

Planning and Rights of Way Panel 12th October 2021
Planning Application Report of the Head of Planning & Economic Development

Application address: Compass House Romsey Road, Southampton			
Proposed development: Re-development of the site to create a three-storey hotel containing 73 rooms with associated works including 73 car parking spaces. (Resubmission 19/00726/FUL)			
Application number:	20/01785/FUL	Application type:	FUL
Case officer:	Mathew Pidgeon	Public speaking time:	15 minutes
Last date for determination:	14.04.2021	Ward:	Redbridge
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors:	Cllr McEwing Cllr Guest Cllr Spicer
Applicant: BMR Compass Ltd		Agent: Savills	

Recommendation Summary	Delegate to the Head of Planning & Economic Development to grant planning permission subject to criteria listed in report
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Community Infrastructure Levy Liable	No
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered, including local car parking pressure, and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2019). Policies – CS6, CS7, CS13, CS14, CS18, CS19, CS20, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, HE6, REI9, of the City of Southampton Local Plan Review (Amended 2015).

Appendix attached

1 Development Plan Policies	2 Planning History
3 Accessibility Map	4 Car parking survey
5 Committee minute 19/00726/FUL (15.10.19)	6 Appeal decision notice.
7 Habitats Regulations Assessment	

Recommendation in Full

1. That the Panel confirm the Habitats Regulation Assessment with an updated version to be provided at the Panel meeting.

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 (as amended 2015), policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- ii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
- iii. Submission of a Training & Employment Management Plan committing to adopting local labour and employment initiatives, in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- iv. Submission and implementation within a specified timescale of a Travel Plan;
- v. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013);
- vi. Submission and implementation within a specified timescale of a Waste Management Plan;
- vii. The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy; and
- viii. Financial contributions towards Solent Disturbance Mitigation Project (SDMP) and New Forest SPA in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton Local Plan Review (March 2006), CS22 of the Core Strategy and the Planning Obligations SPD (September 2013).

3. That the Head 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 is a resubmission of a similar proposal for a hotel to the front of Compass House (former Ordnance Survey offices). The key issue previously was the affect of a limited car parking offer.

The previous planning application for hotel development of this site was brought to the Planning Panel meeting held on 15th October 2019 (19/00726/FUL) and was refused for two separate reasons; these being insufficient parking leading to overspill within nearby streets and failure to mitigate direct impacts of the development through provision of a s.106 legal agreement with the Council. **Appendix 5** includes the Committee minute of the meeting. The previous hotel development comprised a 73 bed hotel with a total of 34 car parking spaces.

The decision was subsequently appealed and the inspector agreed with the Council, concluding that the shortfall between the number of parking and bed spaces proposed would likely lead to users of the hotel being reliant on overspill parking outside the site which at times could be significant. Thereby the proposal was judged to have a harmful effect on the living conditions of nearby residents, due to the resulting increase in demand for on-street car parking. The appeal decision has been included as **Appendix 6**.

The current scheme differs from the previously dismissed scheme by increasing the number of car parking spaces serving the proposed hotel. An additional 39 spaces are now provided resulting in a total of 73 car parking spaces for the 73 bed hotel. This complies with and meets the City Council's maximum parking standards – one parking space for each hotel bedspace. The 39 additional spaces have been reallocated for use by hotel guests rather than for the nearby flats within Compass House consented under the office conversion prior approval process.

With regards to the Compass House residential conversion planning conditions currently secure the allocation of 48 parking spaces in association with the commercial infill application 18/02319/FUL (yet to be determined) and the residential roof extension for a total of 27 additional units (note application 18/01644/FUL, for 19 flats, was supported by panel on 2nd April 2019; and application 20/00598/FUL, for 8 of the flats, is currently pending decision). These allocations meet our maximum parking standards.

The Compass House site has also been the subject of 3 x prior approval applications and currently benefits from a consent allowing the office floorspace within the building to be converted to 241 flats, the vast majority (92%) of which are 1-bedroom units. In

total 223 are 1 bedroom/studio units and just 18 are 2-bedroom units. A minor material amendment application has been submitted to change the approved plans to reduce the parking allocated to the prior approval units to enable the additional 39 car parking spaces to be redistributed for the hotel use.

The car parking allocation for the site can, therefore, be summarised as follows:

Existing allocation		
Parking space use/allocation	Number of car parking spaces	Maximum parking standard
Compass House site existing	333	N/A.
Spaces removed as a result of hotel construction	68	N/A.
Commercial infill (flexible use)	11	11 (based on 330sq.m floor area)
Roof extension (19 flats) <u>Uni mix:</u> 11x1 bed, 5x3 bed, 3x2 bed	27	27 (1 space for each 1 bed unit. 2 spaces for each 2 and 3 bed unit)
Roof extension (an additional 8 flats) – pending decision. <u>Unit mix:</u> 6 x 1 bed, 2 x 2 bed	10	10 (1 space for each 1 bed unit. 2 spaces for each 2 bed unit)
Remaining spaces available for hotel and prior approval flats: 217		

Table showing the previous and proposed car parking allocation for the hotel and prior approval units:

Dismissed hotel parking scenario, 19/00726/FUL		
Parking space use/allocation	Number of car parking spaces	Maximum parking standard
Hotel	34	73 (1 space per hotel bedroom)
Remaining number of spaces for 241 prior approval units	183 (0.75 spaces per flat)	259
Proposed hotel parking scenario, 20/01785/FUL		
Parking space use/allocation	Number of car parking spaces	Maximum parking standards
Hotel	73	73 (1 space per hotel bedroom)

Remaining approval units	241	Prior	144 (0.6 spaces per flat)	259 (1 space for each 1 bed unit. 2 spaces for each 2-bed unit)
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In short, the Panel are being asked to consider a revised hotel proposal with more parking to address previous concerns. The additional spaces have been taken from the previously approved housing conversion scheme at Compass House, where limited controls are in place to ensure such parking is retained to serve the residential use given the nature of the prior approval process in the UK planning system.

1. The site and its context

- 1.1 The site is located centrally within the former 9.7ha Ordnance Survey site and is positioned in between Compass House and Romsey Road which borders the site to the north east. The site is currently occupied as a car park which serves Compass House. Compass House is a 4 storey purpose built office building of post war construction. Compass House was most recently in use as office floor space (use class B1a), however prior approval has already been granted for the change of use of the building to residential (241 separate flats) without the need for planning permission and the conversion is underway.
- 1.2 To form the application site the existing site which contains Compass House and its associated 333 space car park has been divided into two. The division separates the site so that the car parking spaces located in front of Compass house (102 spaces), adjacent to Romsey Road and a further 39 spaces to the south east of Compass House would form the application site. The remaining 192 car parking spaces, positioned in front of and to the rear of Compass House, would remain linked to Compass House and the associated developments.

2. Proposal

- 2.1 The application seeks permission for the redevelopment of the site to form a three-storey hotel fronting onto Romsey Road. The plans are identical in all respects to the application that was refused at planning panel on the 15th October 2019 other than that the proposal now includes an additional 39 car parking spaces taking the total number of car parking spaces allocated for hotel use to 73.
- 2.2 Within the building; along with 73 guest bedrooms, there would be a restaurant/lounge/reception area, cycle storage and associated back of house facilities for staff. The site would also be landscaped with 7 protected trees retained on site.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (as amended 2015)

and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.

- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. Relevant Planning History

- 4.1 A schedule of the relevant planning history for the site is set out in **Appendix 2** of this report.
- 4.2 The site has a long and complicated planning history following the relocation of Ordnance Survey. The relevant and live prior approval for the change of use of Compass House from its current use as offices to 241 residential flats (use class C3) is 19/01939/PA56 which requires the conversion to be completed by 14th January 2023 and conversion work has started on site. An application to amend the approved parking layout plan for the proposal has been submitted; the application, 21/01091/MMA amends the approved plans so that an additional 39 car parking spaces are allocated to the hotel.
- 4.3 Planning application 18/01644/FUL was recommended for approval to Planning Panel on 2nd April 2019. The application seeks the erection of an additional fourth floor to facilitate 19 flats (11x1 bed, 3x2 bed and 5x3 bed units). The dwellings have been allocated 27 car parking spaces (condition 6) which accords with the council’s maximum parking standards. Cycle storage is also provided.
- 4.4 A second application 20/00598/FUL has also been submitted to add a further 8 flats at roof level to the 19 that have already been approved. The flats will also be allocated parking that meets the maximum standard to be consistent with the 19 flats which were approved by planning panel and therefore 10 spaces will be required. The application is currently pending decision subject to a section 106 legal agreement, a draft condition ensures 10 parking spaces will be allocated for the residents of the 8 flats to use.
- 4.5 There is also an application currently under consideration which seeks the extension of the ground floor by infilling the existing undercroft area of Compass House and flexible change of use to provide 330sqm of additional A1, A2, A3, B1(a), D1 or D2 (Gymnasium) floorspace. The commercial unit

would be allocated 9 customer car parking spaces, two staff car parking spaces and a dedicated servicing area.

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

5. Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement **22.01.2021** and erecting a site notice **22.01.2021**. At the time of writing the report **8 representations** have been received from surrounding residents. The following is a summary of the points raised:

- 5.2 ***Parking pressure.***
Inappropriate to resolve a parking shortage by taking parking spaces from the neighbouring development which already has fewer spaces than flats.

Officer Response

Officers recognise that the applicant's solution to the previous parking objection does not sit comfortably with the community who are concerned about overspill from the site, regardless of the use. The planning system gives the Planning Department very little control over the parking associated with housing schemes consented through the prior approval process. Council Highways Officers have reviewed the transport related information submitted with the application and do not oppose the scheme on the basis of 73 car parking spaces being provided to serve the hotel. The maximum number of spaces permissible would be 1 space per bedroom (a total of 73 spaces). The scheme therefore provides the maximum number allowed. The Council's Parking Standards SPD indicates that less than the maximum parking standard is also permissible, although the earlier scheme was refused and dismissed for insufficient parking. The application is supported by TRICS data (evidence of parking level occupancy for hotels in comparable edge of town centre location elsewhere) and a parking survey to demonstrate that the amount of parking provided will be sufficient for hotel staff/guests. In that respect the level of parking for the development for which planning permission is sought is wholly acceptable and compliant. The reduction in parking to serve the wider site's residential use, secured through prior approval, is not something that the Planning Department can control as parking is not an issue that can be taken into consideration for this type of application.

- 5.3 ***Poor public transport links***

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

east.

5.4 **Highways safety.**

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

5.5 **No need for a hotel in this location.**

Officer Response

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

5.6 **Impact on neighbouring residential properties.**

Reduced light and privacy

Officer Response

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

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

Officer Response:

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

5.8 **Construction noise**

Officer Response

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

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

Officer Response:

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

5.10 **Concern that the hotel will become residential units**

Response

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

Consultation Responses

5.11

Consultee	Comments
Cllr McEwing	I wish to register my objections, it is not in keeping with the local area, which is mainly residential area
(Former) Cllr Whitbread & Cllr Spicer	<p>I wish to register a joint objection from Redbridge Ward Councillors in relation to the application</p> <p>Having carefully reviewed the application we remain unconvinced that the local area will not be adversely impacted by the development. The proposal to provide 71 car parking spaces will ultimately reduce the car parking footprint for the nearby residential development taking place on Compass House.</p> <p>We are concerned about the lack of public transport which we believe will ultimately increase private vehicle movements in the area which is already densely populated.</p>
Highways	No objection on the basis of highways safety. The proposal meets maximum parking standards.
Archaeology	No objection subject to conditions.
SCC Planning Policy	Sequential approach is acceptable. No objection to the principle of the development.
City Design Team	No objection.
Ecology	<p>The application site consists of an extensive area of hardstanding with a few trees and limited amounts of landscape planting around the perimeter. The hardstanding is of negligible biodiversity value whilst the trees and landscape planting have low ecological value.</p> <p>Supporting information indicates that the trees and landscaped areas will be retained, and their biodiversity value enhanced. Consequently, there are unlikely to be any adverse impacts on local biodiversity.</p>

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

6. Planning Consideration Key Issues

- 6.1 The key issue for consideration in the determination of this planning application is Parking.

As part of its assessment the Panel need to decide whether or not the amendments overcome the previous appeal decision in terms of:

- Impact on residential amenity with specific regard to local parking pressure; and
- Mitigation of direct local impacts;

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

Principle of Development

- 6.3 The principle of development was previously found to be acceptable by the Council. Notwithstanding the existing planning consents and development across the former Ordnance Survey site; and more recent policies favouring provision of commercial floor space/employment uses in the City Centre, the policy allocation REI9 for the site remains employment. As a hotel use does provide 'employment' opportunities the scheme is considered to comply with the policy designation in principle as confirmed by SCC Planning Policy.
- 6.4 The NPPF (2021) and Core Strategy policy CS3 applies a sequential approach to main town centre uses, including hotel uses. This seeks to direct proposals to city, town or district centres if there are sites which are available, viable and suitable. The applicant has undertaken a sequential assessment for the western sector of the city. Following further dialogue the applicant has provided further evidence that indicates it's reasonable to assume a significant proportion of the hotel's custom - perhaps around 60% - will relate to demands from the western side of the city. This covers a significant population / employment base and will cover hotel stays related to for example visiting friends / wedding guests, hospital visits, and contractors (re employment estates, etc). The city and wider area cannot be separated into discreet hotel market areas, and some demands met by this hotel could no doubt be met by a city centre hotel. However, the evidence provided is considered to be reasonable and indicates this proposal will, to a significant extent, meet demands relating to the more local and substantial population / employment base and general hospital, all in the western part of the city. For this reason Planning Policy agree the sequential approach did not need to consider city centre sites. It is also worth noting the proposal is on a main bus route.
- 6.5 The NPPF requires planning decisions to promote an effective use of available land. Development of the site has the potential to improve the site's

appearance through building design & landscaping, increase flood mitigation by removing impermeable hard surfacing & incorporating sustainable urban drainage systems, improvements to site biodiversity and by creating employment opportunities

- 6.6 Accordingly, there are no policy reasons to oppose the development in principle.

