**SECOND FLOOR PLAN**

PROJECT No	DWG TYPE	DWG No	REV
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SCALE	DATE	DRAWN	CHECKED
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ROOF PLAN

ARCHITECTURAL SERVICES & CONSULTANCY  
 197 ARTHUR ROAD WINDSOR SL4 1RZ 07980 658141 info@asc-design.co.uk

CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**ROOF PLAN**

PROJECT No	DWG TYPE	DWG No	REV
<b>2194</b>	<b>PL</b>	<b>06</b>	<b>B</b>
SCALE	DATE	DRAWN	CHECKED
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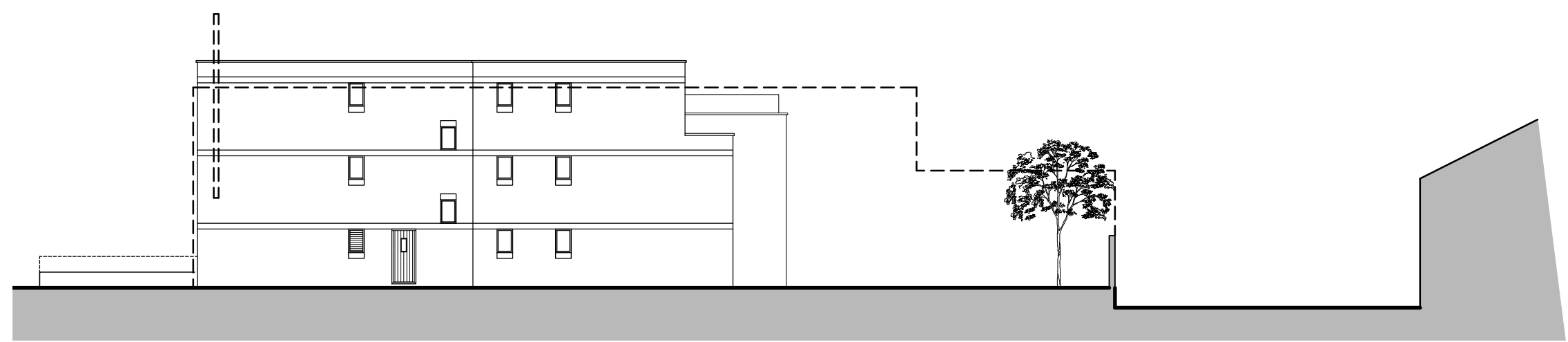
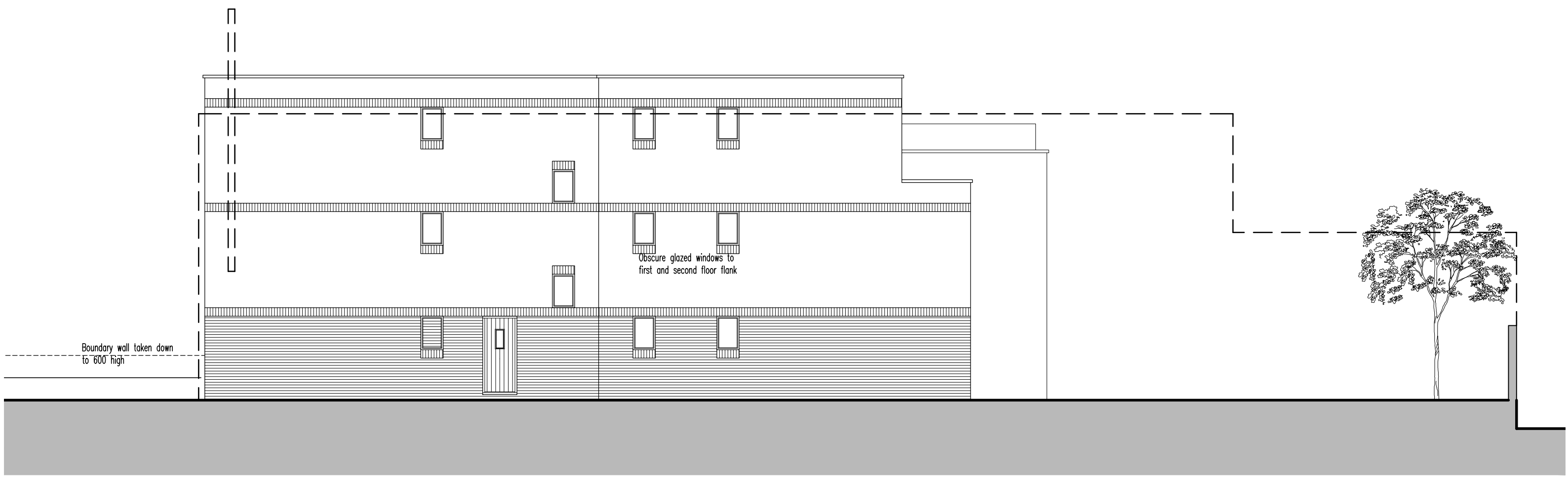
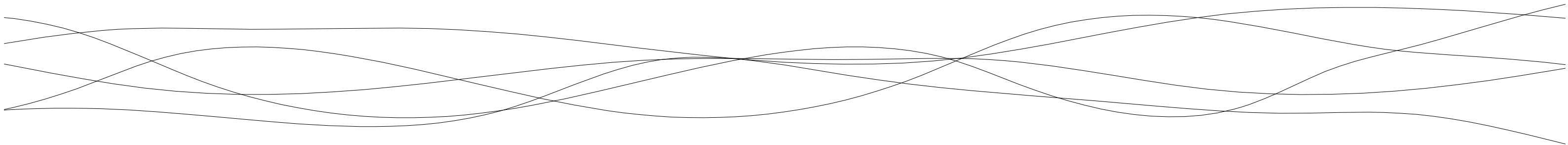
CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**FRONT ELEVATION - NORTH**

PROJECT No	DWG TYPE	DWG No	REV
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SCALE	DATE	DRAWN	CHECKED
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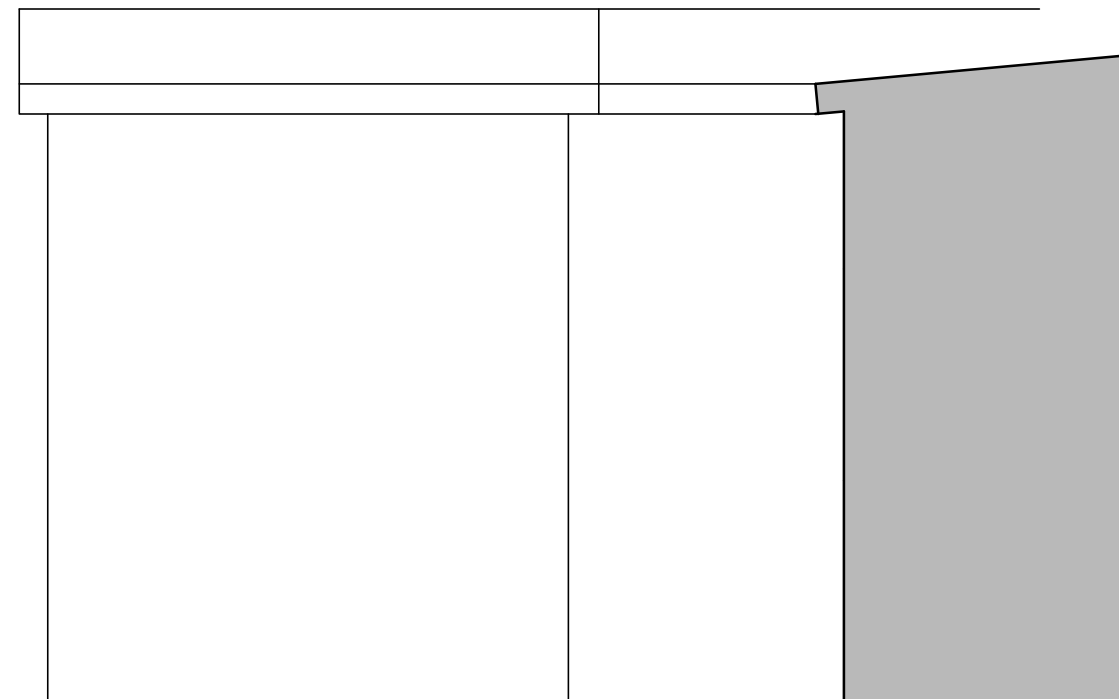
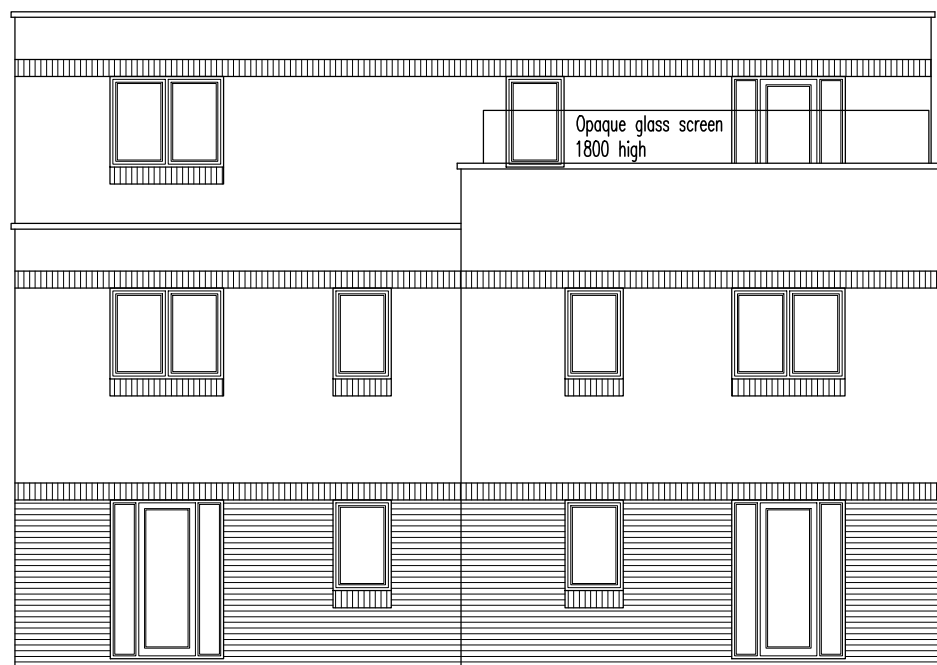
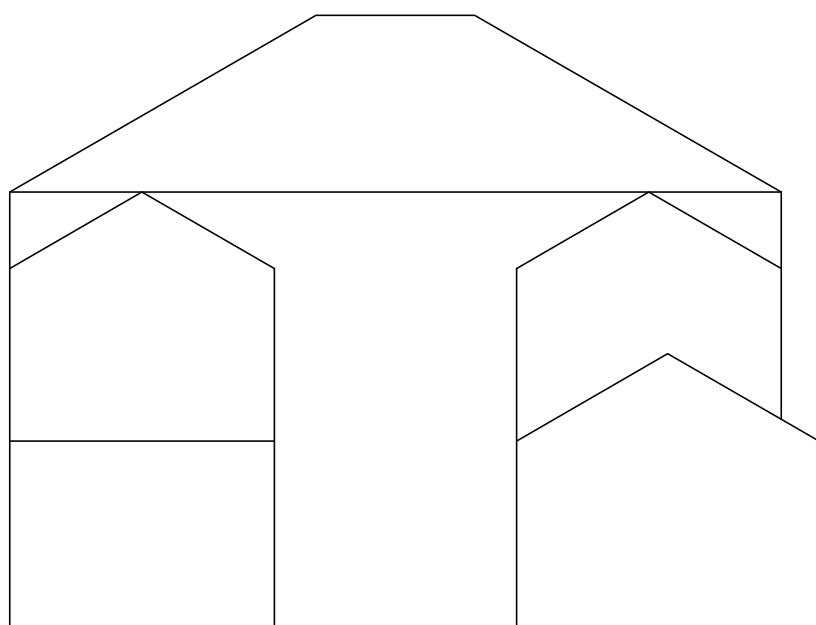
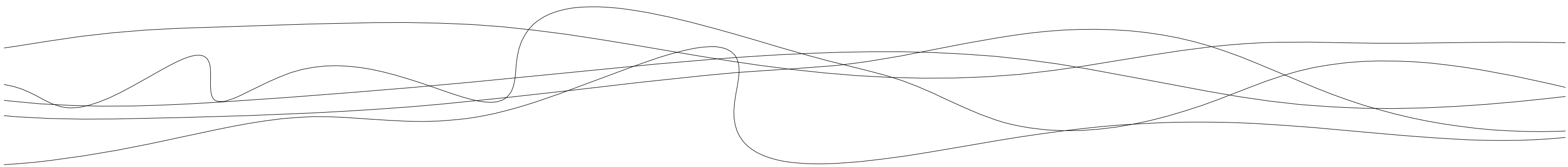
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CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**SIDE ELEVATION - WEST**