Parking & Highways

- 6.7 The previous hotel scheme was refused for the following reason:
- 6.8 *As a direct consequence of the location of the proposed hotel; which is outside of a City, Town, District or Local Centre and the Council's defined area of 'high accessibility'; and based on the information submitted, including the number of car parking spaces proposed on site, the number of bedrooms proposed and a parking stress survey that includes a wide catchment, parking spaces that are unlikely to be available and no response to how overspill into the neighbouring private estate will be managed it has not been adequately demonstrated that the parking demand of the development would not cause harm to the amenity of nearby residential neighbours through increased competition for existing on-street car parking. The development would, therefore, be contrary to the provisions of Policy SDP1(i) of the adopted City of Southampton Local Plan Review (2015), Policy CS19 of the adopted Southampton Core Strategy Development Plan Document (2015) and the adopted Parking Standards Supplementary Planning Document (2011).*
- 6.9 The proposal has been amended following the dismissed appeal so that there is no longer a shortfall between the number of parking and bed spaces proposed and, therefore, users of the hotel are not likely to need to rely on overspill parking outside the site. The information held within the TRICS database, which has been interrogated by the Highways Consultant working on behalf of the applicant and the Council's Highways Officer, supports the view.
- 6.10 The proposal now meets with the Council's maximum car parking standards at one car parking space per hotel bedspace. The additional 39 spaces have been subtracted from the remaining car parking spaces which would otherwise have been free for residents of the prior approval flats to use. Application 21/01091/MMA seeks to change the layout of the parking area for the prior approval residential units to facilitate this change, but the Panel must determine this application on its own merits..
- 6.11 As a consequence of the amended site parking plan the 241 prior approval flats would share 144 spaces – a ratio of 0.6 car parking spaces per flat. Without the amended site parking plan the ratio increases to 0.75 (241 flats sharing 183 car parking spaces). The change of parking ratio from 0.75 car parking spaces per flat to 0.6. is judged to have a negligible impact on the public highway in terms of safety, congestion and potential for overspill parking but is not relevant to the determination of this planning application in any event.

- 6.12 As well as now meeting the maximum parking standards taxi drop off and pick up space has also been incorporated into the design.
- 6.13 Cycle storage is also provided on site for visitors, staff and customers – with staff shower facilities provided.
- 6.14 Whilst the car parking survey, undertaken in 2019 and which has been resubmitted with the current application, demonstrates that there is some parking stress within the assessment area owing to the changes in parking allocation across the site it is no longer anticipated that there will be direct harm caused by hotel guests and staff. As such; and for reasons listed above, the reason for the appeal dismissal is considered to have been adequately addressed.
- 6.15 The proposal is for a relatively small number of hotel bedrooms located within an urban area. The proposed number of hotel bedrooms are not anticipated to have a significant impact on the highway network or highways safety. Where necessary site-specific highways contributions can be secured through the section 106 legal agreement to mitigate the impact of the development in highways safety terms. Servicing can be achieved on site and tracking diagrams have been provided to demonstrate access by servicing vehicles.
- 6.16 In terms of the other areas for assessment these remain largely as per the previous scheme as the scheme hasn't changed, the Council didn't object and the appeal wasn't dismissed for the following:
- Design
 - Residential amenity
 - Trees
 - Ecology
 - Floodrisk
 - Direct Impacts/Habitats

Design and effect on character

- 6.17 The design of the hotel was previously found to be acceptable by the Council. Whilst the dominant character of buildings in the area is two storey family dwelling houses the immediate surrounding context has no uniform character. On the opposite side of Romsey Road two storey family dwelling houses dominate however to the north there is a part four/part three storey residential block (1 – 41 Colby Street). To the west is Compass House which is a four storey building, although permission has been granted for an additional storey. To the south is a mixed use three-storey block with another three-storey block forming the corner of Romsey Road and Wimpson Lane. Each of the developments include a mix of designs and materials adding to the varied site context.
- 6.18 The bulk, scale and mass of the proposed hotel, was amended following the initial 2019 submission and is now considered acceptable as the three-storey

height reflects the three-storey height of buildings to the north and south and the proposal. Furthermore the hotel would not exceed the height of the Compass House building. The width of the hotel building is considered acceptable because it does not exceed the width of the Compass House building.

- 6.19 As there is no uniform character to the buildings within the vicinity the simple contemporary design and use of materials proposed is also considered acceptable. The scheme is also deemed to be a significant improvement over the existing site appearance and layout as a car park. The proposal allows the opportunity to improve the landscape character of the site. All protected trees will be retained, and additional tree planting is proposed. Officer's consider this scheme represents a design improvement that accords with LDF Core Strategy Policy CS13.

Residential amenity (not relating to car parking):

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

Trees and Ecology

- 6.24 The impact of the development upon existing trees was previously found to be acceptable by the Council. The site has at present negligible intrinsic biodiversity value and the proposal provides the opportunity for biodiversity enhancements including native planting and the provision of tree mounted bird and bat boxes.
- 6.25 All seven protected trees on site will also be retained and tree planting is proposed within the indicative landscaping scheme.

Flood Risk

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

Likely effect on designated habitats

- 6.27 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 7**. 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. A Habitats Regulations Assessment, incorporating the nutrient budget calculation, has been produced for consideration at the Panel meeting following further dialogue with the Council's Ecologist. The contribution

7. Summary

- 7.1 The amendment, whereby 73 car parking spaces are now provided, results in the scheme now being considered acceptable from an overspill parking perspective and there have been no additional material changes that change the previous assessment in all other regards. As such level of development proposed by the hotel use will not result in significant material impact on the amenities enjoyed by surrounding occupiers or the character and appearance of the area. The proposal is consistent with adopted local planning policies and the National Planning Policy Framework.

8. Conclusion

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

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

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

Case Officer **Mathew Pidgeon** PROW Panel **12th October 2021**

PLANNING CONDITIONS

- 1.Full Permission Timing Condition (Performance)

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

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

2. Approved Plans [Performance Condition]

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

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

3. Restricted Use (Performance)

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

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

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

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

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

5. Details of external appearance

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

To ensure satisfactory design of the building.

6. No other windows or doors other than approved (Performance Condition)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking or re-enacting that Order), no windows, doors or other openings, other than those expressly authorised by this permission, shall be inserted above ground floor level of development hereby

permitted without the prior written consent of the Local Planning Authority.

Reason: To protect the amenities of the adjoining residential properties.

7. Obscure Glazing (Performance Condition)

All windows serving the accessible rooms facing west, located at first floor level and above of the hereby approved development, shall be obscurely glazed and fixed shut before the development is first occupied. The windows shall be thereafter retained in this manner.

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

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

Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

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

The approved hard and soft landscaping scheme (including parking) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

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

Reason: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990

09. Piling (Pre-Commencement)

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

Reason: In the interest of residential amenity.

10. On site vehicular parking 73 spaces [Pre-Occupation Condition]

The 73 approved vehicular parking spaces (measuring at least 5m x 2.4m) and adjacent vehicular manoeuvring space (measuring at least 6m wide) shall be constructed and laid out in accordance with the approved plans prior to the first occupation of the hereby approved development. Throughout the occupation the development hereby approved the parking spaces and manoeuvring space adjacent shall not be used for any other purpose other than for the parking of vehicles associated with hotel customers and staff.

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

11. Security gate [Pre-Commencement Condition]

Prior to the occupation of the development details of an automated car park management system will need to be submitted to and approved in writing by the local planning authority. The system will need to ensure that a total of 73 car parking spaces remain available for hotel customers at all times. Details shall include physical structures including barriers, cameras/monitoring equipment and management detail overview. Once approved the development shall be carried out in accordance with the approved details and the approved car parking management system shall be maintained in perpetuity.

Reason: To ensure that 73 car parking spaces are always available on site for hotel staff and customers only and to improve security and in the interests of residential amenity and highway safety.

12. Service bay restriction [Performance Condition]

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

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

13. Service bay signage [Pre-Occupation Condition]

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

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

14. Cycle storage facilities [Performance Condition]

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

retained and made available for customers and staff and those cycle storage spaces shall be retained for that purposes thereafter in perpetuity.

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

15. Refuse & Recycling [Performance Condition]

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

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

Reason: In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.

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

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

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

17. Archaeological evaluation work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with the written scheme of investigation submitted by email on 2 May 2019 and approved by the Local planning Authority.

Reason: To ensure that the archaeological investigation is completed.

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

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

Reason: To ensure that the additional archaeological investigation is initiated at an

appropriate point in development procedure.

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

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

Reason: To ensure that the archaeological investigation is completed.

20. Ecological Mitigation Statement (Pre-Commencement)

Prior to development commencing, including site clearance, the developer shall submit a programme of habitat and species mitigation and enhancement measures, [as set out in the submitted ^IN; with the application] 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.

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

21. Noise control, plant equipment. (Performance)

The development shall be carried out in accordance with the details and recommendations set out in the submitted and approved Environmental Noise Survey and Acoustic Design Statement Report, 26058/ADS1-Rev, dated 5 April 2019.

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

22. Construction Management Plan [Pre-Commencement]

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

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

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

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

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

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

Monday to Friday	08:00 to 18:00 hours
Saturdays	09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

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

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

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

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

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

Reason: To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required remediation of the site is to an appropriate standard.

25. Use of uncontaminated soils and fill (Performance)

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

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

26. Unsuspected Contamination (Performance)

The site shall be monitored for evidence of unsuspected contamination throughout

construction. If potential contamination is encountered that has not previously been identified, no further development shall be carried out unless otherwise agreed in writing by the Local Planning Authority. Works shall not recommence until an assessment of the risks presented by the contamination has been undertaken and the details of the findings and any remedial actions has been submitted to and approved by the Local Planning Authority. The development shall proceed in accordance with the agreed details unless otherwise agreed in writing by the Local Planning Authority. Reason: To ensure any land contamination not previously identified is assessed and remediated so as not to present any significant risks to human health or, the wider environment.

27. Protection of nesting birds (Performance)

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

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

28. BREEAM Standards (Pre-Commencement)

With the exception of site clearance, demolition and preparation works, no development works shall be carried out until written documentary evidence demonstrating that the development will achieve at minimum Excellent against the BREEAM Standard, in the form of a design stage report, is submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

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

29. BREEAM Standards [Performance Condition]

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

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

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

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

Reason: To ensure the development has minimised its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development

Framework Core Strategy Development Plan Document Adopted Version (January 2010).

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

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

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

32. Arboricultural Method Statement (Pre-Commencement Condition)

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

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

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

33. Arboricultural Method Statement (Performance)

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

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

34. Arboricultural Protection Measures (Pre-Commencement)

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

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

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

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

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

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

36. Sustainable Drainage Systems (Pre-Commencement)

Prior to the commencement of development a specification for the proposed sustainable drainage system (including green roofs) shall be submitted to the Local Planning Authority. A sustainable drainage system to the approved specification must be installed and rendered fully operational prior to the first occupation of the development hereby granted consent and retained thereafter. In the development hereby granted consent, peak run-off rates and annual volumes of run-off shall be no greater than the previous conditions for the site.

Reason: To conserve valuable water resources, in compliance with and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010) and to prevent an increase in surface run-off and reduce flood risk.

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

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

Reason: To ensure satisfactory drainage provision for the area.

38. External Lighting Scheme (Pre-Commencement)

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

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

species.

39. Wheel Cleaning Facilities (Performance)

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

Reason: In the interests of highway safety.

40. Staff showings facilities [Performance Condition]

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

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

41. Limited number of hotel bedrooms [Performance Condition]

The hotel hereby approved shall at no time have more than 73 bedrooms unless further planning permission is obtained.

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

42. Service bay restriction [Performance Condition]

Notwithstanding the approved plans prior to the occupation of the development hereby approved details of taxi drop off and pick up points serving the hotel shall be submitted to and approved in writing by the local planning authority. Once approved the taxi drop off and pick up points within the development shall operate in accordance with the approved details in perpetuity.

Reason: To ensure that adequate space is retained on site for taxi drop off and pick up and to therefore encourage use of alternative modes of transport to the private motor car for customers and staff.

43. Hotel bar use limitation.

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

Reason: In the interests of local residential amenity.

Core Strategy - (as amended 2015)

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

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

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

Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Relevant Planning History

Case Ref:	Proposal:	Decision:	Date:
11/01730/DIS	Application for approval of details reserved by Condition 2 (Materials and finishes for the enclosure cladding) of planning permission 08/01523/TCC.	No Objection	09.12.2011
17/00178/PA56	Application for prior approval for a change of use of the building from office use (Class B1) to 245 flats (Class C3)	No Objection	29.03.2017
18/00084/TPO	Tree Works	Conditionally Approved	13.06.2018
18/01012/PA56	Application for prior approval for a change of use of the building from office use (Class B1) to 245 flats (Class C3)	No Objection	06.09.2018
18/01644/FUL	Erection of an additional fifth floor to facilitate 19 flats (11 x 1, 5 x 3 and 3 x 2 bed) with associated car parking (225 spaces shared between 245 flats, approved under 17/00178/PA56 and the proposed 19 flats) and cycle storage.	Conditionally Approved	17.08.2020
18/02319/FUL	Extension of ground floor, reducing undercroft area, and change of use to provide 345sqm of additional A1 and/or A2 and/or A3 and/or B1(a) and/or D1 (Medical Use) and/or D2 (Gymnasium) floorspace (amended description).	Pending decision	
19/00726/FUL	Re-development of the site to create a three-storey hotel containing 73 rooms with associated works including 34 car parking spaces(amended description).	Application Refused	06.01.2020
19/01939/PA56	Application for prior approval	No Objection	14.01.2020

	for a change of use of the building from office use (Class B1) to 241 flats (Class C3)		
20/00598/FUL	Extension to additional fourth floor to add 8 flats (6 x 1 bed, 2 x 2 bed) with associated car parking (225 spaces shared between 241 flats approved under 19/01939/PA56, 19 flats under 18/01644/FUL and the proposed 8 flats) and cycle storage.	Pending decision	
21/01091/MMA	Minor material amendment sought following prior approval for change of use of the building to 241 flats (Class C3) ref 19/01939/PA56 for alterations to car parking (updated transport statement).	Pending decision	
20/01174/DIS	Application for approval of details reserved by condition 24 (Grampian condition, access to the highway) of permission ref 18/01644/FUL	No Objection	07.09.2021
20/01286/PA2A	Prior approval for a two storey roof extension above principle building to create 48 flats (1 x studio, 32 x 1 bed, 14 x 2 bed, 1 x 3 bed).	Objection	17.11.2020

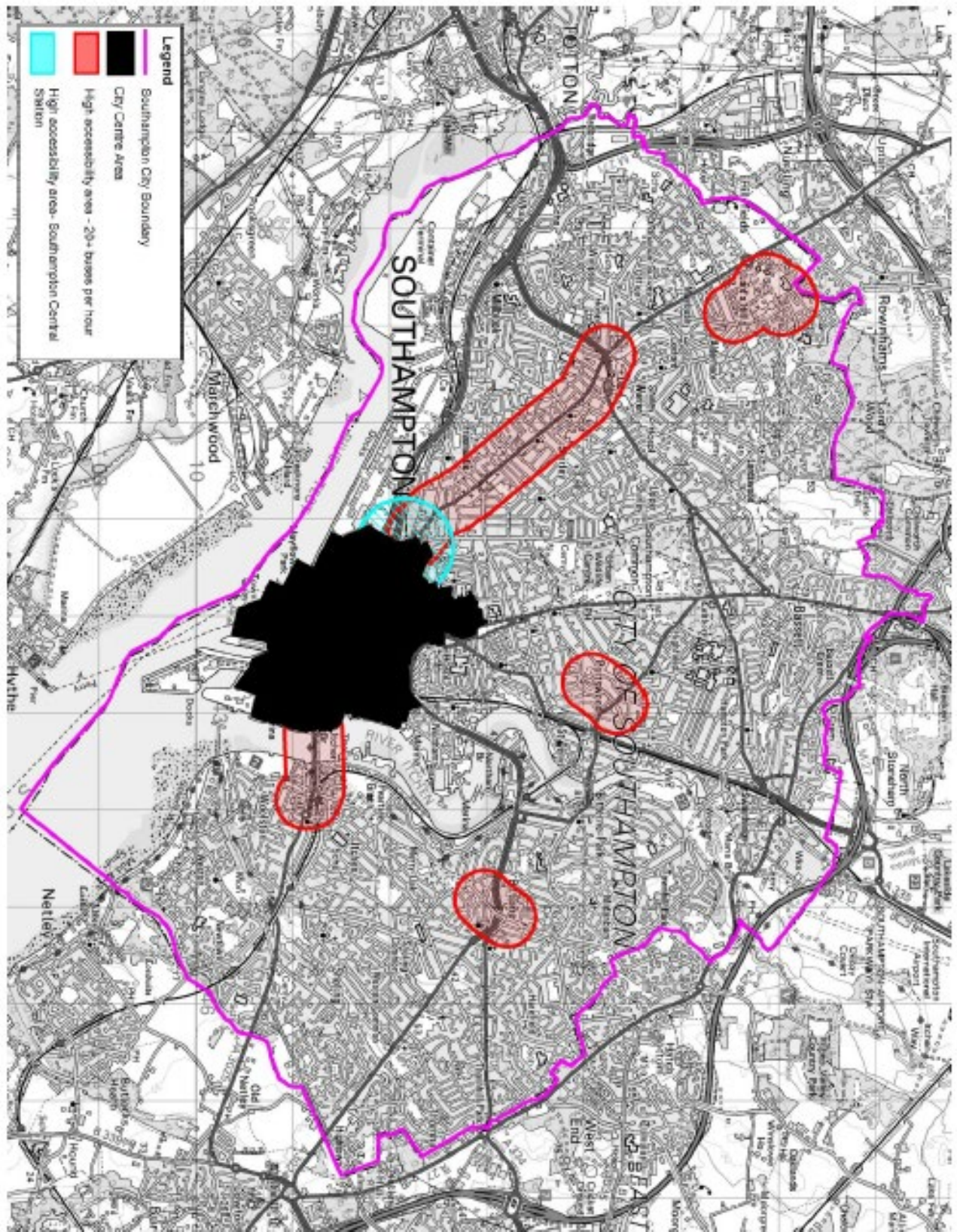


Figure 5: Plan of standard and high accessibility zones, June 2011

PARKING BEAT SURVEY

COMPASS HOUSE - SOUTHAMPTON



THURSDAY 24 OCTOBER 2019

FRIDAY 25 OCTOBER 2019



CREATED BY: SONIA BEDREGAL & ALICE BADDELEY

SURVEY DETAILS

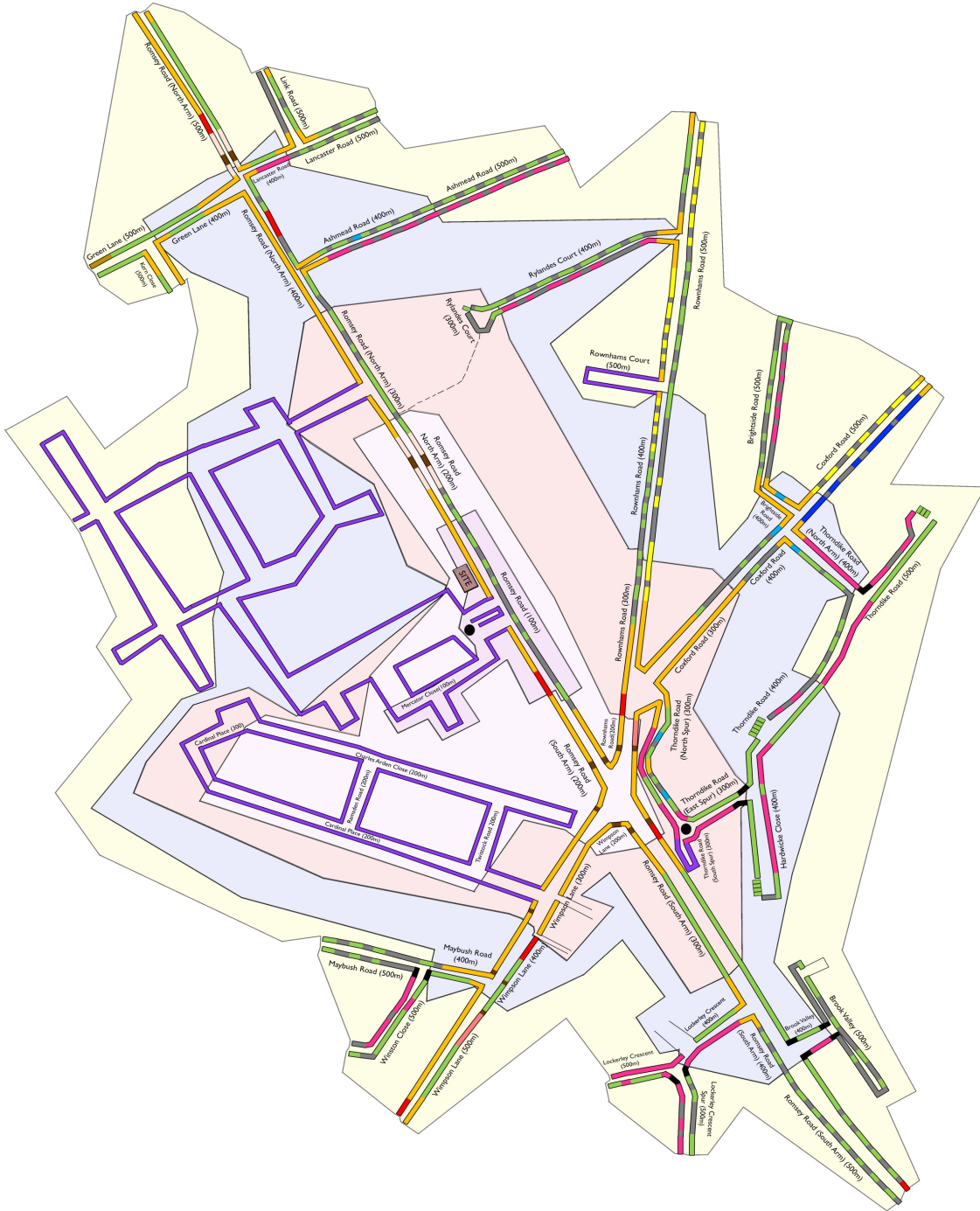
Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Lambeth
Site	COMPASS HOUSE - SOUTHAMPTON
Survey Area	500M (Divided into 100m isochrones)
Date/s	THURSDAY 24 OCTOBER 2019 FRIDAY 25 OCTOBER 2019
Time/s	00:30
Beat Frequency	SNAPSHOTS
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	<p>First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.</p>
Parking excluded from stress calculation	<p>Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).</p>
Terminology	<p>"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)</p>

SITE PLAN

COMPASS HOUSE - SOUTHAMPTON

500m WALKING RADIUS (Divided into 100m isochrones)

PARKING BEAT STREET INVENTORY MAP



Unrestricted	Private Resident Parking	Double Yellow
Parking Mon-Fri 8am-6pm Permit Holders (7) or 2 hours No Return To Same Street On Same Day	Too Narrow	Crossing
Single Yellow (No Parking Mpn-Fri 8am-6pm)	Crossover	White Zig Zags
Disabled Permitt Holders	Keep Clear	7.5 Metres From Junction
Yellow Zig Zags	Bus Stop	

DATE DRAWN: 27.10.2019
CREATED BY: SONIA BEDREGAL



PARKING STRESS TABLES

Restriction 1					Unrestricted					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 24 OCTOBER 2019			FRIDAY 25 OCTOBER 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Romsey Road (100m)	40	8	0	8	0	8	0%	1	7	13%
Romsey Road (North Arm) (200m)	20	4	0	4	0	4	0%	0	4	0%
Thorndike Road (East Spur) (300m)	35	7	0	7	4	3	57%	5	2	71%
Thorndike Road (North Spur) (300m)	45	9	0	9	5	4	56%	5	4	56%
Romsey Road (South Arm) (300m)	155	31	0	31	0	31	0%	0	31	0%
Coxford Road (300m)	5	1	0	1	0	1	0%	0	1	0%
Rownhams Road (300m)	20	4	0	4	2	2	50%	3	1	75%
Romsey Road (North Arm) (300m)	60	12	0	12	0	12	0%	0	12	0%
Rylandes Court (300m)	10	2	1	3	3	0	100%	3	0	100%
Rylandes Court (400m)	55	11	0	11	8	3	73%	5	6	45%
Wimpson Lane (400m)	25	5	0	5	0	5	0%	1	4	20%
Brook Valley (400m)	15	3	0	3	3	0	100%	3	0	100%
Romsey Road (South Arm) (400m)	70	14	0	14	2	12	14%	3	11	21%
Lockerley Crescent (400m)	35	7	0	7	3	4	43%	2	5	29%
Hardwicke Close (400m)	65	13	4	17	9	8	53%	7	10	41%
Thorndike Road (400m)	85	17	5	22	8	14	36%	10	12	45%
Maybush Road (400m)	25	5	0	5	2	3	40%	2	3	40%
Romsey Road (North Arm) (400m)	40	8	0	8	0	8	0%	0	8	0%
Green Lane (400m)	55	11	0	11	1	10	9%	4	7	36%
Lancaster Road (400m)	15	3	0	3	1	2	33%	2	1	67%
Ashmead Road (400m)	35	7	0	7	2	5	29%	4	3	57%
Rownhams Road (400m)	35	7	0	7	5	2	71%	3	4	43%
Coxford Road (400m)	20	4	0	4	4	0	100%	4	0	100%
Thorndike Road (North Arm) (400m)	30	6	0	6	1	5	17%	3	3	50%
Lockerley Crescent (500m)	25	5	0	5	4	1	80%	3	2	60%
Lockerley Crescent Spur (500m)	20	4	0	4	1	3	25%	2	2	50%
Romsey Road (South Arm) (500m)	105	21	0	21	2	19	10%	2	19	10%
Brook Valley (500m)	35	7	0	7	3	4	43%	4	3	57%
Maybush Road (500m)	35	7	0	7	6	1	86%	5	2	71%
Winston Close (500m)	50	10	0	10	2	8	20%	4	6	40%
Wimpson Lane (500m)	45	9	0	9	3	6	33%	3	6	33%
Romsey Road (North Arm) (500m)	85	17	0	17	0	17	0%	2	15	12%
Green Lane (500m)	60	12	0	12	3	9	25%	0	12	0%
Kern Close (500m)	10	2	0	2	0	2	0%	0	2	0%
Lancaster Road (500m)	40	8	0	8	2	6	25%	3	5	38%
Ashmead Road (500m)	30	6	0	6	2	4	33%	3	3	50%
Rownhams Road (500m)	75	15	0	15	7	8	47%	9	6	60%
Thorndike Road (500m)	20	4	0	4	1	3	25%	3	1	75%
Thorndike Close (500m)	70	14	3	17	4	13	24%	2	15	12%
Link Road (500m)	30	6	0	6	2	4	33%	4	2	67%
Brightside Road (500m)	50	10	0	10	4	6	40%	7	3	70%
Total	1780	356	13	369	109	260	30%	126	243	34%

Restriction 2					Parking Mon-Fri 8am-6pm Permit Holders (7) or 2 hours No Return To Same Street On Same Day					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 24 OCTOBER 2019			FRIDAY 25 OCTOBER 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Coxford Road (400m)	15	3	0	3	1	2	33%	2	1	67%
Coxford Road (500m)	55	11	0	11	9	2	82%	8	3	73%
Total	70	14	0	14	10	4	71%	10	4	71%