PROJECT No	DWG TYPE	DWG No	REV
<b>2194</b>	<b>PL</b>	<b>08</b>	<b>B</b>
SCALE	DATE	DRAWN	CHECKED
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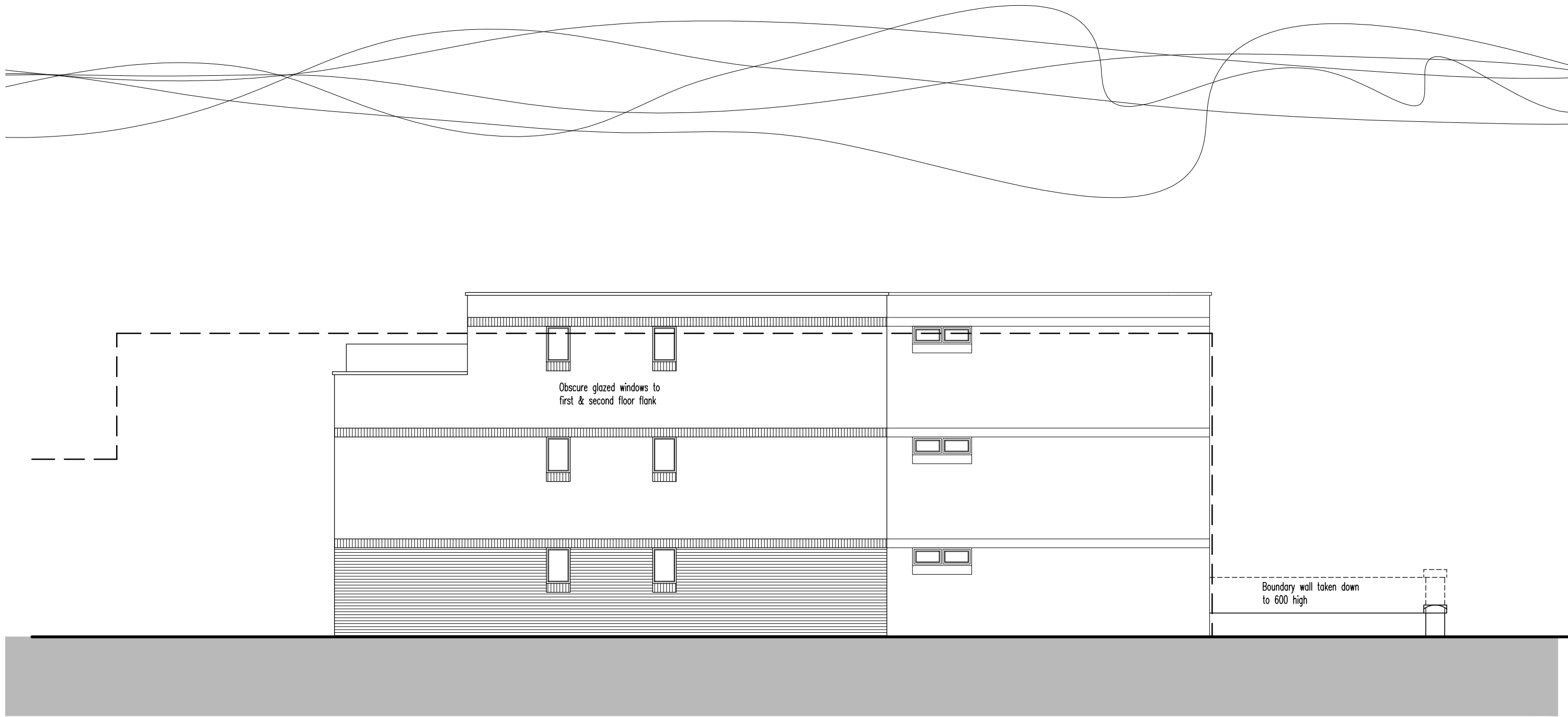
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CLIENT  
**KOSSWAY**  
PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**REAR ELEVATION - SOUTH**

PROJECT No	DWG TYPE	DWG No	REV
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SCALE	DATE	DRAWN	CHECKED
1:100 (A3)	JULY 2104	PEW	

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CLIENT  
**KOSSWAY**  
 PROJECT  
**FREEMANTLE CLUB**

DRAWING TITLE  
**SIDE ELEVATION - EAST**

PROJECT No	DWG TYPE	DWG No	REV
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SCALE	DATE	DRAWN	CHECKED
1:100 (A3)	JULY 2104	PEW	

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## Appeal Decision

Site visit made on 5 June 2019

**by H Porter BA(Hons) MScDip IHBC**

**an Inspector appointed by the Secretary of State**

**Decision date: 21 June 2019**

---

**Appeal Ref: APP/D1780/W/18/3209763**

**52 - 54 Waterloo Road, Southampton SO15 3BE**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
  - The appeal is made by Mr R Poswall against the decision of Southampton City Council.
  - The application Ref 17/02440/OUT, dated 3 November 2017, was refused by notice dated 23 February 2018.
  - The development proposed is demolition of existing; construction of 7 x 1 bed flats and 2 x 2 bed flats.
- 

### Decision

1. The appeal is dismissed.

### Procedural matters

2. The planning application was submitted in outline, with landscaping matters being reserved for future consideration. I have dealt with the appeal on the basis that approval is being sought for access, appearance, layout and scale.
3. An 'Access Required' site visit had been scheduled, but the appellant or their representative was not there to provide access. In any event, I am satisfied that I have sufficient information to determine the appeal having carried out an unaccompanied site inspection.

### Main Issues

4. The main issues are the effect of the proposed development on the character and appearance of the area; and its effect on the living conditions of future occupiers and those of nearby properties with regards to outlook, overlooking, and the quality of external provision.

### Reasons

#### *Character and appearance*

5. The appeal site is located on the south side of Waterloo Road, a wide residential street on the outskirts of Southampton. Local built form is broadly characterised by circa early 20<sup>th</sup> century two-storey, pitched or hipped roofed semi-detached dwellings, which form a strong building line along Waterloo Road. Exceptions are at large corner plots, a number of which are occupied by later 20<sup>th</sup> century, three-storey flat blocks. Irrespective of building age and scale, the regular rhythm of development, as well as the amount of

- undeveloped space to the front and side of the buildings, contributes positively to the sense of a coherent and spacious suburban context.
6. No. 52 – 54 Waterloo Road is a two-storey, flat-roofed building constructed of brown brick that extends back to the rearmost extremity of its plot. A legacy of its former use as a social club use, the existing building is bulky, architecturally unremarkable and in a state of dilapidation. That said, the appeal building succeeds in creating a gradual step-down in storey height from Number 6 Park Road (No. 6), a taller, corner apartment block on one side, and down to No. 56 Waterloo Road (No. 56), a more typical two-storey semi-detached dwelling, on the other. As seen from Waterloo Road, the building also respects the predominant building line, presents an even pattern of fenestration and provides a gap before No. 56. Therefore, while the extant building is not characteristic of the area, it appears relatively unassuming within the Waterloo Road context.
  7. The appeal scheme would demolish the extant building, replacing it with a three-storey apartment block, containing 9 flats. The replacement building would have a recessed front entrance creating an L-shaped footprint that splays out towards the rear. The proposed front and rear elevations would have a mixed pattern of fenestration, including French doors and vertical and horizontal casements, as well as bands of projecting balconies to each of the floors. The roof would be angled slightly up towards the sides, while bays would project out at first and second floor levels above the ground floor entrance and out from each side elevation.
  8. The proposal would cover much less of the overall plot than the existing structure. Nevertheless, the splaying out towards the rear and widening above ground floor level, would cause the appeal building to appear proportionally unrefined and shoe-horned into the site. As a result, the appeal building would fail to reflect the sense of spaciousness around it that characterises other residential developments in the vicinity. Although the No. 6 has a large footprint, it is typical of larger buildings that occupy prominent corner plots and so reflects the local context, whereas the appeal scheme would not.
  9. The proposed building would be notably taller than the existing structure, reaching close to the height of the Park Road Apartments. The increase in scale of one metre would significantly lessen the step-down towards No. 56 that the existing building achieves. The articulation of the roof and various first floor bay projections would combine to create a confused and contrived edifice that would lack architectural subtlety and fail to respond to the local context. Moreover, the ad-hoc and incoherent pattern of fenestration would be exacerbated by the number of balconies proposed, which would accentuate the appeal building and causing it to appear conspicuously out of place.
  10. Notwithstanding the failings of the existing building, its removal does not justify allowing planning permission for a development that would also fail to respond positively to the local context. Therefore, whilst the harm would be reasonably localised in its extent, and irrespective of the design changes compared with previously refused schemes, the effect of the appeal scheme would still be to diminish unacceptably the character and appearance of the area. As a consequence, the proposed development would run contrary to the objectives of Policy CS 13 of the Local Development Framework Core Strategy Development Plan Document, March 2015 (DPD), as well as Saved Policies SPD 1, SPD 7 and SDP 9 of the City of Southampton Local Plan Revision, 2015 (LP).

Amongst other things, these policies seek to ensure developments are of high-quality design, respect their surroundings and do not cause harm to the character or appearance of an area. Conflict also arises with the National Planning Policy Framework, Revised February 2019 (the Framework), insofar as it seeks to ensure developments add to the overall quality of an area, are visually attractive and sympathetic to local character. The proposal would also fail to accord with the Council's Residential Design Guide, 2006,

### *Living conditions*

11. Whilst the footprint of the existing building occupies the majority of its plot, the elevation closes to the rear of No. 6 recedes slightly at first floor level. This slight set-back would provide some meaningful alleviation in the proximity and bulk of development as experienced by the occupiers of flats at the rear of No. 6 that look onto it. Although there would be a narrow side gap between the proposed building and its neighbours, the development would be pulled closer to No. 6 and at a higher scale at first and second floor levels. I therefore consider that the proposal would have an intrusive and overbearing impact, which would harm the living conditions of occupiers of No. 6.
12. Owing to the minimal amount of glazing within its rear and side elevations, the extant building would give rise to very little opportunity for harmful overlooking of the residential properties on either side or directly behind it. The appeal scheme, however, proposes to introduce bedrooms and living rooms that would have windows orientated directly towards the rear elevation of the Dymott Close dwellings. This would give rise to a significant increase in opportunities for direct overlooking and loss of privacy for the occupiers of Dymott Close dwellings directly behind the appeal site, and vice versa. The proposed rear balconies would exacerbate this impact. Moreover, those proposed on the third also offer opportunities to look, albeit obliquely, into the private rear garden of No. 56 and into the rear windows of No. 6. Overall, therefore, the appeal scheme would cause unacceptable loss of privacy for the occupiers of Dymott Close, No. 56, as well as for the future occupiers of the appeal building and material harm to their living conditions.
13. With regards to the quantum and quality of useable external provision, the appeal scheme would be lacking. The balconies, bedrooms and living rooms of the rear flats on the ground floor would look directly onto the only meaningful external space, which would significantly compromise any sense of privacy and enjoyment of the space. The balconies to the front would be dominated by Waterloo Road, passing cars and passers-by. Overall, the proposed development would therefore fail to provide adequate outdoor provision or standard of accommodation overall, which would cause harm to the living conditions of its future occupiers. Such harm would not be compensated for by public open spaces that may be close by.
14. The appeal scheme therefore runs contrary to Policies SPD 1, SPD 7 and SPD 9 of the LP and Policy CS 13 of the DPD and with the Framework insofar as these seek to ensure a good standard of amenity for all existing and future occupiers of buildings.

### **Other matters**

15. The appeal site is located within the 5.6km zone of influence of Solent Special Protection Areas (SPAs), which are subject to statutory protection under the

Conservation of Habitats and Species Regulations 2010. The Council have confirmed receipt of £3,333 and a Habitats Mitigation Contribution Agreement submitted by the appellant. However, Regulation 63 of the Habitats Regulations 2017 and the CJEU judgment<sup>1</sup> establishes that Appropriate Assessments of the effects of each proposed development on the integrity of European sites should be carried out prior to the granting of planning permission. Therefore, even if the financial contribution and associated agreement had satisfied the Council's concerns with regards to the SPA and I been minded to allow the appeal, I would have sought further information in order to explore the effectiveness of the proposed mitigation measures as part of the Appropriate Assessment I would need to carry out. As I am dismissing the appeal for other reasons, I have not pursued this matter further. For the same reason, it is not incumbent on me to consider further the matter of other planning obligations cited within the Council's second reason for refusal.

16. The appellant has highlighted other developments that provide no external provision and that maximise the development potential of previously developed land. Be that as it may, such examples do not justify allowing planning permission for a development that would cause material harm to the character and appearance of the area or the living conditions of its future occupiers.

### **Conclusion**

17. For the reasons given above, and having considered all other matters raised, I conclude that the appeal should be dismissed.