Restriction 3					Single Yellow (No Parking Mpn-Fri 8am-6pm)					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 24 OCTOBER 2019			FRIDAY 25 OCTOBER 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Rownhams Road (300m)	10	2	0	2	0	2	0%	0	2	0%
Rownhams Road (400m)	40	8	0	8	0	8	0%	0	8	0%
Rownhams Road (500m)	80	16	0	16	1	15	6%	0	16	0%
Coxford Road (500m)	45	9	0	9	0	9	0%	0	9	0%
Total	175	35	0	35	1	34	3%	0	35	0%

Restriction 4					Disabled Permit Holders					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 24 OCTOBER 2019			FRIDAY 25 OCTOBER 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Thorndike Road (North Spur) (300m)	0	0	2	2	1	1	50%	1	1	50%
Ashmead Road (400m)	0	0	1	1	0	1	0%	1	0	100%
Coxford Road (400m)	0	0	1	1	1	0	100%	1	0	100%
Brightside Road (400m)	0	0	1	1	1	0	100%	1	0	100%
Thorndike Road (North Arm) (400m)	0	0	1	1	1	0	100%	1	0	100%
Total	0	0	6	6	4	2	67%	5	1	83%

Restriction 5					Yellow Zig Zags					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 24 OCTOBER 2019			FRIDAY 25 OCTOBER 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Green Lane (500m)	10	2	0	2	0	2	0%	0	2	0%
Total	10	2	0	2	0	2	0%	0	2	0%

Illegal/Obstructive Parking		THURSDAY 24 OCTOBER 2019			FRIDAY 25 OCTOBER 2019		
Location	Description	00:30			00:30		
		Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Maybush Road (500m)	Crossover	1			1		
Winston Close (500m)	Crossover	0			1		
Link Road (500m)	Crossover	0			1		
Coxford Road (400m)	Crossover	1			0		
Ashmead Road (500m)	Too Narrow	3			4		
Total		5			7		

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Romsey Road (100m)	W S-N	Bus Stop	19.6			15	3
Romsey Road (100m)	W S-N	Double Yellow	36.4			35	7
Romsey Road (100m)	W S-N	Junction	19.6			15	3
Romsey Road (100m)	W S-N	Double Yellow	57.4			55	11
Romsey Road (100m)	E N-S	Crossover	10.5			10	2
Romsey Road (100m)	E N-S	Unrestricted	10			10	2
Romsey Road (100m)	E N-S	Crossover	11.9			10	2
Romsey Road (100m)	E N-S	Unrestricted	6.3			5	1
Romsey Road (100m)	E N-S	Crossover	7.7			5	1
Romsey Road (100m)	E N-S	Unrestricted	5.6			5	1
Romsey Road (100m)	E N-S	Crossover	24.5			20	4
Romsey Road (100m)	E N-S	Unrestricted	6.3			5	1
Romsey Road (100m)	E N-S	Crossover	8.4			5	1
Romsey Road (100m)	E N-S	Unrestricted	5.6			5	1
Romsey Road (100m)	E N-S	Crossover	37.8			35	7
Romsey Road (100m)	E N-S	Unrestricted	14			10	2
Romsey Road (South Arm) (200m)	W S-N	Double Yellow	13			10	2
Romsey Road (South Arm) (200m)	W S-N	Crossing	4.9			0	0
Romsey Road (South Arm) (200m)	W S-N	Junction	16.1			15	3
Romsey Road (South Arm) (200m)	W S-N	Double Yellow	16.8			15	3
Romsey Road (South Arm) (200m)	W S-N	Crossing	4.9			0	0
Romsey Road (South Arm) (200m)	W S-N	Double Yellow	50			50	10
Romsey Road (South Arm) (200m)	E N-S	Crossover	8.4			5	1
Romsey Road (South Arm) (200m)	E N-S	Double Yellow	38			35	7
Romsey Road (South Arm) (200m)	E N-S	Crossing	4.2			0	0
Romsey Road (South Arm) (200m)	E N-S	Junction	21			20	4
Romsey Road (South Arm) (200m)	E N-S	Double Yellow	15.4			15	3
Romsey Road (South Arm) (200m)	E N-S	Crossing	4.9			0	0
Romsey Road (South Arm) (200m)	E N-S	Bus Stop	11.9			10	2
Romsey Road (North Arm) (200m)	W S-N	Double Yellow	28			25	5
Romsey Road (North Arm) (200m)	W S-N	White Zig Zags	16.8			15	3
Romsey Road (North Arm) (200m)	W S-N	Crossing	9.1			5	1
Romsey Road (North Arm) (200m)	W S-N	White Zig Zags	16.8			15	3
Romsey Road (North Arm) (200m)	W S-N	Double Yellow	10.5			10	2
Romsey Road (North Arm) (200m)	E N-S	Unrestricted	12			10	2
Romsey Road (North Arm) (200m)	E N-S	White Zig Zags	17.5			15	3
Romsey Road (North Arm) (200m)	E N-S	Crossing	9.1			5	1
Romsey Road (North Arm) (200m)	E N-S	White Zig Zags	16.8			15	3
Romsey Road (North Arm) (200m)	E N-S	Crossover	4.9			0	0
Romsey Road (North Arm) (200m)	E N-S	Unrestricted	7.7			5	1
Romsey Road (North Arm) (200m)	E N-S	Crossover	4.9			0	0
Romsey Road (North Arm) (200m)	E N-S	Unrestricted	9.1			5	1
Rownhams Road (200m)	W S-N	Double Yellow	7.7			5	1
Rownhams Road (200m)	W S-N	Crossing	3.5			0	0
Rownhams Road (200m)	W S-N	Double Yellow	18.2			15	3
Rownhams Road (200m)	E N-S	Keep Clear	15.4			15	3
Rownhams Road (200m)	E N-S	Crossing	6.3			5	1
Rownhams Road (200m)	E N-S	Double Yellow	26.6			25	5
Wimpson Lane (200m)	E S-N	Double Yellow	19.6			15	3
Wimpson Lane (200m)	E S-N	Crossing	5.6			5	1
Wimpson Lane (200m)	W N-S	Double Yellow	9.8			5	1
Wimpson Lane (200m)	W N-S	Crossing	4.2			0	0
Wimpson Lane (200m)	W N-S	Double Yellow	23.1			20	4
Thordike Road (East Spur) (300m)	N E-W	7.5 Meters From Junction	7.5			5	1
Thordike Road (East Spur) (300m)	N E-W	Unrestricted	36.4			35	7
Thordike Road (East Spur) (300m)	S W-E	Too Narrow	36.4			35	7
Thordike Road (East Spur) (300m)	S W-E	7.5 Meters From Junction	7.5			5	1
Thordike Road (North Spur) (300m)	E S-N	Double Yellow	2.8			0	0
Thordike Road (North Spur) (300m)	E S-N	Unrestricted	9.8			5	1
Thordike Road (North Spur) (300m)	E S-N	Disabled Permit Holders	7	LW	1		1
Thordike Road (North Spur) (300m)	E S-N	Crossover	7			5	1
Thordike Road (North Spur) (300m)	E S-N	Unrestricted	5.6			5	1
Thordike Road (North Spur) (300m)	E S-N	Crossover	2.8			0	0
Thordike Road (North Spur) (300m)	E S-N	Double Yellow	14			10	2
Thordike Road (North Spur) (300m)	E S-N	Unrestricted	8.4			5	1
Thordike Road (North Spur) (300m)	E S-N	Crossover	5.6			5	1
Thordike Road (North Spur) (300m)	E S-N	Disabled Permit Holders	7	LW	1		1
Thordike Road (North Spur) (300m)	E S-N	Unrestricted	16.8			15	3
Thordike Road (North Spur) (300m)	E S-N	Double Yellow	23.1			20	4
Thordike Road (North Spur) (300m)	W N-S	Double Yellow	20.3			20	4
Thordike Road (North Spur) (300m)	W N-S	Too Narrow	35			35	7
Thordike Road (North Spur) (300m)	W N-S	Unrestricted	19.6			15	3
Thordike Road (North Spur) (300m)	W N-S	Too Narrow	18			15	3
Thordike Road (South Spur) (300m)	ALL	Private Access Road	0			0	0
Romsey Road (South Arm) (300m)	W S-N	Unrestricted	84.7			80	16
Romsey Road (South Arm) (300m)	W S-N	Double Yellow	21			20	4
Romsey Road (South Arm) (300m)	E N-S	Double Yellow	27.3			25	5
Romsey Road (South Arm) (300m)	E N-S	Unrestricted	78.4			75	15
Wimpson Lane (300m)	E N-S	Double Yellow	39.9			35	7
Wimpson Lane (300m)	E N-S	Access Junction	9.8			5	1
Wimpson Lane (300m)	E N-S	Double Yellow	27.3			25	5
Wimpson Lane (300m)	E N-S	Access Junction	7			5	1
Coxford Road (300m)	E N-S	Double Yellow	79.2			75	15
Coxford Road (300m)	E N-S	Junction	17.5			15	3
Coxford Road (300m)	W S-N	Double Yellow	52.5			50	10
Coxford Road (300m)	W S-N	Unrestricted	7.7			5	1

Coxford Road (300m)	W S-N	Crossover	22.4			20	4
Rownhams Road (300m)	W N-S	Unrestricted	5.6			5	1
Rownhams Road (300m)	W N-S	Crossover	4.9			0	0
Rownhams Road (300m)	W N-S	Unrestricted	7.7			5	1
Rownhams Road (300m)	W N-S	Crossover	5.6			5	1
Rownhams Road (300m)	W N-S	Unrestricted	10.5			10	2
Rownhams Road (300m)	W N-S	Crossover	11.9			10	2
Rownhams Road (300m)	W N-S	Unrestricted	4.9			0	0
Rownhams Road (300m)	W N-S	Double Yellow	50.4			50	10
Rownhams Road (300m)	W N-S	Bus Stop	15.4			15	3
Rownhams Road (300m)	E S-N	Junction	21			20	4
Rownhams Road (300m)	E S-N	Double Yellow	46.9			45	9
Rownhams Road (300m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	9.1			5	1
Rownhams Road (300m)	E S-N	Crossover	4.9			0	0
Rownhams Road (300m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	9.1			5	1
Romsey Road (North Arm) (300m)	E N-S	Unrestricted	16.1			15	3
Romsey Road (North Arm) (300m)	E N-S	Crossover	11.2			10	2
Romsey Road (North Arm) (300m)	E N-S	Unrestricted	6.3			5	1
Romsey Road (North Arm) (300m)	E N-S	Crossover	7			5	1
Romsey Road (North Arm) (300m)	E N-S	Unrestricted	44.1			40	8
Romsey Road (North Arm) (300m)	E N-S	Crossover	5.6			5	1
Wimpson Lane (300m)	W S-N	Double Yellow	5.6			5	1
Wimpson Lane (300m)	W S-N	Crossing	2.8			0	0
Wimpson Lane (300m)	W S-N	Double Yellow	7			5	1
Wimpson Lane (300m)	W S-N	Junction	16.8			15	3
Wimpson Lane (300m)	W S-N	Double Yellow	53.9			50	10
Romsey Road (North Arm) (300m)	W S-N	Double Yellow	56.1			55	11
Romsey Road (North Arm) (300m)	W S-N	Junction	10.5			10	2
Romsey Road (North Arm) (300m)	W S-N	Double Yellow	24.6			20	4
Rylandes Court (300m)	E S-N	Unrestricted	9.1			5	1
Rylandes Court (300m)	E S-N	Crossover	3.5			0	0
Rylandes Court (300m)	W N-S	Crossover	8.4			5	1
Rylandes Court (300m)	W N-S	Unrestricted	8.4			5	1
Rylandes Court (300m)	End W-E	Crossover	15.4			15	3
Rylandes Court (300m)	End W-E	Unrestricted	2.8	CW	1		1
Rylandes Court (400m)	S W-E	Too Narrow	11.2			10	2
Rylandes Court (400m)	S W-E	Crossover	6.3			5	1
Rylandes Court (400m)	S W-E	Too Narrow	5.6			5	1
Rylandes Court (400m)	S W-E	Crossover	11.2			10	2
Rylandes Court (400m)	S W-E	Too Narrow	10.5			10	2
Rylandes Court (400m)	S W-E	Crossover	5.6			5	1
Rylandes Court (400m)	S W-E	Too Narrow	9.1			5	1
Rylandes Court (400m)	S W-E	Crossover	7.7			5	1
Rylandes Court (400m)	S W-E	Too Narrow	9.1			5	1
Rylandes Court (400m)	S W-E	Crossover	30.8			30	6
Rylandes Court (400m)	S W-E	Too Narrow	12.6			10	2
Rylandes Court (400m)	S W-E	Double Yellow	15.4			15	3
Rylandes Court (400m)	N E-W	Double Yellow	14.7			10	2
Rylandes Court (400m)	N E-W	Crossover	9.8			5	1
Rylandes Court (400m)	N E-W	Unrestricted	9.1			5	1
Rylandes Court (400m)	N E-W	Crossover	7			5	1
Rylandes Court (400m)	N E-W	Unrestricted	11.2			10	2
Rylandes Court (400m)	N E-W	Crossover	6.3			5	1
Rylandes Court (400m)	N E-W	Unrestricted	11.2			10	2
Rylandes Court (400m)	N E-W	Crossover	4.9			0	0
Rylandes Court (400m)	N E-W	Unrestricted	11.2			10	2
Rylandes Court (400m)	N E-W	Crossover	5.6			5	1
Rylandes Court (400m)	N E-W	Unrestricted	10.5			10	2
Rylandes Court (400m)	N E-W	Crossover	5.6			5	1
Rylandes Court (400m)	N E-W	Unrestricted	9.8			5	1
Rylandes Court (400m)	N E-W	Crossover	7			5	1
Rylandes Court (400m)	N E-W	Unrestricted	9.8			5	1
Wimpson Lane (400m)	E N-S	Bus Stop	20.3			20	4
Wimpson Lane (400m)	E N-S	Unrestricted	17.5			15	3
Wimpson Lane (400m)	E N-S	Crossing	3.5			0	0
Wimpson Lane (400m)	E N-S	Unrestricted	11.2			10	2
Brook Valley (400m)	N E-W	7.5 Meters From Junction	7.5			5	1
Brook Valley (400m)	N E-W	Unrestricted	15.4			15	3
Brook Valley (400m)	N E-W	7.5 Meters From Junction	7.5			5	1
Brook Valley (400m)	S W-E	7.5 Meters From Junction	7.5			5	1
Brook Valley (400m)	S W-E	Too Narrow	15.4			15	3
Brook Valley (400m)	S W-E	7.5 Meters From Junction	7.5			5	1
Romsey Road (South Arm) (400m)	E S-N	Junction	21			20	4
Romsey Road (South Arm) (400m)	E S-N	Unrestricted	62			60	12
Romsey Road (South Arm) (400m)	W N-S	Double Yellow	21			20	4
Romsey Road (South Arm) (400m)	W N-S	Junction	7.7			5	1
Romsey Road (South Arm) (400m)	W N-S	Double Yellow	7.7			5	1
Romsey Road (South Arm) (400m)	W N-S	Crossover	3.5			0	0
Romsey Road (South Arm) (400m)	W N-S	Unrestricted	8.4			5	1
Romsey Road (South Arm) (400m)	W N-S	Crossover	7			5	1
Romsey Road (South Arm) (400m)	W N-S	Unrestricted	9.1			5	1
Romsey Road (South Arm) (400m)	W N-S	Crossover	7			5	1
Lockerley Crescent (400m)	S E-W	Double Yellow	9.8			5	1
Lockerley Crescent (400m)	S E-W	Too Narrow	40.6			40	8
Lockerley Crescent (400m)	N W-E	Access Junction	9.1			5	1
Lockerley Crescent (400m)	N W-E	Unrestricted	36.4			35	7
Lockerley Crescent (400m)	N W-E	Double Yellow	8.4			5	1
Hardwicke Close (400m)	W S-N	Crossover	7.7			5	1
Hardwicke Close (400m)	W S-N	Unrestricted	15.4	CW	4		4
Hardwicke Close (400m)	W S-N	Unrestricted	54.6			50	10
Hardwicke Close (400m)	E N-S	Too Narrow	56			55	11
Hardwicke Close (400m)	E N-S	Unrestricted	18.9			15	3
Thordike Road (400m)	E S-N	Unrestricted	7			5	1