*H Porter*

INSPECTOR

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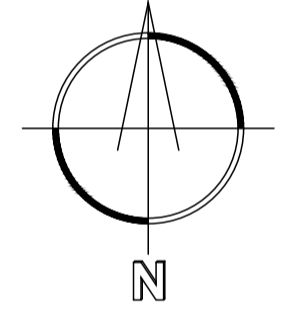
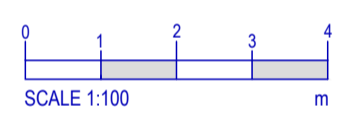
<sup>1</sup> People over Wind v Coillte Teoranta C-323/17 [2018] PTRS 1668





PARK ROAD

WATERLOO ROAD



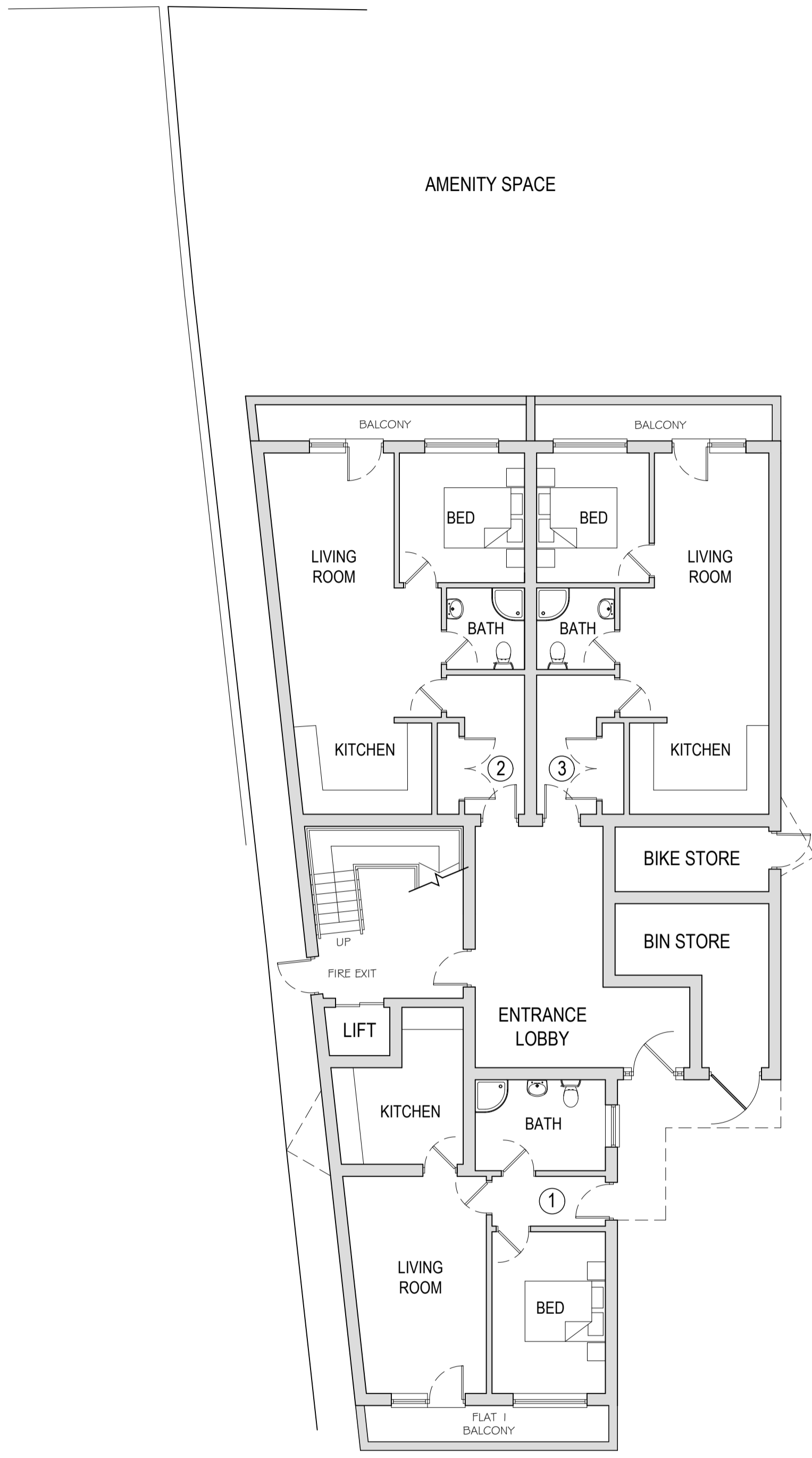
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B	16.10.17	BALCONY SIZE REDUCED & BUILDING MOVED AWAY FROM EXISTING DWELLINGS TO THE SOUTH	TJD	
A	04.10.17	PLAN AMENDED TO MATCH LATEST PLANS	TJD	
REV:	DATE:	DESCRIPTION:	DR	CHK

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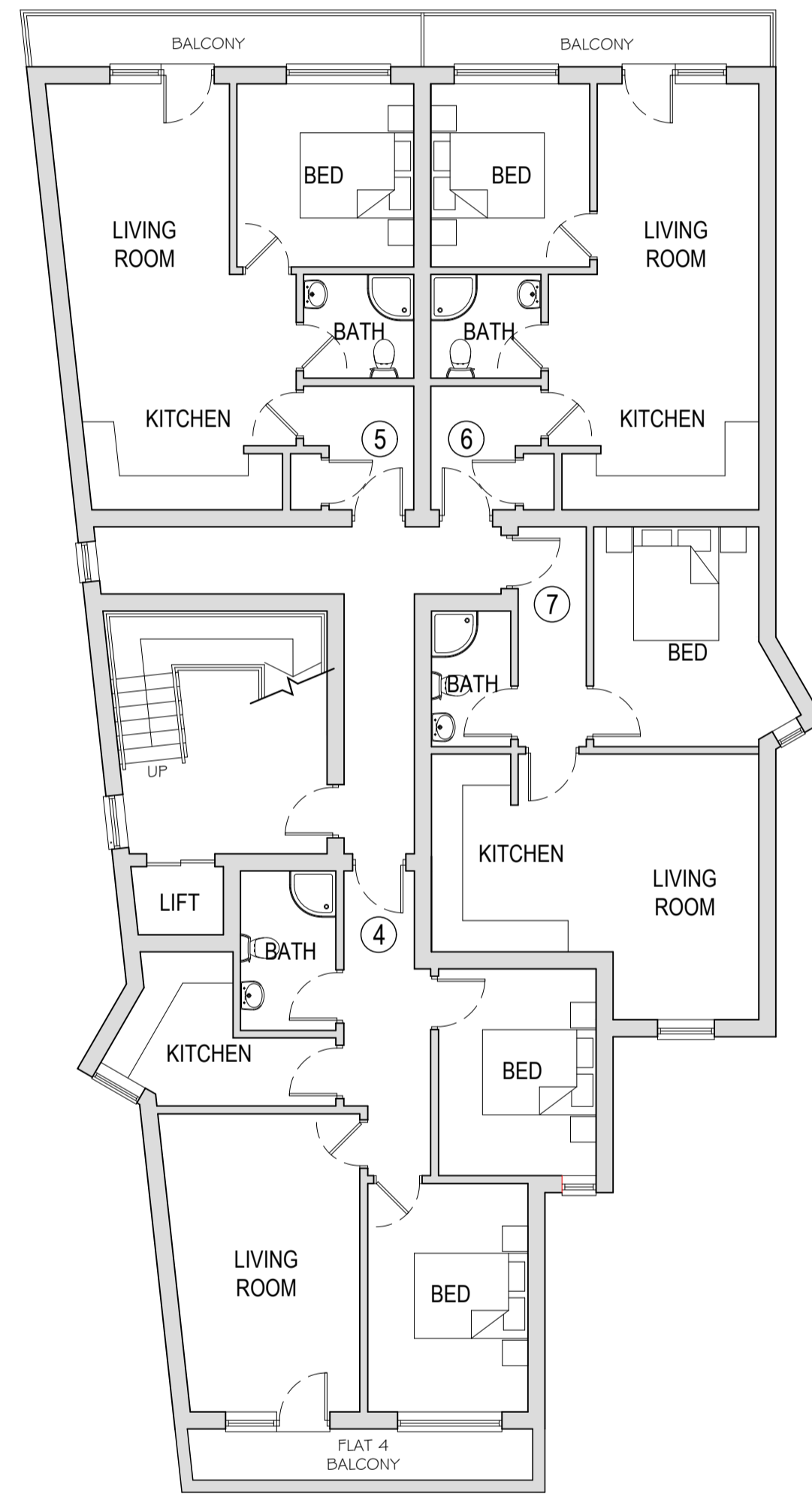
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<b>PROPOSED SITE PLAN</b>		
DRAWING STATUS: <b>PLANNING</b>		
<b>52-54 WATERLOO ROAD SOUTHAMPTON HAMPSHIRE SO15 3BE</b>		
DATE: MARCH 2017	DRAWN BY: DAH/TJD	
SCALE @ A1: 1:100	CHECKED:	DATE CHECKED:
JOB NO: 8141	DRAWING NO: 105	REVISION: C

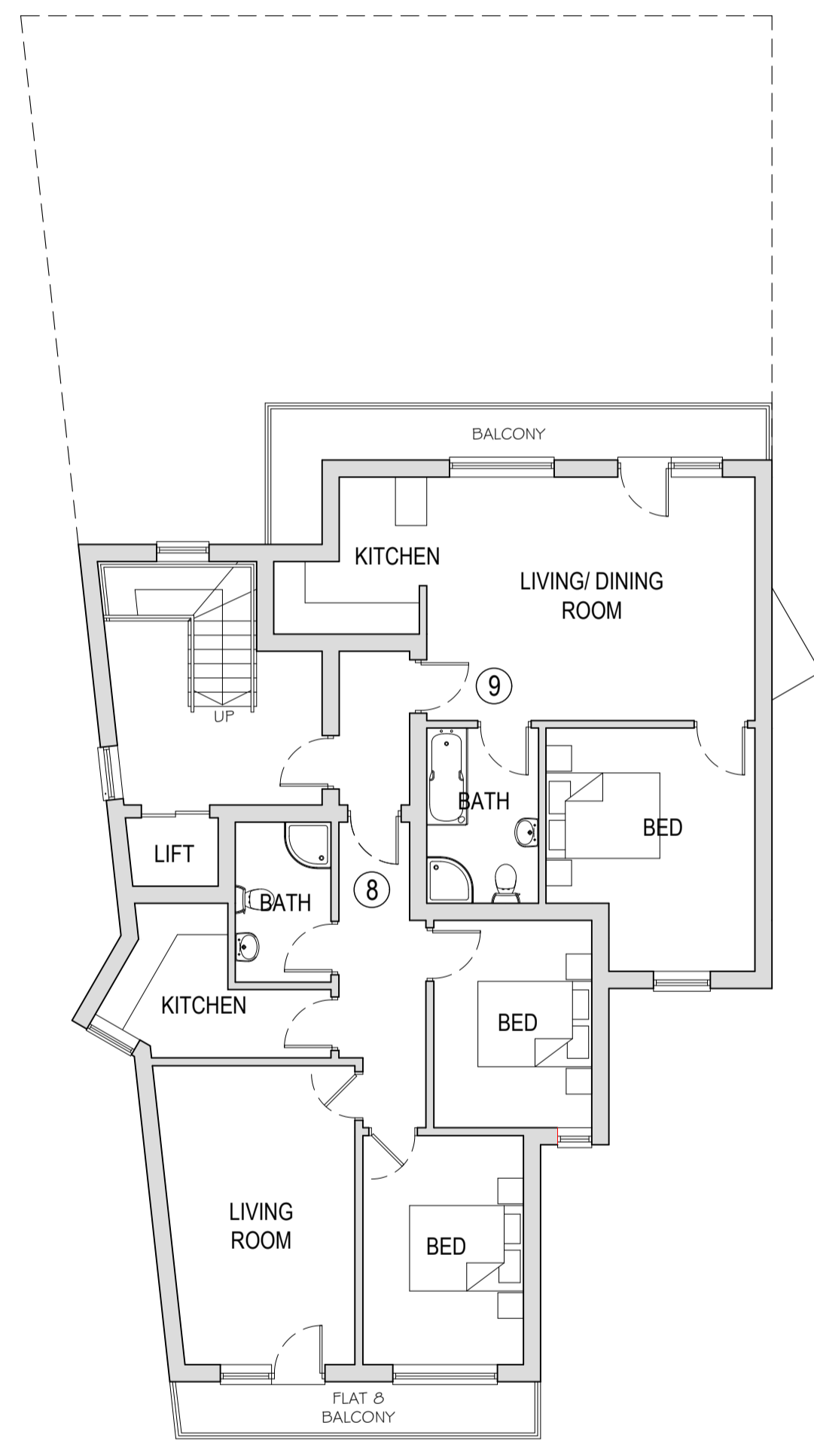




GROUND FLOOR PLAN  
 SCALE 1:100



FIRST FLOOR PLAN  
 SCALE 1:100



SECOND FLOOR PLAN  
 SCALE 1:100

REV	DATE	DESCRIPTION	DR	CHK
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D	15.10.17	BALCONY SIZES AMENDED	TJD	...
C	04.10.17	FLAT NO. 1 & BIN STORE RECONFIGURED	TJD	...
B	28.09.17	PLANS AMENDED AS PER RECENT SKETCH	TJD	...
A	15.08.17	FLOOR PLANS AMENDED	TJD	...

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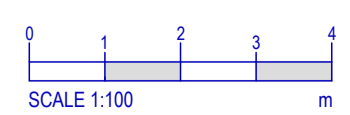
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PROPOSED FLOOR PLANS

DRAWING STATUS: **PLANNING**

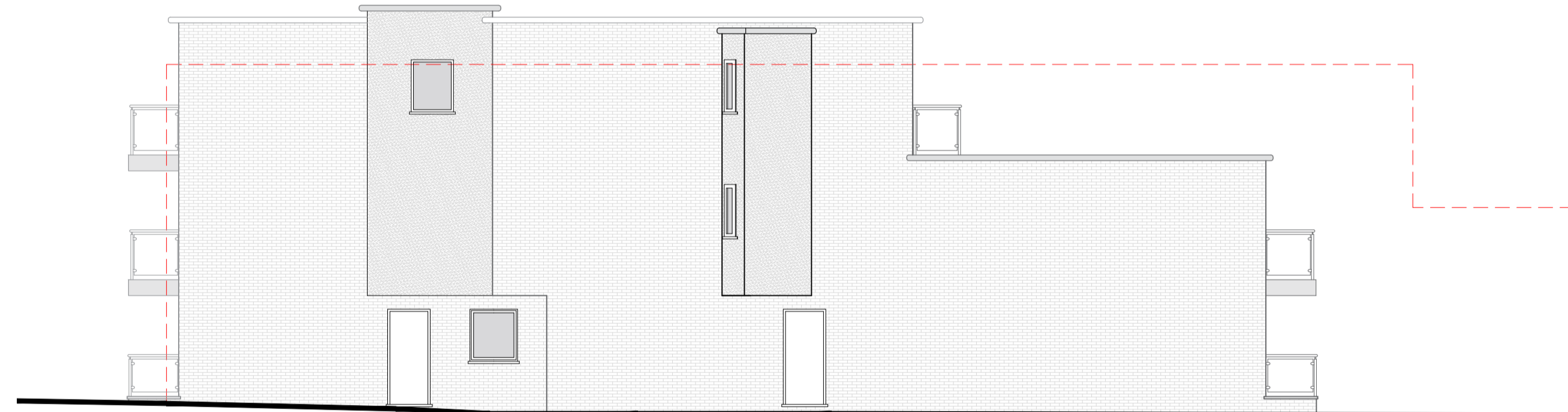
**52-54 WATERLOO ROAD  
 SOUTHAMPTON  
 HAMPSHIRE  
 SO15 3BE**

DATE:	MARCH 2017	DRAWN BY:	DAH/ TJD
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JOB NO:	8141	DRAWING NO:	106
		REVISOR:	€





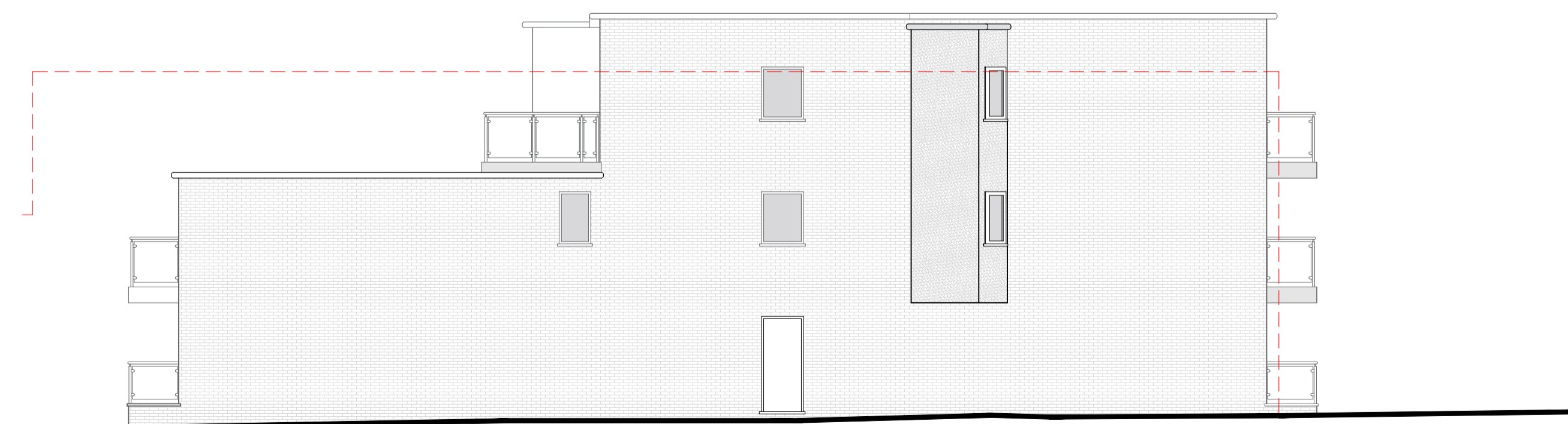
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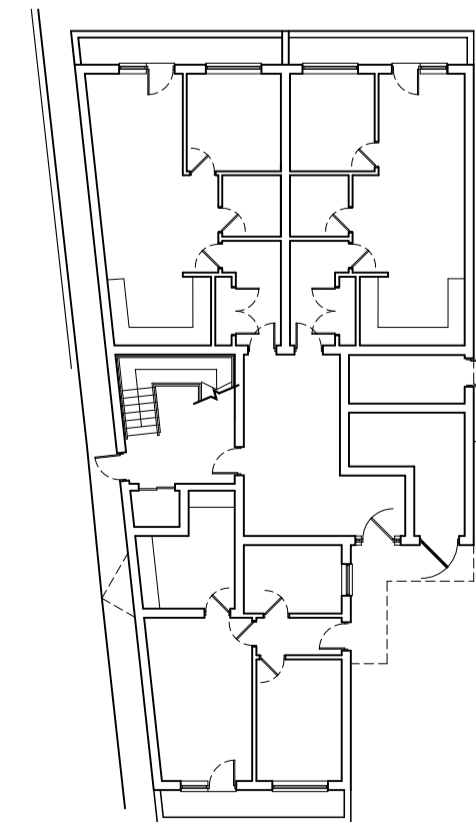
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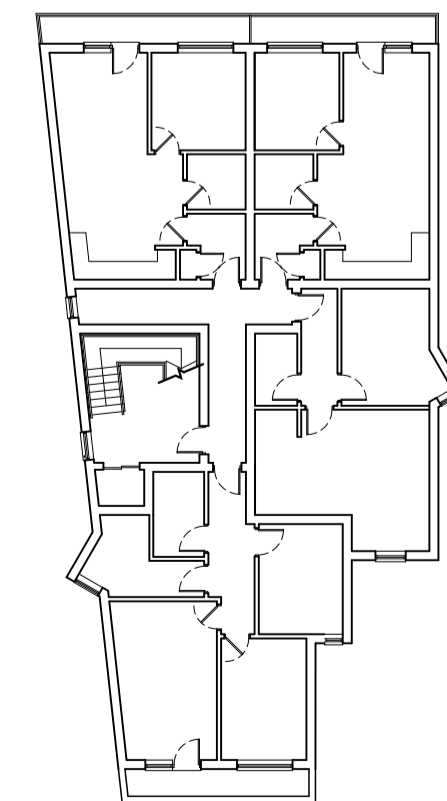
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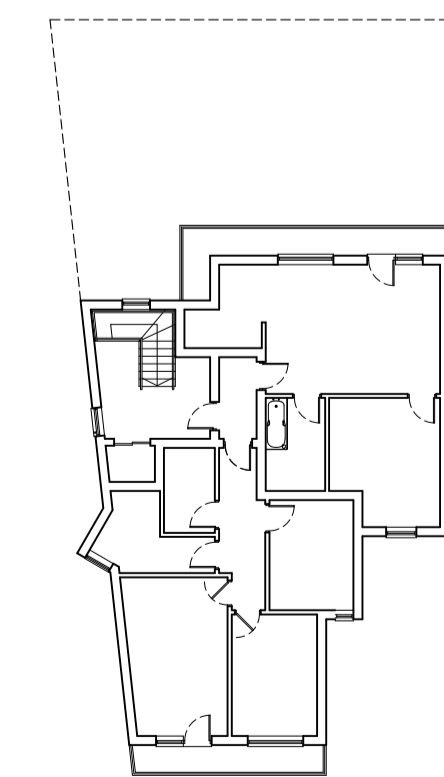
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 SCALE 1:100



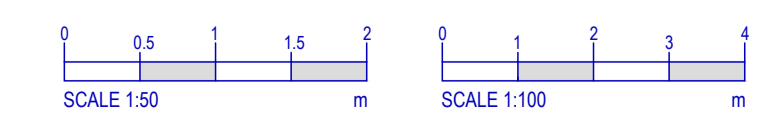
**GROUND FLOOR**



**FIRST FLOOR**



**SECOND FLOOR**



REV:	A	02.11.17	PLANNING RESUBMISSION ISSUE	TJD	*
DATE:			DESCRIPTION:	DR	CHK

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**PROPOSED ELEVATIONS & STREET SCENE**

DRAWING STATUS: **PLANNING**

**52-54 WATERLOO ROAD  
 SOUTHAMPTON  
 HAMPSHIRE  
 SO15 3BE**

DATE:	MARCH 2017	DRAWN BY:	DAH/ TJD
SCALE @ A1:	1:50 & 1:100	CHECKED:	DATE CHECKED:
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		REVISION:	A

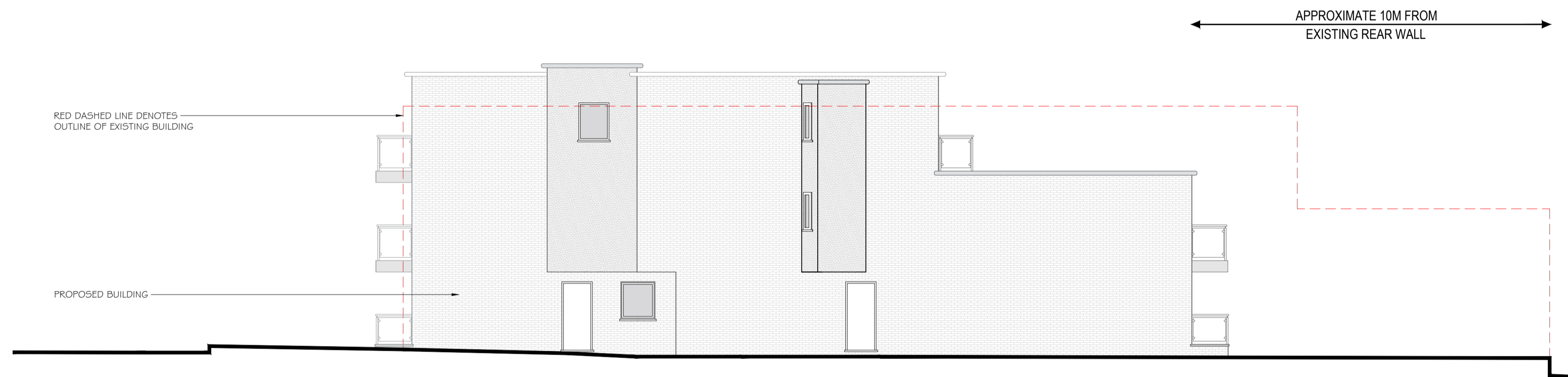




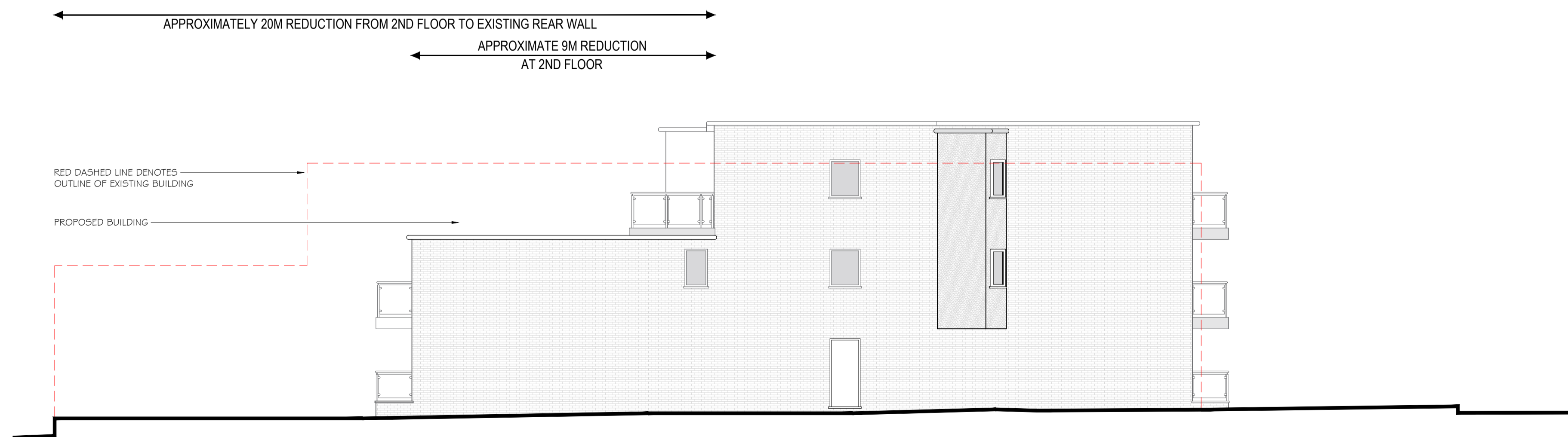
PROPOSED NORTH ELEVATION  
 SCALE 1:100



SOUTH ELEVATION  
 SCALE 1:100



EAST ELEVATION  
 SCALE 1:100



WEST ELEVATION  
 SCALE 1:100

REV:	DATE:	DESCRIPTION:	DR	CHK
B	07.11.17	NOTES AMENDED ON PLAN	TJD	
A	02.11.17	PLANNING RESUBMISSION ISSUE	TJD	

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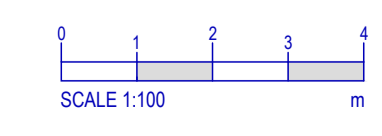
  
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**SITE SECTIONS**

DRAWING STATUS: **PLANNING**

**52-54 WATERLOO ROAD  
 SOUTHAMPTON  
 HAMPSHIRE  
 SO15 3BE**

DATE:	MARCH 2017	DRAWN BY:	DAH/ TJD
SCALE @ A1:	1:100	CHECKED:	DATE CHECKED:
JOB NO:	8141	DRAWING NO:	104
		REVISION:	B



<b>Project Name:</b>	Freemantle Social Club, 52-54 Waterloo Road, Southampton
<b>Document Reference:</b>	020.0691/PTN/1
<b>Document Name:</b>	Parking Technical Note
<b>Prepared By:</b>	Martha Woodley (July 2021)
<b>Checked By:</b>	Laura Flitney (July 2021)
<b>Approved By:</b>	Harry Cross (July 2021)

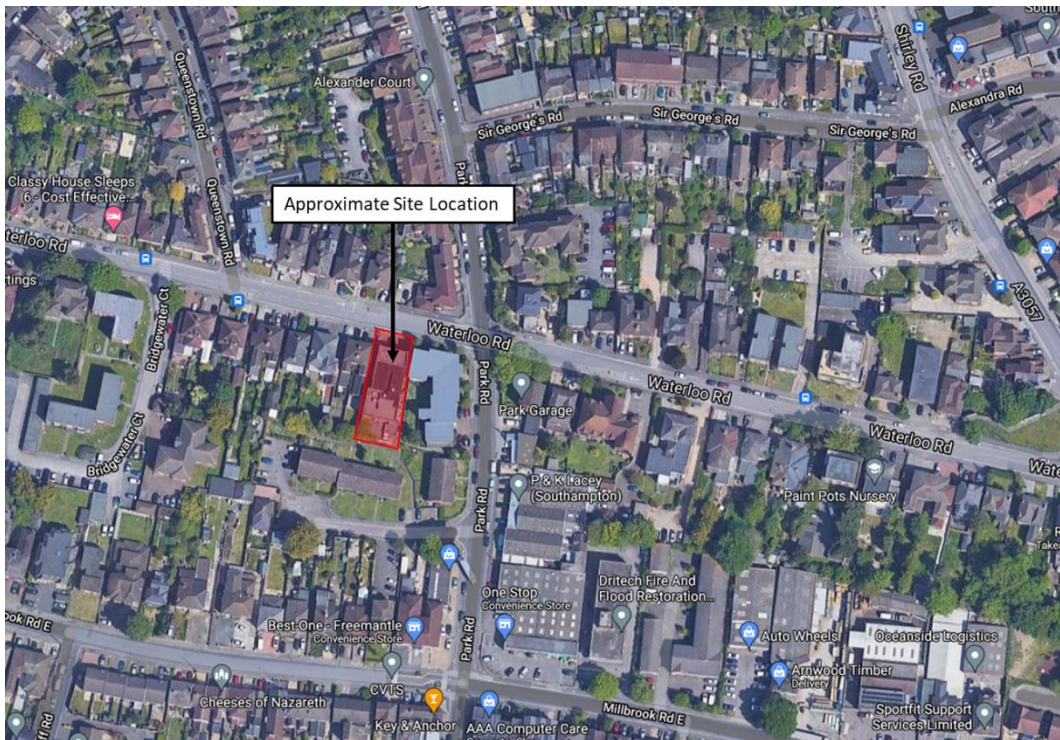
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**1. INTRODUCTION**

1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of a private client to support an application for the replacement of the former Freemantle Social Club at 52-54 Waterloo Road, Southampton with a residential development comprising 8 flats (4 x 1 bed and 4 x 2 bed). The approximate site location is shown below in **Figure 1**.