Thomdike Road (400m)	E S-N	Too Narrow	32.2			30	6
Thomdike Road (400m)	E S-N	Unrestricted	53.2			50	10
Thomdike Road (400m)	W N-S	Crossover	11.2			10	2
Thomdike Road (400m)	W N-S	Too Narrow	7			5	1
Thomdike Road (400m)	W N-S	Crossover	7			5	1
Thomdike Road (400m)	W N-S	Too Narrow	6.3			5	1
Thomdike Road (400m)	W N-S	Crossover	4.2			0	0
Thomdike Road (400m)	W N-S	Unrestricted	18.2	CW	5		5
Thomdike Road (400m)	W N-S	Unrestricted	32.2			30	6
Maybush Road (400m)	N E-W	Double Yellow	31.5			30	6
Maybush Road (400m)	N E-W	Crossover	5.6			5	1
Maybush Road (400m)	S W-E	Unrestricted	25.2			25	5
Maybush Road (400m)	S W-E	Double Yellow	9.8			5	1
Romsey Road (North Arm) (400m)	W S-N	Double Yellow	96			95	19
Romsey Road (North Arm) (400m)	W S-N	Junction	10.5			10	2
Romsey Road (North Arm) (400m)	W S-N	White Zig Zags	4.2			0	0
Romsey Road (North Arm) (400m)	E N-S	Junction	7.7			5	1
Romsey Road (North Arm) (400m)	E N-S	Unrestricted	14			10	2
Romsey Road (North Arm) (400m)	E N-S	Crossover	4.2			0	0
Romsey Road (North Arm) (400m)	E N-S	Unrestricted	5.6			5	1
Romsey Road (North Arm) (400m)	E N-S	Bus Stop	19.6			15	3
Romsey Road (North Arm) (400m)	E N-S	Crossover	13.3			10	2
Romsey Road (North Arm) (400m)	E N-S	Unrestricted	11.2			10	2
Romsey Road (North Arm) (400m)	E N-S	Junction	11.2			10	2
Romsey Road (North Arm) (400m)	E N-S	Unrestricted	16.1			15	3
Romsey Road (North Arm) (400m)	E N-S	Crossover	13			10	2
Wimpson Lane (400m)	W S-N	Junction	11.2			10	2
Wimpson Lane (400m)	W S-N	Crossing	2.8			0	0
Wimpson Lane (400m)	W S-N	Double Yellow	39.9			35	7
Green Lane (400m)	N E-W	Double Yellow	32.9			30	6
Green Lane (400m)	N E-W	Unrestricted	34.3			30	6
Green Lane (400m)	S W-E	Double Yellow	7			5	1
Green Lane (400m)	S W-E	Unrestricted	26.6			25	5
Green Lane (400m)	S W-E	Double Yellow	31.5			30	6
Lancaster Road (400m)	S W-E	Double Yellow	8.4			5	1
Lancaster Road (400m)	S W-E	Too Narrow	23.1			20	4
Lancaster Road (400m)	N E-W	Double Yellow	6.3			5	1
Lancaster Road (400m)	N E-W	Unrestricted	18.2			15	3
Lancaster Road (400m)	N E-W	Double Yellow	8.4			5	1
Ashmead Road (400m)	S W-E	Double Yellow	17.5			15	3
Ashmead Road (400m)	S W-E	Too Narrow	16.1			15	3
Ashmead Road (400m)	S W-E	Crossover	8.4			5	1
Ashmead Road (400m)	S W-E	Too Narrow	9.1			5	1
Ashmead Road (400m)	S W-E	Crossover	5.6			5	1
Ashmead Road (400m)	S W-E	Too Narrow	7.7			5	1
Ashmead Road (400m)	S W-E	Crossover	9.1			5	1
Ashmead Road (400m)	S W-E	Too Narrow	9.8			5	1
Ashmead Road (400m)	S W-E	Crossover	5.6			5	1
Ashmead Road (400m)	S W-E	Too Narrow	10.5			10	2
Ashmead Road (400m)	N E-W	Unrestricted	9.1			5	1
Ashmead Road (400m)	N E-W	Crossover	6.3			5	1
Ashmead Road (400m)	N E-W	Unrestricted	9.1			5	1
Ashmead Road (400m)	N E-W	Crossover	6.3			5	1
Ashmead Road (400m)	N E-W	Unrestricted	9.8			5	1
Ashmead Road (400m)	N E-W	Crossover	5.6			5	1
Ashmead Road (400m)	N E-W	Unrestricted	5.6			5	1
Ashmead Road (400m)	N E-W	Disabled Permit Holders	5.6	LW	1		1
Ashmead Road (400m)	N E-W	Crossover	2.8			0	0
Ashmead Road (400m)	N E-W	Unrestricted	10.5			10	2
Ashmead Road (400m)	N E-W	Crossover	4.2			0	0
Ashmead Road (400m)	N E-W	Unrestricted	5.6			5	1
Ashmead Road (400m)	N E-W	Double Yellow	17.5			15	3
Rownhams Road (400m)	W N-S	Double Yellow	4.9			0	0
Rownhams Road (400m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Road (400m)	W N-S	Crossover	5.5			5	1
Rownhams Road (400m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	6.3			5	1
Rownhams Road (400m)	W N-S	Crossover	3.5			0	0
Rownhams Road (400m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Road (400m)	W N-S	Crossover	7			5	1
Rownhams Road (400m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Road (400m)	W N-S	Unrestricted	5.6			5	1
Rownhams Road (400m)	W N-S	Crossover	5.6			5	1
Rownhams Road (400m)	W N-S	Unrestricted	10.5			10	2
Rownhams Road (400m)	W N-S	Crossover	4.2			0	0
Rownhams Road (400m)	W N-S	Unrestricted	5.6			5	1
Rownhams Road (400m)	W N-S	Crossover	4.9			0	0
Rownhams Road (400m)	W N-S	Unrestricted	5.6			5	1
Rownhams Road (400m)	W N-S	Crossover	15.4			15	3
Rownhams Road (400m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	11.2			10	2
Rownhams Road (400m)	E S-N	Crossover	23.8			20	4
Rownhams Road (400m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	7			5	1
Rownhams Road (400m)	E S-N	Crossover	7.7			5	1
Rownhams Road (400m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Road (400m)	E S-N	Crossover	41.3			40	8
Rownhams Road (400m)	E S-N	Unrestricted	5.6			5	1
Rownhams Road (400m)	E S-N	Crossover	9.8			5	1
Coxford Road (400m)	W S-N	Crossover	14			10	2
Coxford Road (400m)	W S-N	Unrestricted	5.6			5	1
Coxford Road (400m)	W S-N	Crossover	14			10	2
Coxford Road (400m)	W S-N	Unrestricted	5.6			5	1
Coxford Road (400m)	W S-N	Crossover	5.6			5	1

Coxford Road (400m)	W S-N	Disabled Permit Holders	8.4	LW	1		1
Coxford Road (400m)	W S-N	Double Yellow	11.2			10	2
Coxford Road (400m)	W S-N	Junction	8.4			5	1
Coxford Road (400m)	W S-N	Double Yellow	14.3			10	2
Coxford Road (400m)	E N-S	Parking Mon-Fri 8am-6pm Permit Holders (7) or 2 hours No Return To Same Street On Same Day	18.9			15	3
Coxford Road (400m)	E N-S	Double Yellow	8.4			5	1
Coxford Road (400m)	E N-S	Junction	7.7			5	1
Coxford Road (400m)	E N-S	Double Yellow	5.6			5	1
Coxford Road (400m)	E N-S	Unrestricted	7			5	1
Coxford Road (400m)	E N-S	Crossover	9.8			5	1
Coxford Road (400m)	E N-S	Unrestricted	7.7			5	1
Coxford Road (400m)	E N-S	Crossover	7.7			5	1
Coxford Road (400m)	E N-S	Double Yellow	9.8			5	1
Brightside Road (400m)	N E-W	Double Yellow	11.9			10	2
Brightside Road (400m)	N E-W	Disabled Permit Holders	6.3	LW	1		1
Brightside Road (400m)	N E-W	Double Yellow	6.3			5	1
Brightside Road (400m)	S W-E	Double Yellow	25.2			25	5
Thomdike Road (North Arm) (400m)	S W-E	Double Yellow	8.4			5	1
Thomdike Road (North Arm) (400m)	S W-E	Disabled Permit Holders	7	LW	1		1
Thomdike Road (North Arm) (400m)	S W-E	Unrestricted	18.2			15	3
Thomdike Road (North Arm) (400m)	S W-E	Crossover	3.5			0	0
Thomdike Road (North Arm) (400m)	S W-E	Unrestricted	18.2			15	3
Thomdike Road (North Arm) (400m)	S W-E	Crossover	3.5			0	0
Thomdike Road (North Arm) (400m)	N E-W	Too Narrow	51.2			50	10
Thomdike Road (North Arm) (400m)	N E-W	Double Yellow	10.5			10	2
Lockerley Crescent (500m)	N E-W	Too Narrow	50.4			50	10
Lockerley Crescent (500m)	N E-W	Too Narrow	50.4			50	10
Lockerley Crescent (500m)	S W-E	Unrestricted	8.7			5	1
Lockerley Crescent (500m)	S W-E	Crossover	7			5	1
Lockerley Crescent (500m)	S W-E	Unrestricted	21			20	4
Lockerley Crescent (500m)	S W-E	Junction	11.9			10	2
Lockerley Crescent (500m)	S W-E	Too Narrow	3.5			0	0
Lockerley Crescent Spur (500m)	E N-S	7.5 Meters From Junction	7.5			5	1
Lockerley Crescent Spur (500m)	E N-S	Unrestricted	5.6			5	1
Lockerley Crescent Spur (500m)	E N-S	Crossover	3.5			0	0
Lockerley Crescent Spur (500m)	E N-S	Unrestricted	9.1			5	1
Lockerley Crescent Spur (500m)	E N-S	Crossover	22.4			20	4
Lockerley Crescent Spur (500m)	E N-S	Unrestricted	14.7			10	2
Lockerley Crescent Spur (500m)	W S-N	Too Narrow	9.8			5	1
Lockerley Crescent Spur (500m)	W S-N	Crossover	3.5			0	0
Lockerley Crescent Spur (500m)	W S-N	Too Narrow	8.4			5	1
Lockerley Crescent Spur (500m)	W S-N	Crossover	10.5			10	2
Lockerley Crescent Spur (500m)	W S-N	Too Narrow	13.3			10	2
Lockerley Crescent Spur (500m)	W S-N	7.5 Meters From Junction	7.5			5	1
Romsey Road (South Arm) (500m)	W N-S	Unrestricted	7			5	1
Romsey Road (South Arm) (500m)	W N-S	Crossover	7			5	1
Romsey Road (South Arm) (500m)	W N-S	Unrestricted	7.7			5	1
Romsey Road (South Arm) (500m)	W N-S	Crossover	8.4			5	1
Romsey Road (South Arm) (500m)	W N-S	Unrestricted	7.7			5	1
Romsey Road (South Arm) (500m)	W N-S	Crossover	7			5	1
Romsey Road (South Arm) (500m)	W N-S	Unrestricted	7			5	1
Romsey Road (South Arm) (500m)	W N-S	Crossover	8.4			5	1
Romsey Road (South Arm) (500m)	W N-S	Unrestricted	7.7			5	1
Romsey Road (South Arm) (500m)	W N-S	Crossover	8.4			5	1
Romsey Road (South Arm) (500m)	W N-S	Unrestricted	5.6			5	1
Romsey Road (South Arm) (500m)	W N-S	Crossover	8.4			5	1
Romsey Road (South Arm) (500m)	W N-S	Unrestricted	7			5	1
Romsey Road (South Arm) (500m)	W N-S	Crossover	8.4			5	1
Romsey Road (South Arm) (500m)	E S-N	Bus Stop	6.3			5	1
Romsey Road (South Arm) (500m)	E S-N	Crossover	4.9			0	0
Romsey Road (South Arm) (500m)	E S-N	Unrestricted	8.4			5	1
Romsey Road (South Arm) (500m)	E S-N	Crossover	9.1			5	1
Romsey Road (South Arm) (500m)	E S-N	Unrestricted	8.4			5	1
Romsey Road (South Arm) (500m)	E S-N	Crossover	4.2			0	0
Romsey Road (South Arm) (500m)	E S-N	Unrestricted	11.2			10	2
Romsey Road (South Arm) (500m)	E S-N	Crossover	6.3			5	1
Romsey Road (South Arm) (500m)	E S-N	Unrestricted	8.4			5	1
Romsey Road (South Arm) (500m)	E S-N	Crossover	4.9			0	0
Romsey Road (South Arm) (500m)	E S-N	Unrestricted	4.2			40	8
Brook Valley (500m)	W S-N	Crossover	25.2			25	5
Brook Valley (500m)	W S-N	Unrestricted	5.6			5	1
Brook Valley (500m)	W S-N	Crossover	15.1			15	3
Brook Valley (500m)	W S-N	Junction	14.7			10	2
Brook Valley (500m)	W S-N	Crossover	43.4			40	8
Brook Valley (500m)	E N-S	Unrestricted	5.6			5	1
Brook Valley (500m)	E N-S	Access Junction	7			5	1
Brook Valley (500m)	E N-S	Unrestricted	16.8			15	3
Brook Valley (500m)	E N-S	Crossover	17.5			15	3
Brook Valley (500m)	E N-S	Unrestricted	8.4			5	1
Brook Valley (500m)	E N-S	Crossover	21.7			20	4
Brook Valley (500m)	E N-S	Unrestricted	9.8			5	1
Brook Valley (500m)	E N-S	Crossover	10.5			10	2
Brook Valley (500m)	E N-S	Unrestricted	4.2			0	0
Maybush Road (500m)	S W-E	Unrestricted	5.6			5	1
Maybush Road (500m)	S W-E	Crossover	10.5			10	2
Maybush Road (500m)	S W-E	Unrestricted	7.7			5	1
Maybush Road (500m)	S W-E	Crossover	9.1			5	1
Maybush Road (500m)	S W-E	Unrestricted	5.6			5	1
Maybush Road (500m)	S W-E	Crossover	23.8			20	4
Maybush Road (500m)	S W-E	Junction	9.8			5	1
Maybush Road (500m)	N E-W	Unrestricted	9.1			5	1