**Figure 1:** Approximate Site Location

1.2 The application site has been subject to a number of previous applications, as outlined below:



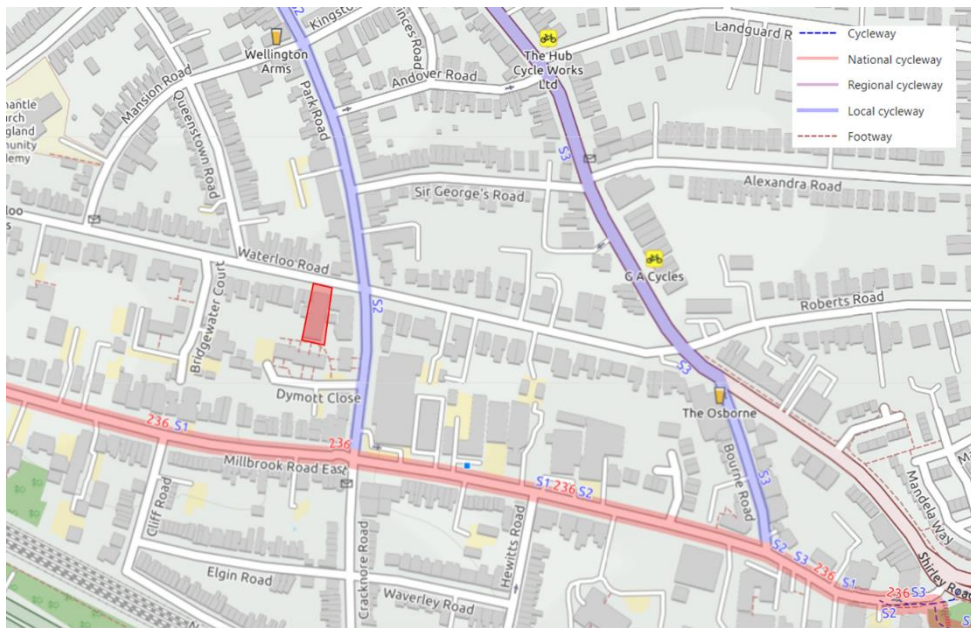
- 14/00263/FUL – In 2014, an application was made to redevelop the site to provide 11 flats (8 x 1 bed and 3 x 2 bed), served by 3 car parking spaces;
  - 14/02077/DUL – In 2014, a further application was made for the replacement of the existing building to provide 10 flats (8 x 1-bed, 1 x studio and 1x 3-bed);
  - 17/00671/OUT – In 2017 a similar application was made at the site for a 3-storey building comprising 11 flats (9 x 1-bed and 2 x studio); and
  - 17/02440/OUT – In 2017, an application was made to demolish existing social club to create 9 flats (7 x 1 bed and 2 x 2 bed).
- 1.3 All of the applications outlined in Paragraph 1.2 were refused on the basis that there was a lack of control to restrict future residents from obtaining resident parking permits, in the absence of a Section 106 agreement. The applicant has no issue signing such an agreement related to the planning application, supported by this PTN.
- 1.4 During pre-application discussions with Southampton City Council in relation to the revised development proposals, concerns were raised regarding the availability of on-street car parking within the vicinity of the site.
- 1.5 This Parking Technical Note has subsequently been prepared to review the sustainability credentials of the site, review the parking demand likely to be generated by the proposed development and assess the availability of unrestricted parking on the local road network. This report has been informed by a site visit carried out on Sunday 25<sup>th</sup> July 2021.

## 2. EXISTING SITE CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The site currently comprises the former Freemantle Social Club which is understood to have been vacant since 2012. The site is bordered by Waterloo Road to the north and residential housing to the east, south and west.
- 2.2 The site is situated on Waterloo Road which provides access to a range of different housing, linking with Paynes Road at its western extent and Shirley Road at its eastern extent. Within the vicinity of the site, the carriageway is subject to a 30mph speed limit.
- 2.3 Waterloo Road benefits from several traffic calming measures including a build out to the immediate west of the site whereby east-bound motorised traffic must give way to on-coming vehicles. The street is also subject to a mix of parking controls including unrestricted parking spaces, single and double yellow-line restrictions, and permit holder only spaces.

### Pedestrian / Cycle Network

- 2.4 Footways are provided along either side of Waterloo Road, Paynes Road and Shirley Road providing continuous routes towards local facilities. Junctions within the vicinity of the site also benefit from tactile paving and dropped kerbs to assist safe pedestrian movements.
- 2.5 At the Waterloo Road / Shirley Road / Roberts Road crossroads to the east of the site, signalised pedestrian crossings are provided on all arms of the junction, facilitating safe pedestrian travel within the local area. The crossroads also benefit from advanced stop lines for cyclists on the Shirley Road and Roberts Road arms, as well as cycle only lanes on approach to the junction.
- 2.6 The site is situated in close proximity to a number of regional cycleways (S1, S2 and S3) as well as National Cycle Route 236 which runs along Millbrook Road East to the south of the site. The cycleways within the vicinity of the site present excellent opportunities for future site-users to travel to/from local amenities via sustainable modes of travel. An overview of the cycle routes within the vicinity of the site is provided in **Figure 2**.



**Figure 2:** Local Cycle Routes

### Public Transport

- 2.7 As well as being accessible both on foot and by cycle, the site is also situated in close proximity to a range of public transport facilities including both bus services and rail services from Southampton Central.

2.8 The closest bus stops to the site are Queenstown Road bus stops situated approximately 10m (EB Stop) and 50m (WB stop) respectively. The stops are served by frequent services toward Southampton City Centre with services available approximately every 5 minutes.

2.9 Additional bus stops are also located on Shirley Road which acts as a central bus avenue within the local area. A summary of the services available within close proximity to the site are outlined in **Table 1**.

Service	Route	Bus Stop	Operator	Approximate Frequency		
				Mon-Fri	Sat	Sun
1 CITY RED	Southampton – Calmore	Queenstown Road	First	Every 20 mins		Every 30 mins
2 CITY RED	Southampton – Millbrook	Shirley Road	First	Every 10 mins	Every 15 mins	
3 CITY RED	Lords Hill - Thornhill	Shirley Road	First	Every 10 mins		Every 15 mins
4 Bluestar	Southampton - Romsey	Shirley Road	Bluestar	Every 30 mins		Hourly
6 Bluestar	Southampton - Lymington	Queenstown Road	Bluestar	Hourly		5 Services 11:26-18:56
7 Bluestar	Lordshill - Sholing	Shirley Road	Bluestar	Every 30 mins		Hourly
8 Bluestar	Southampton - Calshot	Queenstown Road	Bluestar	Hourly		4 Services 10:36-17:21
11 Bluestar	Southampton – West Totton	Queenstown Road	Bluestar	Every 20 mins		Hourly
12 Bluestar	Southampton - Calmore	Queenstown Road	Bluestar	Every 20 mins		Hourly
17 Bluestar	Weston – Adanac Park	Shirley Road	Bluestar	Every 10 mins		Every 15 mins
18 Bluestar	Millbrook - Thornhill	Shirley Road	Bluestar	Every 8 mins		Every 15 mins

**Table 1:** Summary of Local Bus Services

2.10 Situated approximately 800m southeast of the site, Southampton Central station can be accessed on foot (12 mins), by bike (5mins) or via local public transport services (7 mins).

The station benefits from a range of services, including:

- Manned Ticket Office (Monday-Sunday);
- Ticket Machines;
- Customer Help Points;
- Shops, Toilets and Refreshment Facilities;
- Step Free Access Coverage / Ramps for Train Access; and
- 392 sheltered cycle storage spaces.

2.11 Situated on the main line, the station provides regular services towards both local stations and destinations further afield. A summary of journey times from the station is provided in **Table 2**.

Destination	Approx Journey Time	Destination	Approx Journey Time
Southampton Airport Parkway	7 mins	Portsmouth & Southsea	41 mins
Romsey	11 mins	Portsmouth Harbour	45 mins
Brockenhurst	13 mins	Poole	45 mins
Winchester	17 mins	Emsworth	45 mins
New Milton	21 mins	Chichester	53 mins
Fareham	22 mins	London Waterloo	1 hr 19 mins
Christchurch	28 mins	Worthing	1 hr 27 mins
Bournemouth	28 mins	London Victoria	1 hr 33 mins
Salisbury	29 mins	Weymouth	1hr 38 mins
Brighton	40 mins	Bristol Temple Meads	1 hr 55 mins
Havant	41 mins	Cardiff Central	2 hr 20 mins

**Table 2:** Approximate Journey Times from Southampton Central

### Local Facilities

- 2.12 The site is situated in close proximity to a number of convenience stores including ‘Best-One’ on Millbrook Road East, One Stop on Park Road to the south of the site and Freemantle Supermarket situated on Park road to the north, all located within a 5-minute walking distance of the site.
- 2.13 Shirley Road to the east of the site provides a wide range of amenities along its route before merging with Shirley High Street approximately 1.2km north of the site. Together, Shirley Road and High Street offer an abundance of facilities including restaurants and eateries, convenience and superstores, pharmacies, retail stores, leisure facilities, places of worship, banks, hardware stores, a primary school and post office. A summary of the approximate journey times towards local facilities, on foot and by bike, is outlined in **Table 3**.

Amenity		Approximate Journey Distance	Approximate Journey Time	
			Walking	Cycling
Retail	Convenience Store – One Stop	150m	2 mins	1 min
	Convenience Store – Best One	190m	2 mins	1 min
	Co-op Food	550m	7 mins	3 mins
	Bank - Handelsbanken	900m	11 mins	4 mins
	Lidl Superstore	1.4km	17 mins	5 mins
	Sainsbury’s Superstore	1.8km	23 mins	6 mins
	Shirley Precinct Post Office	1.8km	23 mins	6 mins
Education	Freemantle C of E Community Academy	400m	5 mins	1 min
	St Mark’s C of E Primary School	800m	10 mins	4 mins
	Springhill Catholic Primary School	950m	12 mins	4 mins
Health	Atherley House Surgery	400m	5 mins	2 mins
	The Shirley Road Dental Practice	400m	5 mins	2 mins
	PharmacyDIRECT	550m	7 mins	2 mins
Sport and Leisure	Public House – The Wellington Arms	250m	3 mins	1 min
	Freemantle Lake Park	800m	10 mins	3 mins
	Shirley Swimming Pool	1.0km	13 mins	4 mins
	Gym – The Gym Group	1.4km	18 mins	5 mins

**Table 3:** Summary of Local Amenities



- 2.14 Southampton City Centre with all its amenities is located approximately 2km to the east of the site. The City Centre can be accessed from the site via a circa. 27-minute walk, 8-minute cycle or 10-minute journey via local public transport services.
- 2.15 In summary, the sites' location presents an excellent opportunity to create a sustainable development with a wide range of services and facilities within walking and cycling distance of the site. Public bus services and Southampton Central Station also provide excellent opportunities for future site users to travel to destinations further afield via convenient sustainable travel options. Overall car ownership is therefore not expected to be a necessity among future site-users.

### 3. PROPOSED DEVELOPMENT

- 3.1 The proposals include the redevelopment of the former Freemantle Social Club to provide 8 residential flats (4 x 1-bed and 4x2-bed). The development proposals seek to retain 3 of the 4 existing on-site parking spaces, accessed via Waterloo Road. A copy of the proposed site layout is attached within **Appendix A**.
- 3.2 Southampton City Council's Parking Standard Supplementary Planning Document (SPD) (adopted September 2011) sets out parking standards for the city. The guidance states that for C3 Residential development located within the High Accessibility Area, a maximum of 1 parking space should be provided per 1- and 2-bedroom units.
- 3.3 Based on the standards, a maximum of 8 parking spaces is anticipated to be required to serve the proposed development. The guidance goes onto state that *provision of less than the maximum parking standard is permissible*.
- 3.4 Given the sustainability credentials of the site and the availability of public transport services in the locale, car ownership is anticipated to be low among future residents. In order to better estimate level of car ownership among future residents, the 2011 Census Car Ownership data for Output Area 'Freemantle E05002461' has been reviewed. The relevant data is summarised in **Table 4**, with a full copy of the data attached within **Appendix B**.

No. of vehicles Owned	%
0	38
1	51
2+	11

**Table 4:** 2011 Census Car Ownership Data - E05002461

3.5 This 2011 Census Data indicates that within the local area, 38% of flats/apartments/maisonettes own 0 cars or vans, 51% own 1 vehicle and 11% own 2+ vehicles. Applying this to the proposed development, we can expect 3 units (38%) to have 0 vehicles, 4 units (51%) to own 1 vehicle (4 spaces) and 1 (11%) unit to own 2 vehicles (2 spaces). Overall this equates to a parking demand of 6 parking spaces across the proposed development.

3.6 As outlined above, three parking spaces are being retained on-site and therefore up to 3 additional parking spaces may be required across the local road network, to accommodate future demand arising from the development proposals.

#### 4. PARKING SURVEYS

4.1 In order to identify whether sufficient capacity exists on the local road network, parking surveys were undertaken on Thursday 15<sup>th</sup> July 2021 and Tuesday 20<sup>th</sup> July 2021.

4.2 In accordance with previous Southampton City Council parking survey scope, parking surveys were undertaken between 20:00-22:00 and between 05:00-07:00 on each of the survey days and recorded parking capacity within a 250m radius around the site. A plan of the parking study area is attached within **Appendix C** along with a detailed map outlining the parking restrictions within the vicinity of the site. The results of the parking surveys are summarised within **Table 5**.

Parking Restriction	Thursday 15 <sup>th</sup> July 06:00	Thursday 15 <sup>th</sup> July 20:00	Tuesday 20 <sup>th</sup> July 06:00	Tuesday 20 <sup>th</sup> July 20:00
Unrestricted	3	3	3	10
Permit / 2 Hour (Mon-Sat 08:00-18:00)	17	23	20	26
Dropped Kerb /Permit / 2 Hour (Mon-Sat 08:00-18:00)	13	13	15	14
Total	33	39	38	50

**Table 5:** Parking Survey Results

4.3 Across the study period, the least available capacity was observed at 06:00 on Thursday 15<sup>th</sup> July. During this time there were 33 vacant parking spaces, with all spaces within the local area exempt from parking restrictions overnight when parking demand is anticipated to be highest. Of the 33 parking spaces, 3 spaces remain unrestricted throughout the day.

4.4 The highest amount of capacity was observed at 20:00 on Tuesday 20<sup>th</sup> July at which time 50 vacant spaces were observed across the local road network including 10 parking spaces, free of any restrictions.

4.5 Based on the parking survey outputs, sustainability credentials of the site and the 2011 census data, it is overall considered that sufficient capacity exists on the local road network to accommodate additional demand from the proposed development should it arise.

4.6 Future site-users are not therefore expected to acquire a parking permit and the applicant has no issue in signing an agreement that would restrict residents from being able to do so.

#### **Cycle Parking**

4.7 In accordance with Southampton City Council's Parking SPD the development proposals include 3 secure and weatherproof cycle stores collectively providing storage space for 9 bicycles. Within the formal pre-app response, Southampton City Council stated that proposed the cycle store location and quantum is considered acceptable.

### **5. SUMMARY AND CONCLUSIONS**

5.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of a private client to support an application for the replacement of the former Freemantle Social Club at 52-54 Waterloo Road, Southampton with a residential development comprising 8 flats (4 x 1 bed and 4 x 2 bed).

5.2 The application site has been subject to a number of similar applications which have been refused on the basis that there was a lack of control to restrict future residents from obtaining resident parking permits, in the absence of a Section 106 agreement. The applicant has no issue signing such an agreement related to the planning application, supported by this PTN.

5.3 The site is situated in close proximity to an abundance of local services and facilities, primarily centred along Shirley Road and Shirley High Street to the east/north of the site. Southampton City Centre is also easily accessible from the site with continuous pedestrian routes available.

5.4 The sites proximity to public transport facilities including both bus services and Southampton Rail Central provide also provide excellent opportunities for future site users to travel to destinations further afield via covenant sustainable travel options.

5.5 Based on Southampton City Council's Parking Standard Supplementary Planning Document (SPD), a maximum of 8 parking spaces is anticipated to be required to serve the proposed development. The guidance goes onto state that *provision of less than the maximum parking standard is permissible.*

- 5.6 Based on the 2011 Census 'Car Availability' Data, the proposed residential development is anticipated to generate a demand for up to 6 parking spaces. The application proposals include the retention of 3 existing parking spaces on-site, thereby generating a potential demand for 3 parking spaces across the local road network.
- 5.7 In order to identify whether sufficient capacity exists on the local road network, parking surveys were undertaken on Thursday 15<sup>th</sup> July 2021 and Tuesday 20<sup>th</sup> July 2021, in accordance with the agreed Southampton City Council scope.
- 5.8 During the busiest period on the local road network when all spaces are exempt from parking restrictions, 33 spaces remained vacant across the local road network. The highest amount of capacity was observed at 20:00 on Tuesday 20<sup>th</sup> July at which time 50 vacant.
- 5.9 Based on the parking survey outputs, sustainability credentials of the site and the 2011 census data, it is considered that sufficient capacity exists on the local road network to accommodate additional demand from the proposed development should it arise.
- 5.10 Future site-users are therefore not expected to acquire a parking permit and the applicant has no issue in signing an agreement that would restrict residents from being able to do so.
- 5.11 Paragraph 111 of the NPPF states that proposals for development should only be refused where its impact on highway safety is unacceptable or where its impact on the road network is severe. Paul Basham Associates therefore encourage the local planning and highways authority to consider this application favourably with regards to highway matters.

## Appendix A

Application site area = 575.727m<sup>2</sup>  
 Proposed building footprint = 224.439m<sup>2</sup>  
 Building footprint to plot ratio = 38.98%

**Housing Standards**

**Type/Gross Internal Floor Areas**

Flat	Beds	Persons	GIA
1	2b	3p	62.677m <sup>2</sup>
2	1b	2p	51.128m <sup>2</sup>
3	1b	2p	50.722m <sup>2</sup>
4	2b	3p	68.796m <sup>2</sup>
5	1b	2p	51.128m <sup>2</sup>
6	1b	2p	50.722m <sup>2</sup>
7	2b	3p	62.254m <sup>2</sup>
8	2b	3p	63.007m <sup>2</sup>

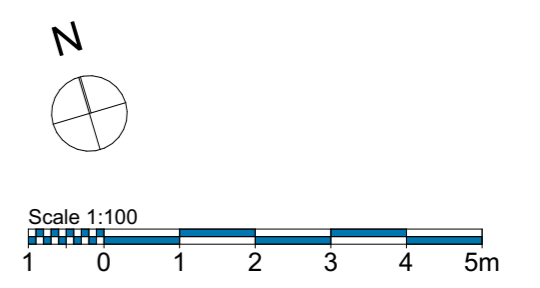
**Accommodation**

4x	1b	2p
4x	2b	3p

Waterloo Road



0  
 -  
 GFL-Proposed Site Plan Ground Floor Level Plan  
 1:100



Client: Mr. R. Poswall  
 Project: Proposed Development Scheme  
 52-54 Waterloo Road, Southampton.  
 Drawing Title: Proposed Site Plan + Ground Floor Plan



RevID	CHD	Issue Name	Date
01		Planning Pre-Application	29/01/2021
03		Planning Application	07/07/2021

Scale: 1:100  
 Sheet: A1  
 Drawing No: 0637-01.005.03  
 preliminary  planning  building regulations  
 production  tender  construction  
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## Appendix B

## LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 30 July 2021]

population	All households
units	Persons
date	2011
area type	2011 wards
area name	E05002461 : Freemantle
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

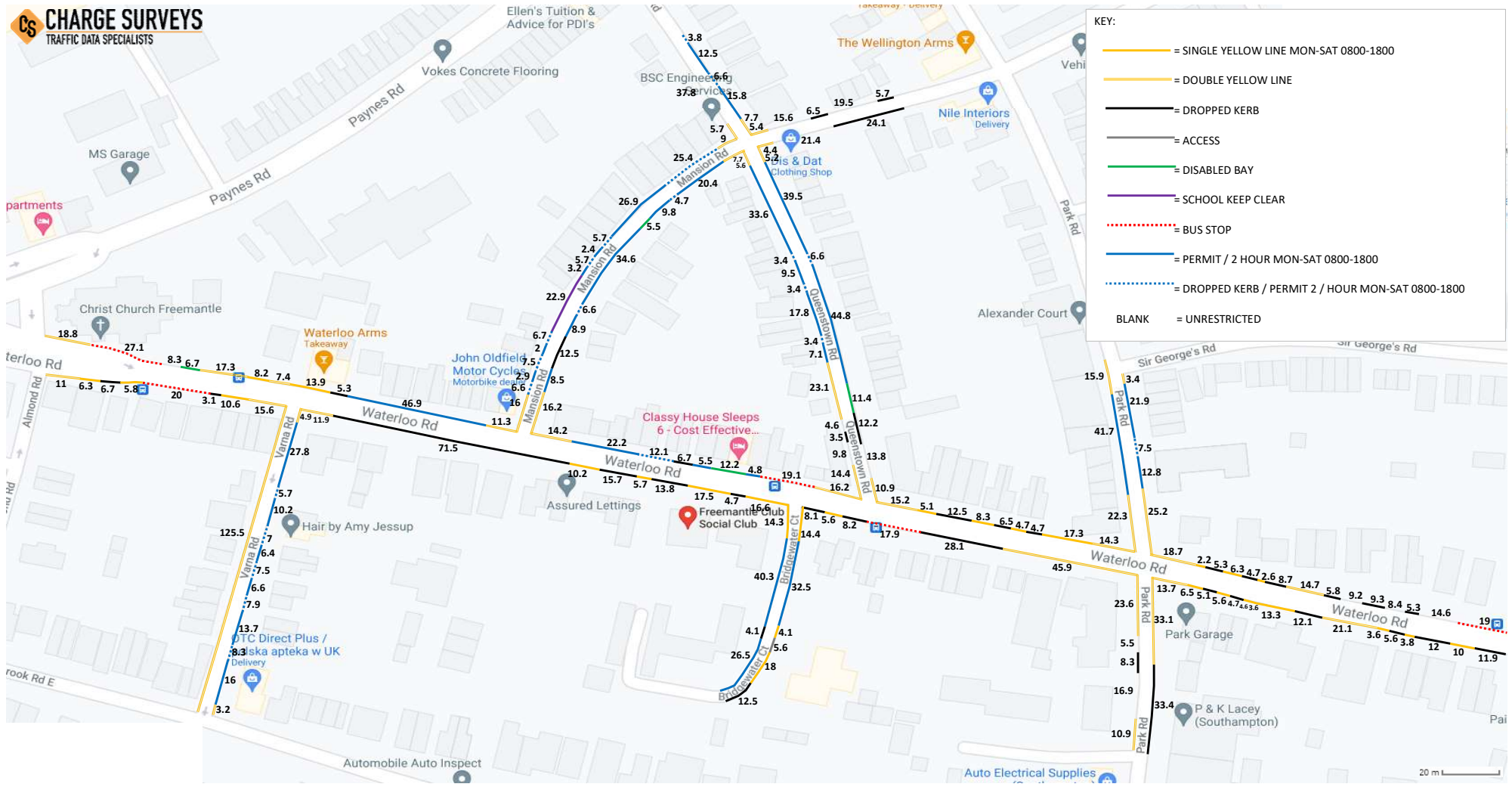
Cars or Vans	All categories:	
	Number of usual residents aged 17 or over in household	%
All categories: Car or van availk	4,123	100%
No cars or vans in household	1,574	38%
1 car or van in household	2,092	51%
2 or more cars or vans in house	457	11%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