Maybush Road (500m)	N E-W	Crossover	23.8			20	4
Maybush Road (500m)	N E-W	Unrestricted	7.7			5	1
Maybush Road (500m)	N E-W	Crossover	7			5	1
Maybush Road (500m)	N E-W	Unrestricted	9.1			5	1
Maybush Road (500m)	N E-W	Crossover	8.4			5	1
Maybush Road (500m)	N E-W	Unrestricted	8.4			5	1
Winston Close (500m)	E N-S	7.5 Meters From Junction	7.5			5	1
Winston Close (500m)	E N-S	Unrestricted	14			10	2
Winston Close (500m)	E N-S	Too Narrow	9.8			5	1
Winston Close (500m)	E N-S	Unrestricted	37.1			35	7
Winston Close (500m)	E N-S	Crossover	7			5	1
Winston Close (500m)	E N-S	Unrestricted	5.6			5	1
Winston Close (500m)	W S-N	Crossover	9.8			5	1
Winston Close (500m)	W S-N	Too Narrow	25.9			25	5
Winston Close (500m)	W S-N	Crossover	6.3			5	1
Winston Close (500m)	W S-N	Too Narrow	28.7			25	5
Winston Close (500m)	W S-N	7.5 Meters From Junction	7.5			5	1
Wimpson Lane (500m)	E N-S	Unrestricted	9.8			5	1
Wimpson Lane (500m)	E N-S	Crossing	2.8			0	0
Wimpson Lane (500m)	E N-S	Keep Clear	28			25	5
Wimpson Lane (500m)	E N-S	Unrestricted	43.4			40	8
Wimpson Lane (500m)	E N-S	Double Yellow	17.5			15	3
Wimpson Lane (500m)	W S-N	Bus Stop	13.2			10	2
Wimpson Lane (500m)	W S-N	Double Yellow	90.3			90	18
Romsey Road (North Arm) (500m)	W S-N	White Zig Zags	4.2			0	0
Romsey Road (North Arm) (500m)	W S-N	Crossing	7.7			5	1
Romsey Road (North Arm) (500m)	W S-N	White Zig Zags	16.8			15	3
Romsey Road (North Arm) (500m)	W S-N	Bus Stop	14			10	2
Romsey Road (North Arm) (500m)	W S-N	Double Yellow	79.1			75	15
Romsey Road (North Arm) (500m)	E N-S	Double Yellow	7			5	1
Romsey Road (North Arm) (500m)	E N-S	Unrestricted	87.5			85	17
Romsey Road (North Arm) (500m)	E N-S	White Zig Zags	16.1			15	3
Romsey Road (North Arm) (500m)	E N-S	Crossing	8.4			5	1
Romsey Road (North Arm) (500m)	E N-S	White Zig Zags	5.6			5	1
Green Lane (500m)	N E-W	Unrestricted	32.2			30	6
Green Lane (500m)	N E-W	Yellow Zig Zags	14.7			10	2
Green Lane (500m)	S W-E	Unrestricted	32.9			30	6
Green Lane (500m)	S W-E	Junction	12.6			10	2
Kern Close (500m)	E N-S	Double Yellow	32.2			30	6
Kern Close (500m)	W S-N	Unrestricted	13.9			10	2
Kern Close (500m)	W S-N	Double Yellow	19.6			15	3
Lancaster Road (500m)	S W-E	Crossover	7.7			5	1
Lancaster Road (500m)	S W-E	Unrestricted	5.6			5	1
Lancaster Road (500m)	S W-E	Crossover	3.5			0	0
Lancaster Road (500m)	S W-E	Unrestricted	9.1			5	1
Lancaster Road (500m)	S W-E	Crossover	6.3			5	1
Lancaster Road (500m)	S W-E	Unrestricted	9.1			5	1
Lancaster Road (500m)	S W-E	Crossover	5.6			5	1
Lancaster Road (500m)	S W-E	Unrestricted	9.1			5	1
Lancaster Road (500m)	S W-E	Crossover	7			5	1
Lancaster Road (500m)	N E-W	Unrestricted	9.1			5	1
Lancaster Road (500m)	N E-W	Crossover	6.3			5	1
Lancaster Road (500m)	N E-W	Unrestricted	9.8			5	1
Lancaster Road (500m)	N E-W	Crossover	6.3			5	1
Lancaster Road (500m)	N E-W	Unrestricted	10.5			10	2
Lancaster Road (500m)	N E-W	Double Yellow	7			5	1
Lancaster Road (500m)	N E-W	Junction	14			10	2
Ashmead Road (500m)	S W-E	Crossover	6.3			5	1
Ashmead Road (500m)	S W-E	Too Narrow	9.8			5	1
Ashmead Road (500m)	S W-E	Crossover	7			5	1
Ashmead Road (500m)	S W-E	Too Narrow	9.8			5	1
Ashmead Road (500m)	S W-E	Crossover	5.6			5	1
Ashmead Road (500m)	S W-E	Too Narrow	10.5			10	2
Ashmead Road (500m)	S W-E	Crossover	6.3			5	1
Ashmead Road (500m)	S W-E	Too Narrow	9.8			5	1
Ashmead Road (500m)	S W-E	Crossover	6.3			5	1
Ashmead Road (500m)	S W-E	Too Narrow	9.1			5	1
Ashmead Road (500m)	S W-E	Crossover	6.3			5	1
Ashmead Road (500m)	S W-E	Too Narrow	9.8			5	1
Ashmead Road (500m)	N E-W	Unrestricted	9.8			5	1
Ashmead Road (500m)	N E-W	Crossover	7			5	1
Ashmead Road (500m)	N E-W	Unrestricted	8.4			5	1
Ashmead Road (500m)	N E-W	Crossover	6.3			5	1
Ashmead Road (500m)	N E-W	Unrestricted	9.8			5	1
Ashmead Road (500m)	N E-W	Crossover	6.3			5	1
Ashmead Road (500m)	N E-W	Unrestricted	8.4			5	1
Ashmead Road (500m)	N E-W	Crossover	7			5	1
Ashmead Road (500m)	N E-W	Unrestricted	9.1			5	1
Ashmead Road (500m)	N E-W	Crossover	6.3			5	1
Rownhams Road (500m)	W N-S	Double Yellow	14			10	2
Rownhams Road (500m)	W N-S	Unrestricted	23.8			20	4
Rownhams Road (500m)	W N-S	Crossover	5.6			5	1
Rownhams Road (500m)	W N-S	Unrestricted	11.9			10	2
Rownhams Road (500m)	W N-S	Crossover	14			10	2
Rownhams Road (500m)	W N-S	Double Yellow	11.9			10	2
Rownhams Road (500m)	W N-S	Junction	12.6			10	2
Rownhams Road (500m)	W N-S	Double Yellow	18.2			15	3
Rownhams Road (500m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	19.6			15	3
Rownhams Road (500m)	W N-S	Crossover	4.9			0	0
Rownhams Road (500m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	11.2			10	2
Rownhams Road (500m)	W N-S	Crossover	4.9			0	0

Rownhams Road (500m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Road (500m)	W N-S	Crossover	5.6			5	1
Rownhams Road (500m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Road (500m)	W N-S	Crossover	4.9			0	0
Rownhams Road (500m)	W N-S	Single Yellow (No Parking Mpn-Fri 8am-6pm)	4.9			0	0
Rownhams Road (500m)	W N-S	Crossover	5.6			5	1
Rownhams Road (500m)	W N-S	Double Yellow	8.4			5	1
Rownhams Road (500m)	W N-S	Junction	12.6			10	2
Rownhams Road (500m)	E S-N	Unrestricted	7.7			5	1
Rownhams Road (500m)	E S-N	Crossover	9.8			5	1
Rownhams Road (500m)	E S-N	Unrestricted	5.6			5	1
Rownhams Road (500m)	E S-N	Crossover	9.1			5	1
Rownhams Road (500m)	E S-N	Unrestricted	10.5			10	2
Rownhams Road (500m)	E S-N	Crossover	7			5	1
Rownhams Road (500m)	E S-N	Unrestricted	11.9			10	2
Rownhams Road (500m)	E S-N	Crossover	7			5	1
Rownhams Road (500m)	E S-N	Unrestricted	11.2			10	2
Rownhams Road (500m)	E S-N	Crossover	6.3			5	1
Rownhams Road (500m)	E S-N	Unrestricted	6.3			5	1
Rownhams Road (500m)	E S-N	Crossover	11.2			10	2
Rownhams Road (500m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Road (500m)	E S-N	Crossover	7			5	1
Rownhams Road (500m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	10.5			10	2
Rownhams Road (500m)	E S-N	Crossover	6.3			5	1
Rownhams Road (500m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	8.4			5	1
Rownhams Road (500m)	E S-N	Crossover	6.3			5	1
Rownhams Road (500m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	14.7			10	2
Rownhams Road (500m)	E S-N	Crossover	7.7			5	1
Rownhams Road (500m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	11.9			10	2
Rownhams Road (500m)	E S-N	Crossover	5.6			5	1
Rownhams Road (500m)	E S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Rownhams Court	ALL	Private Parking	0			0	0
Coxford Road (500m)	W S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Coxford Road (500m)	W S-N	Crossover	7			5	1
Coxford Road (500m)	W S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	11.2			10	2
Coxford Road (500m)	W S-N	Crossover	11.2			10	2
Coxford Road (500m)	W S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	6.1			5	1
Coxford Road (500m)	W S-N	Crossover	6.6			5	1
Coxford Road (500m)	W S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	9.8			5	1
Coxford Road (500m)	W S-N	Crossover	8.4			5	1
Coxford Road (500m)	W S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	9.1			5	1
Coxford Road (500m)	W S-N	Crossover	6.3			5	1
Coxford Road (500m)	W S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	11.2			10	2
Coxford Road (500m)	W S-N	Crossover	7			5	1
Coxford Road (500m)	W S-N	Single Yellow (No Parking Mpn-Fri 8am-6pm)	5.6			5	1
Coxford Road (500m)	W S-N	Double Yellow	4.2			0	0
Coxford Road (500m)	E N-S	Double Yellow	10.5			10	2
Coxford Road (500m)	E N-S	Parking Mon-Fri 8am-6pm Permit Holders (7) or 2 hours No Return To Same Street On Same Day	23.1			20	4
Coxford Road (500m)	E N-S	Crossover	4.9			0	0
Coxford Road (500m)	E N-S	Parking Mon-Fri 8am-6pm Permit Holders (7) or 2 hours No Return To Same Street On Same Day	25.2			25	5
Coxford Road (500m)	E N-S	Crossover	9.8			5	1
Coxford Road (500m)	E N-S	Parking Mon-Fri 8am-6pm Permit Holders (7) or 2 hours No Return To Same Street On Same Day	7.7			5	1
Coxford Road (500m)	E N-S	Crossover	14			10	2
Coxford Road (500m)	E N-S	Parking Mon-Fri 8am-6pm Permit Holders (7) or 2 hours No Return To Same Street On Same Day	9.8			5	1
Coxford Road (500m)	E N-S	Crossover	4.9			0	0
Thomdike Road (500m)	W N-S	Unrestricted	8.4			5	1
Thomdike Road (500m)	W N-S	Crossover	4.2			0	0
Thomdike Road (500m)	W N-S	Unrestricted	10.5			10	2
Thomdike Road (500m)	W N-S	Crossover	9.1			5	1
Thomdike Road (500m)	W N-S	Unrestricted	9.1			5	1
Thomdike Road (500m)	W N-S	Crossover	5.6			5	1
Thomdike Road (500m)	E S-N	Too Narrow	43.4			40	8
Thomdike Close (500m)	E S-N	7.5 Meters From Junction	7.5			5	1
Thomdike Close (500m)	E S-N	Unrestricted	70.1			70	14
Thomdike Close (500m)	W N-S	Unrestricted	8.4	CW	3		3
Thomdike Close (500m)	W N-S	Too Narrow	14.7			10	2
Thomdike Close (500m)	W N-S	Crossover	5.6			5	1
Thomdike Close (500m)	W N-S	Too Narrow	10.5			10	2
Thomdike Close (500m)	W N-S	Crossover	4.2			0	0
Thomdike Close (500m)	W N-S	Too Narrow	13.3			10	2
Thomdike Close (500m)	W N-S	7.5 Meters From Junction	7.5			5	1
Link Road (500m)	E S-N	Double Yellow	8.4			5	1
Link Road (500m)	E S-N	Unrestricted	17.5			15	3
Link Road (500m)	E S-N	Crossover	7.7			5	1
Link Road (500m)	E S-N	Unrestricted	17.5			15	3
Link Road (500m)	E S-N	Double Yellow	5.6			5	1
Link Road (500m)	W N-S	Crossover	45.5			45	9
Link Road (500m)	W N-S	Double Yellow	9.8			5	1
Brightside Road (500m)	E S-N	Double Yellow	10.3			10	2
Brightside Road (500m)	E S-N	Crossover	26.6			25	5
Brightside Road (500m)	E S-N	Too Narrow	11.2			10	2
Brightside Road (500m)	E S-N	Crossover	4.4			0	0
Brightside Road (500m)	E S-N	Too Narrow	8.6			5	1
Brightside Road (500m)	E S-N	Crossover	5.7			5	1
Brightside Road (500m)	E S-N	Unrestricted	5.3			5	1
Brightside Road (500m)	E S-N	Crossover	7.7			5	1
Brightside Road (500m)	E S-N	Too Narrow	4.7			0	0
Brightside Road (500m)	E S-N	Crossover	2.6			0	0
Brightside Road (500m)	E S-N	Too Narrow	5.7			5	1
Brightside Road (500m)	E S-N	Crossover	7.5			5	1
Brightside Road (500m)	E S-N	Too Narrow	6.8			5	1
Brightside Road (500m)	E S-N	Unrestricted	8.7			5	1
Brightside Road (500m)	E S-N	Crossover	3.6			0	0