## Appendix C





DAY : Thursday & Tuesday

LOCATION : Waterloo Road, Southampton

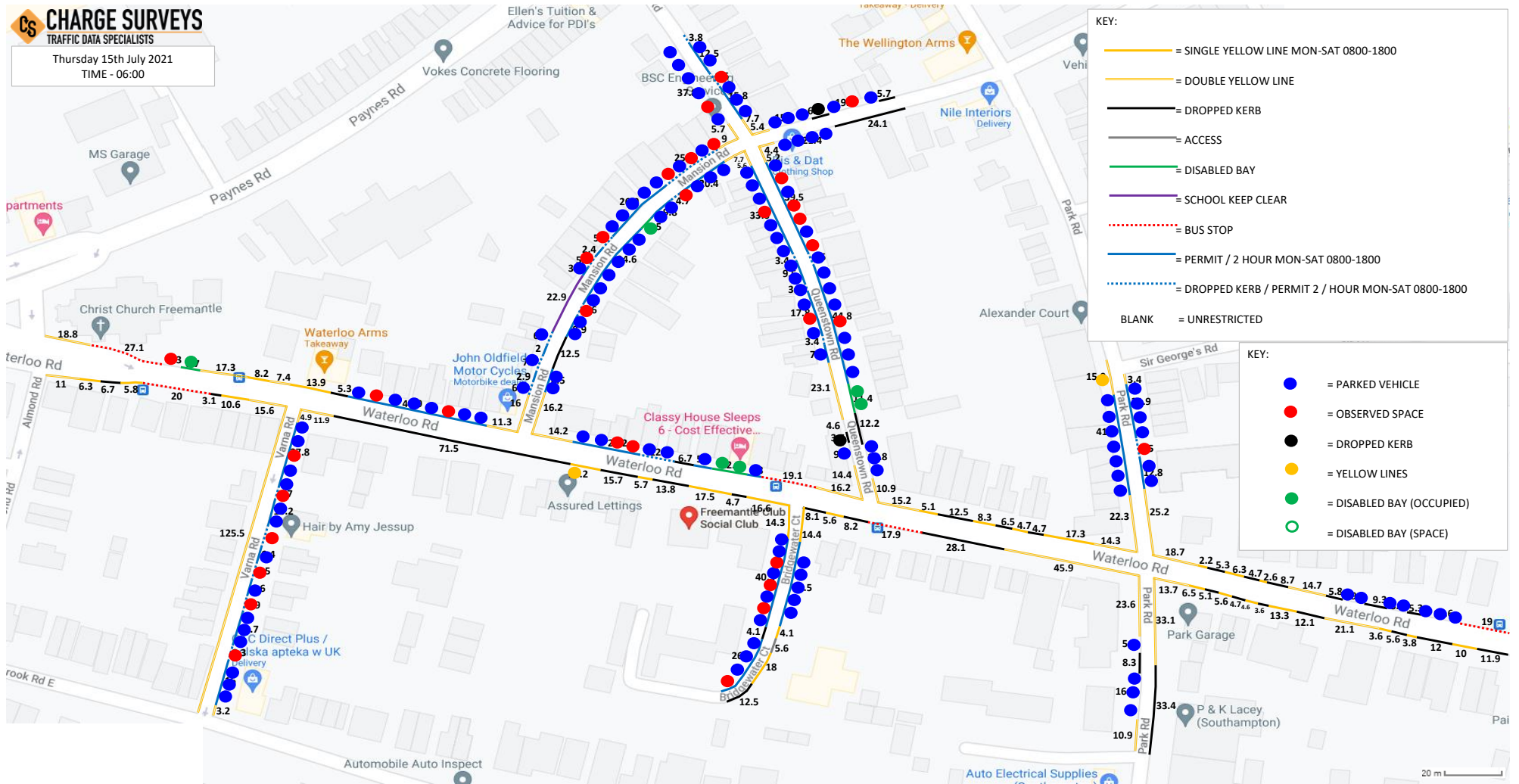
					THURSDAY 15TH JULY 2021			THURSDAY 15TH JULY 2021			TUESDAY 20TH JULY 2021			TUESDAY 20TH JULY 2021			
					TIME : 0600			TIME : 2000			TIME : 0600			TIME : 2000			
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PAKED	OBSERVED SPACES	%RESTRICTION STRESS	PAKED	OBSERVED SPACES	%RESTRICTION STRESS	PAKED	OBSERVED SPACES	%RESTRICTION STRESS	PAKED	OBSERVED SPACES	%RESTRICTION STRESS	
WATERLOO RD	1	DOUBLE YELLOW LINE	54.8														
		BUS STOP	27.1														
		UNRESTRICTED	8.3	1	0	1	0.0%	1	0	100.0%	0	1	0.0%	0	1	0.0%	
		DISABLED BAY	6.7	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	
		SINGLE YELLOW LINE MON-SAT 0800-1800	22.1														
		DROPPED KERB	5.3														
MANSION RD	2	PERMIT / 2 HOUR MON-SAT 0800-1800	46.9	9	6	2	75.0%	6	2	75.0%	5	4	55.6%	7	1	87.5%	
		DOUBLE YELLOW LINE	25														
		DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	57.6	10	5	5	50.0%	6	4	60.0%	4	6	40.0%	5	5	50.0%	
		PERMIT / 2 HOUR MON-SAT 0800-1800	37.4	5	6	0	100.0%	4	2	66.7%	7	0	100.0%	5	1	83.3%	
QUEENSTOWN RD	3	SCHOOL KEEP CLEAR	22.9														
		DOUBLE YELLOW LINE	5.7														
		UNRESTRICTED	37.8	7	5	1	83.3%	6	0	100.0%	6	0	100.0%	6	0	100.0%	
		DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	10.4	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	
QUEENSTOWN RD	4	PERMIT / 2 HOUR MON-SAT 0800-1800	28.3	5	5	0	100.0%	5	0	100.0%	4	1	80.0%	5	0	100.0%	
		DOUBLE YELLOW LINE	7.7														
		DOUBLE YELLOW LINE	5.4														
		UNRESTRICTED	35.1	6	5	1	83.3%	5	1	83.3%	6	0	100.0%	4	2	66.7%	
MANSION RD	5	DROPPED KERB	12.2		1			1			1			1			
		DROPPED KERB	24.1								2			1			
		UNRESTRICTED	21.4	4	4	0	100.0%	4	0	100.0%	3	1	75.0%	3	1	75.0%	
		DOUBLE YELLOW LINE	4.4														
QUEENSTOWN RD	7	DOUBLE YELLOW LINE	16.1														
		PERMIT 2 / HOUR MON-SAT 0800-1800	84.3	15	9	5	64.3%	12	2	85.7%	12	2	85.7%	9	5	64.3%	
		DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	6.6	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	
		DISABLED BAY	11.4	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	
		DROPPED KERB	12.2														
	8	UNRESTRICTED	13.8	2	3	0	100.0%	2	0	100.0%	3	0	100.0%	3	0	100.0%	
		DOUBLE YELLOW LINE	43.1														
		UNRESTRICTED	14.4	1	1	0	100.0%	0	1	0.0%	2	0	100.0%	0	1	0.0%	
		DROPPED KERB	3.5		1												
		PERMIT 2 / HOUR MON-SAT 0800-1800	68	11	11	2	84.6%	12	1	92.3%	12	1	92.3%	12	0	100.0%	
MANSION RD	9	DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	10.2		1			1			1			1			
		DOUBLE YELLOW LINE	23.9														
		PERMIT 2 / HOUR MON-SAT 0800-1800	82.2	13	15	1	93.8%	11	5	68.8%	13	2	86.7%	11	4	73.3%	
		DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	11.3	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	
		DISABLED BAY	5.5	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	
WATERLOO RD	10	DROPPED KERB	12.5														
		DOUBLE YELLOW LINE	30.4														
		PERMIT 2 / HOUR MON-SAT 0800-1800	32.5	6	4	2	66.7%	3	3	50.0%	4	2	66.7%	3	3	50.0%	
		DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	12.1	2	2	0	100.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	
	11	DROPPED KERB	6.7														
		DISABLED BAY	12.2	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	
		BUS STOP	19.1														
PARK RD	12	DOUBLE YELLOW LINE	29.5														
		SINGLE YELLOW LINE MON-SAT 0800-1800	35.4														
		DROPPED KERB	23.7														
		DOUBLE YELLOW LINE	38.2														
PARK RD	13	PERMIT 2 / HOUR MON-SAT 0800-1800	41.7	8	7	0	100.0%	6	1	85.7%	7	0	100.0%	5	2	71.4%	
		DOUBLE YELLOW LINE	28.6		1												
		PERMIT 2 / HOUR MON-SAT 0800-1800	34.7	6	6	0	100.0%	5	1	83.3%	5	1	83.3%	4	2	66.7%	
		DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	7.5	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	
WATERLOO RD	14	DOUBLE YELLOW LINE	33.4														
		SINGLE YELLOW LINE MON-SAT 0800-1800	11.1														
		DROPPED KERB	39.1														
	15	UNRESTRICTED	32.2	4	7	0	100.0%	6	1	85.7%	6	1	85.7%	4	2	66.7%	
		BUS STOP	19														
		DROPPED KERB	51.4														
PARK RD	16	SINGLE YELLOW LINE MON-SAT 0800-1800	51														
		DOUBLE YELLOW LINE	34.8														
		DOUBLE YELLOW LINE	33.1														
		DROPPED KERB	33.4														
WATERLOO RD	17	DOUBLE YELLOW LINE	34.5														
		UNRESTRICTED	22.4	4	4	0	100.0%	4	0	100.0%	4	0	100.0%	1	3	25.0%	
		DROPPED KERB	8.3														
		DOUBLE YELLOW LINE	45.9														
BRIDGEWATER CT	18	DROPPED KERB	44.4														
		BUS STOP	17.9														
		SINGLE YELLOW LINE MON-SAT 0800-1800	5.6														
		SINGLE YELLOW LINE MON-SAT 0800-1800	36.5														
		PERMIT 2 / 2 HOUR MON-SAT 0800-1800	32.5	5	5	0	100.0%	4	1	80.0%	5	0	100.0%	4	1	80.0%	
WATERLOO RD	19	ACCESS	5.6														
		DROPPED KERB	12.5														
		PERMIT 2 / 2 HOUR MON-SAT 0800-1800	66.8	13	8	4	66.7%	8	4	66.7%	5	7	41.7%	7	5	58.3%	
		DROPPED KERB	4.1														
		SINGLE YELLOW LINE MON-SAT 0800-1800	14.3														
WATERLOO RD	20	SINGLE YELLOW LINE MON-SAT 0800-1800	50		1												
		DROPPED KERB	105.7														
		DOUBLE YELLOW LINE	11.9														
VARNNA RD	21	DOUBLE YELLOW LINE	8.1														
		PERMIT 2 / 2 HOUR MON-SAT 0800-1800	80.7	14	14	1	93.3%	14	1	93.3%	15	0	100.0%	13	2	86.7%	
		DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800	36.4	5	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	
WATERLOO RD	22	DOUBLE YELLOW LINE	125.5														
		DOUBLE YELLOW LINE	26.7														
		SINGLE YELLOW LINE MON-SAT 0800-1800	22.7														
		DROPPED KERB	9.8														
WATERLOO RD	23	BUS STOP	20														

SPACES AVAILABLE  
NO SPACES AVAILABLE

Observed spaces definition - A real time space recorded at time of survey, not determined by calculation post survey.

**CS CHARGE SURVEYS**  
TRAFFIC DATA SPECIALISTS

Thursday 15th July 2021  
TIME - 06:00



- KEY:**
- = SINGLE YELLOW LINE MON-SAT 0800-1800
  - = = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = ACCESS
  - = DISABLED BAY
  - = SCHOOL KEEP CLEAR
  - - - = BUS STOP
  - = PERMIT / 2 HOUR MON-SAT 0800-1800
  - - - = DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800
  - BLANK = UNRESTRICTED

- KEY:**
- = PARKED VEHICLE
  - = OBSERVED SPACE
  - = DROPPED KERB
  - = YELLOW LINES
  - = DISABLED BAY (OCCUPIED)
  - = DISABLED BAY (SPACE)

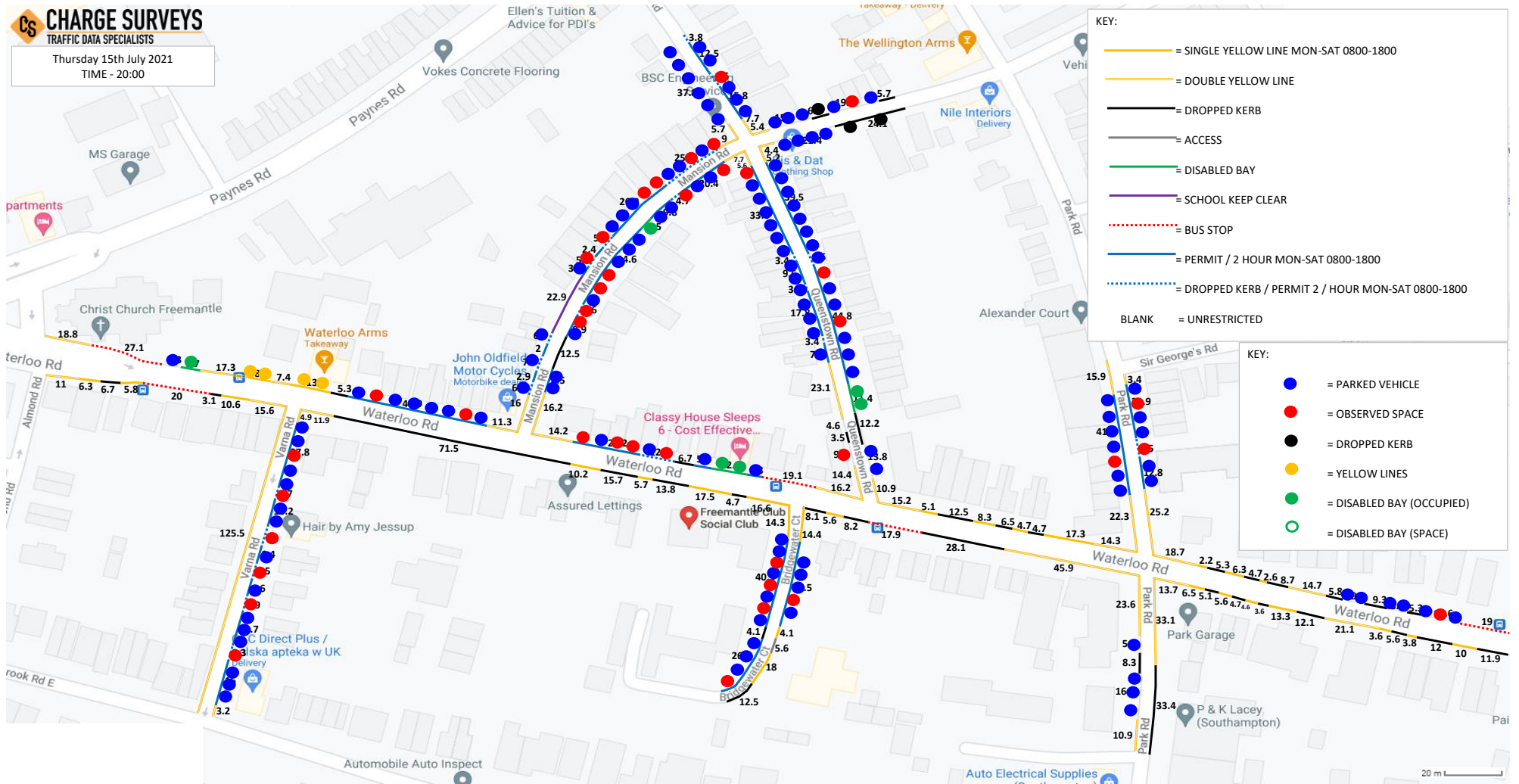
20 m



# CS CHARGE SURVEYS

TRAFFIC DATA SPECIALISTS

Thursday 15th July 2021  
TIME - 20:00



- KEY:
- = SINGLE YELLOW LINE MON-SAT 0800-1800
  - = = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = ACCESS
  - = DISABLED BAY
  - = SCHOOL KEEP CLEAR
  - - - = BUS STOP
  - = PERMIT / 2 HOUR MON-SAT 0800-1800
  - - - = DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800
  - BLANK = UNRESTRICTED