Brightside Road (500m)	End E-W	Unrestricted	9.1			5	1
Brightside Road (500m)	W N-S	Crossover	21.1			20	4
Brightside Road (500m)	W N-S	Unrestricted	7.3			5	1
Brightside Road (500m)	W N-S	Crossover	3.1			0	0
Brightside Road (500m)	W N-S	Unrestricted	5.1			5	1
Brightside Road (500m)	W N-S	Crossover	4.1			0	0
Brightside Road (500m)	W N-S	Unrestricted	9.3			5	1
Brightside Road (500m)	W N-S	Crossover	16.2			15	3
Brightside Road (500m)	W N-S	Unrestricted	5			5	1
Brightside Road (500m)	W N-S	Crossover	16.2			15	3
Brightside Road (500m)	W N-S	Unrestricted	5			5	1
Brightside Road (500m)	W N-S	Crossover	9.6			5	1
Brightside Road (500m)	W N-S	Unrestricted	5.3			5	1
Brightside Road (500m)	W N-S	Crossover	3			0	0
Brightside Road (500m)	W N-S	Unrestricted	5.2			5	1
Brightside Road (500m)	W N-S	Double Yellow	12.2			10	2

PLANNING AND RIGHTS OF WAY PANEL
MINUTES OF THE MEETING HELD ON 10 DECEMBER 2019

Present: Councillors Savage (Chair), Coombs, G Galton, Windle, Fielker and Prior

Apologies: Councillors Mitchell, L Harris and Vaughan

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

It was noted that following receipt of the temporary resignation of Councillors Mitchell and Vaughan from the Panel, the Service Director Legal and Governance acting under delegated powers, had appointed Councillors Fielker and Prior to replace them for the purposes of this meeting and noted the apologies of Councillor L Harris.

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

RESOLVED: that the minutes for the Panel meeting on 12 November 2019 be approved and signed as a correct record.

40. **PLANNING APPLICATION -19/00726/FUL - COMPASS HOUSE, ROMSEY ROAD**

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

Re-development of the site to create a three-storey hotel containing 73 rooms with associated works including 34 car parking spaces (amended description following amended plans).

Simon Reynier (City of Southampton Society/ objecting), Chris Brady, Chris Slack (Agents) and Councillors Whitbread and Spicer (Ward Councillors/objecting) were present and with the consent of the Chair, addressed the meeting.

The presenting officer noted that the description of the report should have stated that there were 34 parking space proposed. The presenting officer also made some amendments to the proposed conditions including a restriction on the hotel bar limiting its use to residents after 11:00pm and the provision of a taxi drop off at the hotel.

In addition it was noted that the report had been deferred at a previous meeting to enable further investigation into parking availability. It was explained that an updated parking survey had been produced and that the report had detailed the analysis of the developer's new parking survey. It was also noted that 2 Ward Councillors had submitted objections since the publication of the report.

The Panel expressed a concern that staff parking especially for those worker that might be working antisocial hours would be required considering the limited number of spaces proposed. Officers agreed that an additional condition to govern this would be added should permission be granted. Members also expressed a view that the lack of parking on site would effect the surrounding area because of the location of the hotel.

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

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

A further motion to refuse planning permission for the reasons set out below was then proposed by Councillor G Galton and seconded by Councillor Windle. Upon being put to the vote the recommendation was carried unanimously.

RESOLVED that the Panel:

- (i) confirmed the Habitats Regulation Assessment set out in Appendix 3 of the report.
- (ii) refused planning permission for the reasons set out below:

Reasons for Refusal

- (i) As a direct consequence of the location of the proposed hotel; which is outside of a City, Town, District or Local Centre and the Council's defined area of 'high accessibility'; and based on the information submitted, including the number of car parking spaces proposed on site, the number of bedrooms proposed and a parking stress survey that includes a wide catchment, parking spaces that are unlikely to be available and no response to how overspill into the neighbouring private estate will be managed it has not been adequately demonstrated that the parking demand of the development would not cause harm to the amenity of nearby residential neighbours through increased competition for existing on-street car parking. The development would, therefore, be contrary to the provisions of Policy SDP1(i) of the adopted City of Southampton Local Plan Review (2015), Policy CS19 of the adopted Southampton Core Strategy Development Plan Document (2015) and the adopted Parking Standards Supplementary Planning Document (2011).
- (ii) In the absence of a completed Section 106 Legal Agreement, the proposals fail to mitigate against their direct impacts and do not, therefore, satisfy the provisions of Policy CS25 of the adopted Local Development Framework Core Strategy (2015) as supported by the Council's Developer Contributions Supplementary Planning Document (2013) in the following ways:-
 - a. Site specific transport works for highway improvements in the vicinity of the site which are directly necessary to make the scheme acceptable in highway terms have not been secured in accordance with Policies CS18, CS19, and CS25 of the Southampton Core Strategy (2015) and the adopted Developer Contributions SPD (2013);
 - b. A (pre and post construction) highway condition survey has not been secured and therefore there is no mechanism to secure appropriate repairs to the highway, caused during the construction phase, which would be to the detriment of the visual appearance and usability of the local highway network;
 - c. A Training & Employment Management Plan committing to adopting local labour and employment initiatives has not been secured in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended

- 2015) and the adopted SPD relating to Planning Obligations (September 2013);
- d. The submission and implementation of a staff & customer travel plan has not been secured to support strategic transport initiatives including those within the Local Transport Plan.
 - e. 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) has not been secured;
 - f. The submission and implementation of a Waste Management Plan has not been secured to ensure suitable arrangements are made to manage waste generated from the site.
 - g. The submission and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy has not been secured;
 - h. In the absence of an alternative arrangement the lack of a financial contributions towards footpath improvements in the Shoreburs and Weston Greenways and Peartree Green Local Nature Reserve (£2,346.57); and financial contributions towards the New Forest National Park Authority Habitat Mitigation Scheme £9,586.64; or financial contributions towards the Solent Disturbance Mitigation Project (SDMP) (Solent Recreation Mitigation Partnership) (£11,764) the application fails to accord with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton Local Plan Review (Amended 2015), CS22 of the Core Strategy (Amended 2015) and the Planning Obligations SPD (September 2013) as supported by the current Habitats Regulations and the Council, as the competent authority, cannot conclude that significant adverse effects will not arise from this development on European sites.

41. **PLANNING APPLICATION - 19/01261/FUL- LAND TO THE REAR OF THE BROADWAY**

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

Use of building as a food court with cafe, bars and takeaway (flexible mixed use comprising classes A1, A3, A4 and A5) with ancillary soft play area, office and storage and kitchen extraction flue.

Simon Reynier (City of Southampton Society / objecting) was present and with the consent of the Chair, addressed the meeting.

The presenting officer reported changes to Conditions 2 and 5 of the report and that a further condition requiring the details of the access surfacing be added, as set out below.

Following discussion with members, officers recommended additional conditions designed to secure a gated access to the site and requiring the developer to undertake a feasibility study of incorporating the sustainable design measures into the development, as set out below.

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

RECORDED VOTE to grant planning permission

FOR: Councillors Savage, Coombs Fielker, Prior and Windle

AGAINST: Councillor G Galton

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

Amended Conditions

02. APPROVAL CONDITION - Hours of Use - food/drink establishments

[Performance Condition]

The premises shall be used as a food court with ancillary cafe, bars, takeaway, soft play area and office and storage only and for no other purposes without the prior written consent of the Local Planning Authority. The food court hereby permitted shall not operate (meaning that customers shall not be present on the premises, no preparation, sale or delivery of food or drink for consumption on or off the premises) outside the following hours:

Monday to Friday 08:00 to 22:00

Saturday 10:00 to 22:00

Sunday and Public Holidays 10:00 to 22:00

REASON:

To protect the amenities of the occupiers of existing nearby residential properties and to define the consent

05. APPROVAL CONDITION – Servicing and deliveries management plan [Pre-Occupation Condition]

Prior to the commencement of the development hereby approved a servicing and deliveries management plan shall be submitted to and approved in writing by the Local Planning Authority. Once approved the development shall be carried out in full accordance with the approved servicing management plan.

Unless otherwise agreed in writing with the Local Planning Authority no servicing from the site access shall take place outside the hours of 07:00am to 08:00am Monday to Friday and 07:00am to 10:00am Saturday, Sunday and Public Holidays. Any vehicles servicing the site during these hours shall reverse into the access from Portswood Road and shall exit the site in a forward gear.

No vehicles including takeaway delivery vehicles shall park within the site access during the trading hours as set out within condition 02 of this planning permission. Notwithstanding the plans hereby approved the loading bay on Portswood Road, as shown on the submitted site plan, is not approved.

REASON: To protect the amenities and privacy of occupiers of the adjoining properties, to protect the highway surface and in the interests of highways safety.

Additional Conditions

Sustainable measures (Pre-Commencement)

No development shall take place until the applicant has provided to the Local Planning Authority for approval in writing a report assessing the feasibility of incorporating the following sustainable design measures into the development:

- Energy minimisation and renewable energy or low carbon technologies
- Water efficiency measures
- Waste management and recycling
- Sustainable construction materials

The report shall include an action plan detailing how these measures will be integrated into the development. The approved scheme shall then be provided in accordance with these details prior to the first occupation of the development hereby granted consent.

REASON: To ensure the development minimises overall demand for resources and is compliant with the Core Strategy Development Plan Document (January 2010) policy CS20 and the City of Southampton Local Plan (March 2006) policies SDP13 and SDP6.

Access surfacing (Pre-Commencement)

Prior to the commencement of development details of the surfacing treatment to the access route, as shown on the submitted site plan, shall be submitted to the Local Planning Authority and agreed in writing. The agreed surfacing treatment shall be installed as agreed prior to the first use of the building for its approved use and thereafter retained.

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.

Gated access (Pre-commencement)

Prior to the commencement of development details of secure gated access to the external access route within the site shall be submitted to the Local Planning Authority and agreed in writing. The security gates shall be installed as agreed prior to the first use of the building for its approved use and thereafter retained. Unless otherwise agreed in writing with the Local Planning Authority the gates shall be closed between the hours of 22:00 and 07:00 and designed not to restrict access for users of the side door serving 1 The Broadway.

REASON: In the interests of safety and security.

42. PLANNING APPLICATION - 19/01378/FUL - CQ - EMPLOYMENT SITE

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

Application for variation of condition 3 of planning permission ref 16/01108/FUL to allow industrial building to be used for purposes falling within classes B1 and B2 (not restricted to marine related activities - Major Environmental Impact Assessment Development).

Simon Reynier (City of Southampton Society / Objecting), Neil Holmes (agent) and Councillor Payne (Ward Councillor/objecting) were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that the Habitats Regulation Assessment had now been received and circulated to the Panel. The Panel were informed that the applicant had confirmed and paid the Employment and Skills contribution and that a palisade fence had been installed due to security concerns.