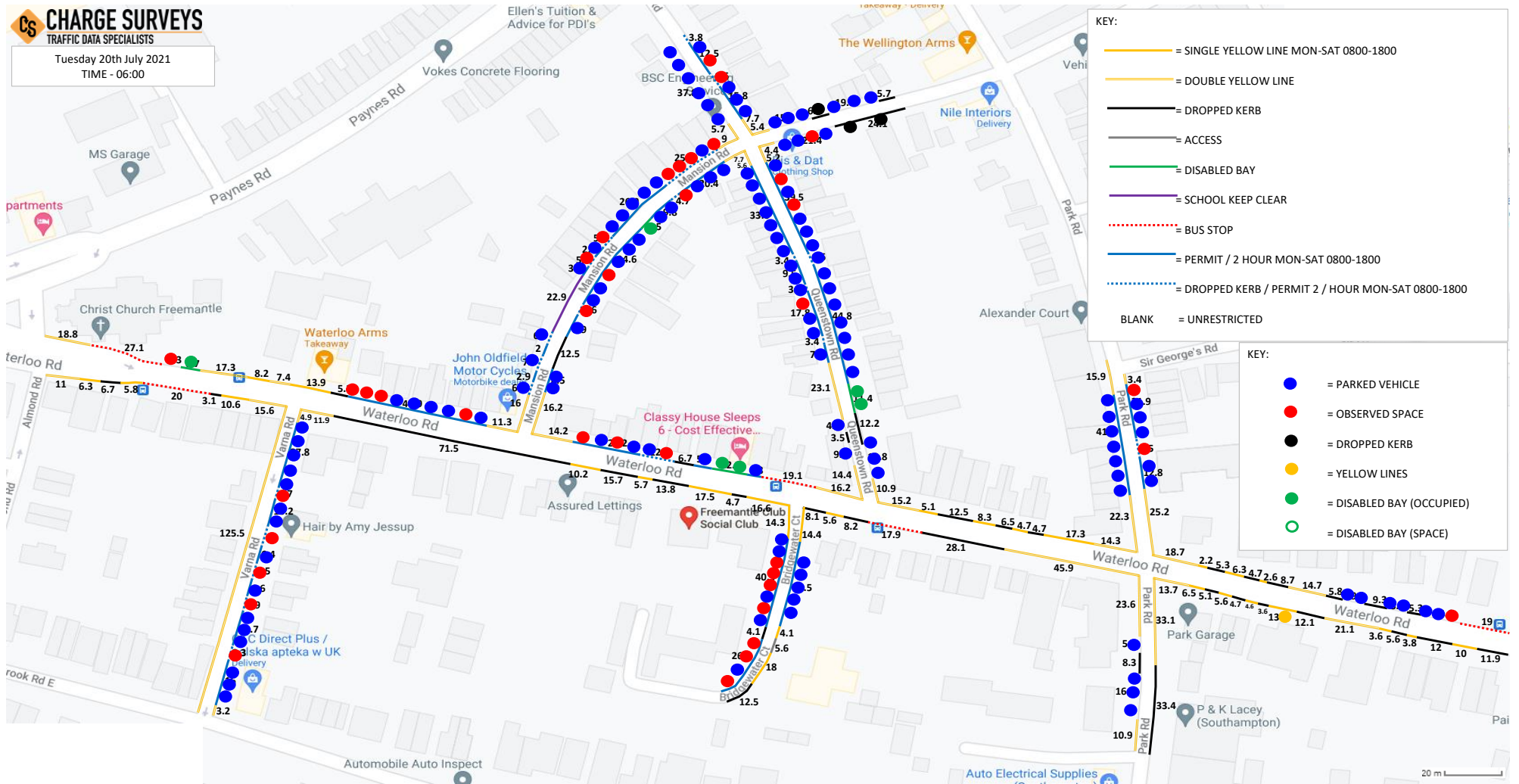
- KEY:
- = PARKED VEHICLE
  - = OBSERVED SPACE
  - = DROPPED KERB
  - = YELLOW LINES
  - = DISABLED BAY (OCCUPIED)
  - = DISABLED BAY (SPACE)

20 m

# CS CHARGE SURVEYS

TRAFFIC DATA SPECIALISTS

Tuesday 20th July 2021  
TIME - 06:00

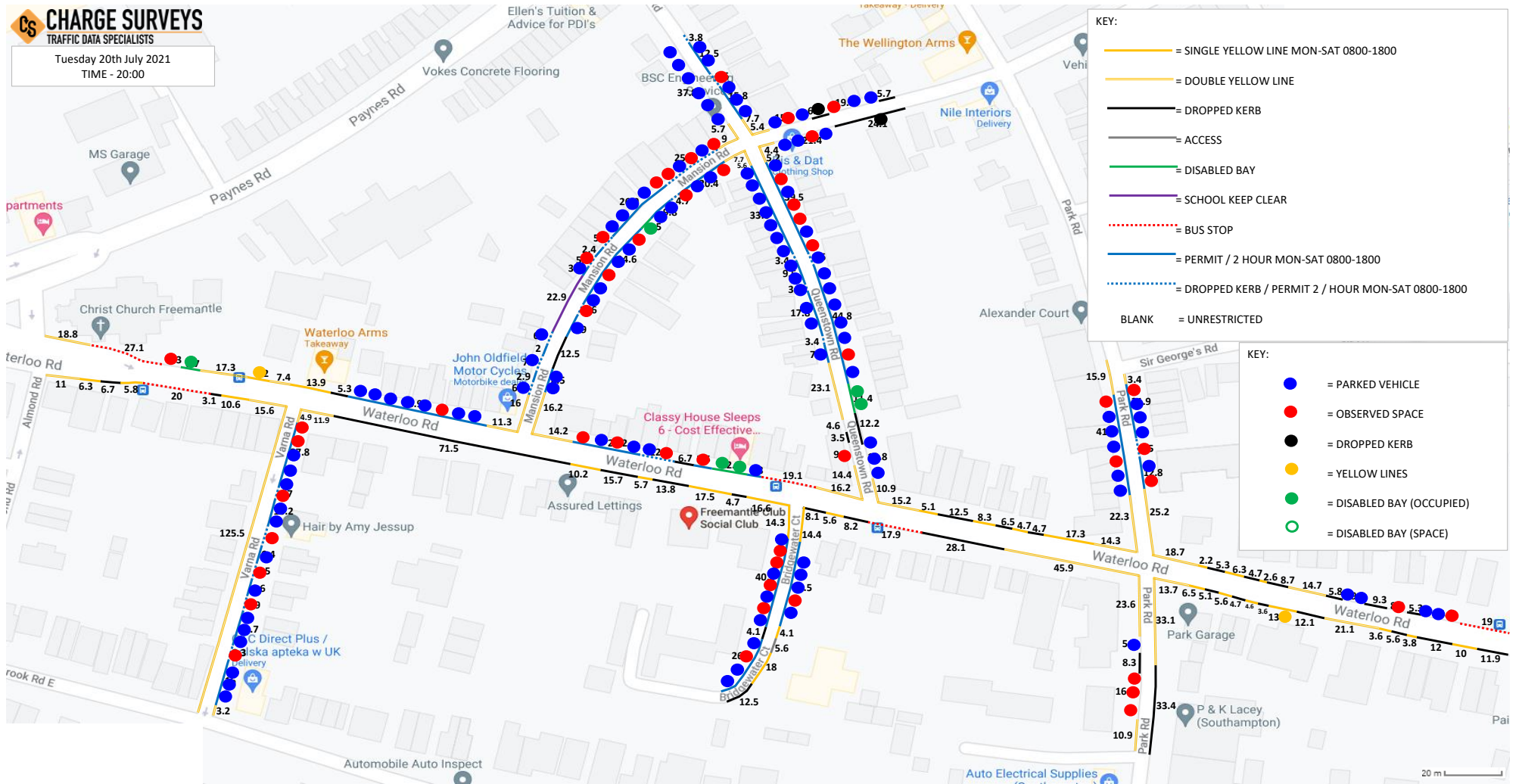


20 m

# CS CHARGE SURVEYS

TRAFFIC DATA SPECIALISTS

Tuesday 20th July 2021  
TIME - 20:00



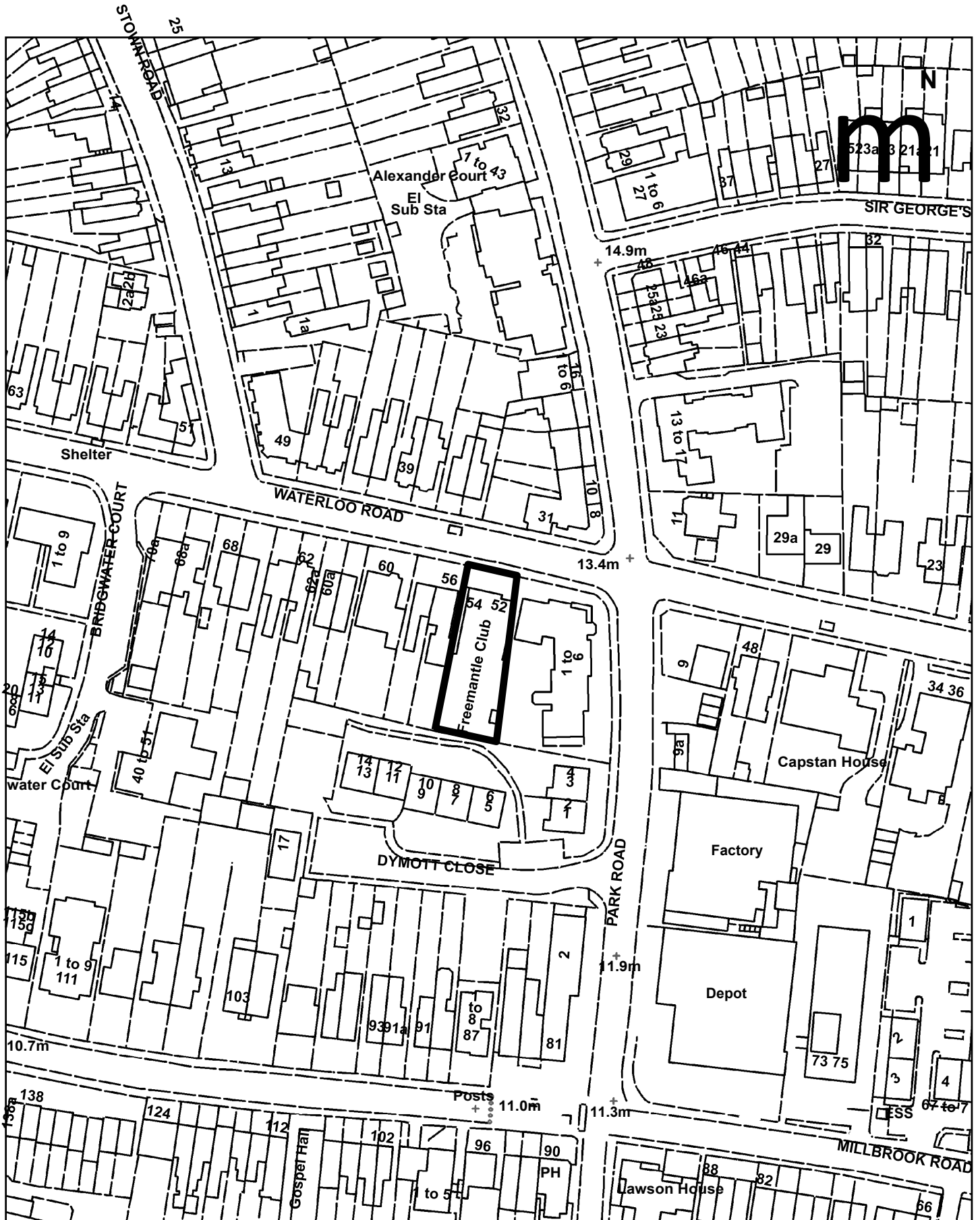
- KEY:
- = SINGLE YELLOW LINE MON-SAT 0800-1800
  - = = DOUBLE YELLOW LINE
  - = DROPPED KERB
  - = ACCESS
  - = DISABLED BAY
  - = SCHOOL KEEP CLEAR
  - - - = BUS STOP
  - = PERMIT / 2 HOUR MON-SAT 0800-1800
  - - - = DROPPED KERB / PERMIT 2 / HOUR MON-SAT 0800-1800
  - BLANK = UNRESTRICTED

- KEY:
- = PARKED VEHICLE
  - = OBSERVED SPACE
  - = DROPPED KERB
  - = YELLOW LINES
  - = DISABLED BAY (OCCUPIED)
  - = DISABLED BAY (SPACE)

20 m



# 21/01193/FUL



Scale: 1:1,250

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