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

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

RESOLVED that the Panel:

- (i) confirmed the Habitats Regulation Assessment.
- (ii) Delegated authority to the Service Lead - Infrastructure, Planning & Development to grant conditional planning permission subject to the completion of a S.106 Legal Deed of Variation to secure the outstanding matters from the 16/01108/FUL s.106 legal agreement.
- (iii) In the event that the legal agreement is not completed or progressing within a reasonable timeframe after the Planning and Rights of Way Panel, the Service Lead – Planning, Infrastructure and Development be delegated authority to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement, unless an extension of time agreement has been entered into.
- (iv) That the Service Lead – Planning, Infrastructure and Development be delegated authority to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.



Appeal Decision

Site visit made on 13 October 2020

by **D.R McCreery MA BA (Hons) MRTPI**

An Inspector appointed by the Secretary of State

Decision date: 03 November 2020

Appeal Ref: APP/D1780/W/20/3249427

Compass House Car Park, Romsey Road, Southampton SO16 4HQ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Margulies (BMR Compass Ltd) against the decision of Southampton City Council.
 - The application Ref 19/00726/FUL/4647, dated 18 April 2019, was refused by notice dated 6 January 2020.
 - The development proposed is re-development of the site to create a three-storey hotel containing 73 rooms with associated works including 34 car parking spaces.
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues in the appeal are:
 - The effects of the proposed development on the living conditions of nearby residents, when particular regard is paid to demands for on-street car parking.
 - Whether the it would make adequate provision for improvements to other local infrastructure in order to mitigate its effects.

Reasons

Demands for on-street car parking.

3. The proposal includes 34 car parking spaces to serve the new hotel. The Council consider that this would not be adequate to meet the demand of a 73 bedroom hotel and that the proposed development would have negative effects on the local highway network, in particular levels of parking stress that would be harmful to the living conditions of those living nearby.
4. Whilst outside of a commercial centre as defined by the local plan, the site has good access to public transport, particularly by bus. There are bus stops within close walking distance that provide frequent services to the City Centre and other locations. Although it is outside the areas of high accessibility identified in the Parking Standards Supplementary Planning Document the edge of this area would be within walking distance for many.

5. The area around the appeal site provides a safe and convenient environment for walking and cycling, in part due to recent development and the changing nature of the surroundings from its former commercial context to one that is more residential. Whilst the immediate surroundings are relatively flat, the land slopes more steeply as it moves towards the City Centre. Given the nature of the proposed use and likelihood that many would visit with luggage, this would limit the realistic opportunities to access the hotel by means of predominantly walking and cycling.
6. The Appellant's points about further improvements to public transport happening in the future are noted. Given the timeline and scale of these improvements and the evidence presented it is not possible to attribute significant weight to them in an assessment of accessibility.
7. Notwithstanding the relatively good access to public transport links and general accessibility of the site, I note the concerns raised by the Council and those living in the area about the levels of car parking stress already experienced.
8. The Appellant relies on a car parking accumulation assessment that anticipates that 25 of the 34 spaces proposed would be occupied at the time when they are most in demand. This equates to an occupancy level of 73% and suggests that the proposed development would not be reliant on overspill parking outside the site, including in surrounding roads.
9. The assumptions in the assessment relies on data about parking from 5 hotels located elsewhere in town centre locations, and 2 at the edges of town centres. Whilst the appeal site has relatively good access to public transport I do not regard it to be in a town centre, giving the words their ordinary meaning. As only 2 edge of centre hotels are selected for inclusion the assessment is heavily skewed in favour of town centre comparisons for reasons which are not adequately explained.
10. I appreciate that the pool of comparison sites may have been limited. However, due to the likely differences between parking demands in a town centre location and an area such as the appeal site, the assessment does not provide a reliable basis for predicting the likely parking demands that would result from the proposed development.
11. Further, the assessment includes data on expected parking occupancy between the hours of 7am and 10pm, anticipating that the peak hour would be between 9pm and 10pm. Little detail is provided on night time parking occupancy, the time at which it is logical to expect that parking would be in higher demand given the nature of the proposed hotel use.
12. For the above reasons, and taking account of the Appellants other points on this matter, the evidence does not indicate that the parking demands of the proposed development would be accommodated within the site. Given the shortfall between the number of parking and bed spaces proposed, the number of users of the hotel reliant on overspill parking outside the site could be significant at times. This would be the case even when some allowance is made for those choosing to use public transport and other means beyond the private motor car. There would also be additional demand resulting from the needs of employees and servicing.

13. The Appellant's parking survey identifies in excess of 240 available on-street car parking spaces within a 500 metre walking distance of the site. In terms of the suitability of parking locations, it is logical that most drivers would at least initially seek out spaces as close as possible to the hotel that they perceived to be safe. This would particularly be the case if they were carrying luggage and planned to leave the vehicle overnight.
14. As such, the impacts of the need for overspill parking associated with the proposed development would be most keenly felt by those living closest. In these locations, and in particular the smaller residential streets closer to the site, the displacement of parking and noise and disturbance as a result of additional vehicles and associated waiting and movements would have an unreasonable effect on the living conditions of residents.
15. Mercator Close is one of the roads closest to the site that, amongst others nearby, many drivers would logically go to seek out a parking space if none were available on site. I note that this road is a cul-de-sac and already serves as access for residents and users of the small supermarket. From my site visit I observed significant numbers of vehicle movements around this area. The comments of residents suggests that the road operates at near capacity to what is tolerable to those living close to it in terms of disturbance and pressure for parking.
16. As such, I judge that the impact of the proposed development on those living close to this area would be particularly severe. I note that the Appellant has excluded an assessment of parking available on Mercator Close and some other roads on the grounds that they are new developments where the road has not yet been adopted. Nevertheless, those unfamiliar with the area and local parking restrictions would make no such distinction when looking for spaces on a speculative basis.
17. The Appellants suggestion that, following adoption, the Council could manage overspill parking associated with the proposed development through the use of double yellow lines or other such measures is inadequate in terms of managing the effects.
18. For the reasons set out, the proposed development would have a harmful effect on the living conditions of nearby residents, when particular regard is paid to resulting demand for on-street car parking. Consequently, I find conflict with policies in the Local Plan, including Policy SDP1 of the Southampton Local plan in relation to ensuring that development has acceptable effects on the amenity of citizens and Policy CS19 regarding car parking and taking account of the scale, travel needs, location, and level of public transport accessibility when considering development proposals.

Other local infrastructure provision

19. The Council's second reason for refusal refers to completion of a legal agreement aimed at mitigating various effects of the proposed development, including those relating to local highway improvements and contributions to public art. The Appellant has submitted a draft agreement as part of the appeal that seeks to address the reason for refusal. However, as an executed and certified copy of the agreement has not been provided, I am unable to attribute weight to its contents.

20. Notwithstanding this, as I find harm in relation to the first reason for refusal and the contents of the agreement would not have overcome the harm, the lack of a completed agreement has not had a bearing on the outcome of this appeal.

Planning balance

21. I have found harm in relation to the effects of the proposed development on the living conditions of nearby residents, when particular regard is paid to resulting demands for on-street car parking. I have paid regard to the benefits of the proposed development as set out by the Appellant, including the potential role it could play in supporting tourism in the area, job creation, and spend it may generate in the local economy. However, the benefits when taken as a whole do not overcome the harm identified.

Conclusion

22. For the above reasons the appeal is dismissed.

D. R. McCreery

INSPECTOR

Habitats Regulations Assessment (HRA)

Application reference:	20/01785/FUL
Application address:	Compass House Romsey Road Southampton
Application description:	Re-development of the site to create a three-storey hotel containing 73 rooms with associated works including 73 car parking spaces. (Resubmission 19/00726/FUL)
HRA completion date:	29/09/2021

HRA completed by:	
Lindsay McCulloch Planning Ecologist Southampton City Council Lindsay.mcculloch@southampton.gov.uk	Mat Pidgeon Senior Planning Officer Southampton City Council Mat.pidgeon@southampton.gov.uk

Summary
<p>The project being assessed is a new 73 bed hotel. The development is located approximately 1.83km from the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site and approximately 6.3km from the New Forest Special Area of Conservation (SAC), SPA and Ramsar site.</p> <p>The site was previously a car park. It is located a significant distance from the European sites and as such construction stage impacts will not occur. Concern has been raised however, that the proposed development, in-combination with residential developments across south Hampshire, could result in recreational disturbance to the features of interest of the New Forest SPA/Ramsar site and the Solent and Southampton Water SPA/Ramsar site, and also the release of additional nitrogen and phosphorous, via waste water, which could affect the features of the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site.</p> <p>The findings of the initial assessment concluded that a significant effect was possible. A detailed appropriate assessment was therefore conducted on the proposed development. Following consideration of a number of avoidance and mitigation measures designed to remove any risk of a significant effect on the identified European sites, it has been concluded that the significant effects which are likely in association with the proposed development can be overcome.</p>

Section 1 - details of the plan or project	
<p>European sites potentially impacted by plan or project:</p> <p>European Site descriptions are available in Appendix I of the City Centre Action Plan's Habitats Regulations Assessment Baseline Evidence Review Report, which is on the city council's website at</p>	<ul style="list-style-type: none"> ▪ New Forest Special Area of Conservation (SAC) ▪ New Forest Special Protection Area (SPA) ▪ New Forest Ramsar site ▪ Solent Maritime SAC ▪ Solent and Southampton Water SPA ▪ Solent and Southampton Water Ramsar Site
<p>Is the project or plan directly connected with or necessary to the</p>	<p>No – the development consists of a new hotel which is neither connected to, nor necessary for, the management of any European site.</p>

management of the site (provide details)?	
Are there any other projects or plans that together with the project or plan being assessed could affect the site (provide details)?	<ul style="list-style-type: none"> ▪ Southampton Core Strategy (amended 2015) (http://www.southampton.gov.uk/policies/Amended-Core-Strategy-inc-CSPR-%20Final-13-03-2015.pdf) ▪ City Centre Action Plan (http://www.southampton.gov.uk/planning/planning-policy/adopted-plans/city-centre-action-plan.aspx) ▪ South Hampshire Strategy (http://www.push.gov.uk/work/housing-and-planning/south_hampshire_strategy.htm) <p>The PUSH Spatial Position Statement plans for 104,350 net additional homes, 509,000 sq. m of office floorspace and 462,000 sq. m of mixed B class floorspace across South Hampshire and the Isle of Wight between 2011 and 2034.</p> <p>Southampton aims to provide a total of 15,610 net additional dwellings across the city between 2016 and 2035 as set out in the Amended Core Strategy.</p> <p>Whilst the dates of the two plans do not align, it is clear that the proposed development of Compass House site is part of a far wider reaching development strategy for the South Hampshire sub-region which will result in a sizeable increase in population and economic activity.</p>

Regulation 68 of the Conservation of Habitats and Species Regulations 2010 (as amended) (the Habitats Regulations) is clear that the assessment provisions, i.e. Regulation 61 of the same regulations, apply in relation to granting planning permission on an application under Part 3 of the TCPA 1990. The assessment below constitutes the city council's assessment of the implications of the development described above on the identified European sites, which is set out in Regulation 61 of the Habitats Regulations.

Section 2 - Assessment of implications for European sites

Test 1: the likelihood of a significant effect

- This test is to determine whether or not any possible effect could constitute a significant effect on a European site as set out in Regulation 61(1) (a) of the Habitats Regulations.

The proposed development is located 1.83km to the east of a section of the Solent and Southampton Water SPA and Solent and Southampton Water Ramsar and 1.85km to the east of the Solent Maritime SAC whilst the New Forest SAC, SPA and Ramsar site are approximately 6.3km to the south.

A full list of the qualifying features for each site is provided at the end of this report. The development could have implications for these sites which could be permanent arising from the operational phase of the development.

The following mitigation measures have been proposed as part of the development:

- *New Forest Mitigation?*
 - *4% of the CIL contribution, which will be a minimum of £2,347, will be ring fenced for footpath improvements in the Shoreburs and Weston Greenways and Peartree Green Local Nature Reserve;*
 - *1% of the CIL contribution, £587, will be allocated to the New Forest National Park Authority Habitat Mitigation Scheme;*
- A contribution of £25,988 towards the Solent Recreation Mitigation Partnership.

The development will result in an annual increase of 48.52kg which will be added to the levels of nitrogen to be addressed by a strategic mitigation scheme once one has been developed.

Conclusions regarding the likelihood of a significant effect

This is to summarise whether or not there is a likelihood of a significant effect on a European site as set out in Regulation 61(1)(a) of the Habitats Regulations.

The project being assessed would lead to the provision of a 73 bed hotel located approximately 1.83km from the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site, 1.85km from the Solent Maritime SAC and 6.3km from the New Forest Special Area of Conservation (SAC)/SPA/Ramsar site

The site was previously a car park. It is located a significant distance from the European sites and as such construction stage impacts will not occur. Concern has been raised however, that the proposed development, in-combination with residential developments across south Hampshire, could result in recreational disturbance to the features of interest of the New Forest SPA/Ramsar site and the Solent and Southampton Water SPA/Ramsar site. In addition, waste water generated by the development could result in the release of nitrogen and phosphate into the Solent leading to adverse impacts on features of the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site.

The applicant has provided details of several avoidance and mitigation measures which are intended to reduce the identified impacts. However, without more detailed analysis, it is not possible to determine whether the proposed measures are sufficient to reduce the identified impacts to a level where they could be considered not to result in a significant effect on the identified European sites. Overall, there is the potential for permanent impacts which could be at a sufficient level to be considered significant. As such, a full appropriate assessment of the implications for the identified European sites is required before the scheme can be authorised.

Test 2: an appropriate assessment of the implications of the development for the identified European sites in view of those sites' conservation objectives

The analysis below constitutes the city council's assessment under Regulation 61(1) of the Habitats Regulations

In order to make a full and complete assessment it is necessary to consider the relevant conservation objectives. These are available on Natural England's web pages at <http://publications.naturalengland.org.uk/category/6528471664689152> .

The conservation objective for Special Areas of Conservation is to, "Avoid the deterioration of the qualifying natural habitats and the habitats of qualifying species, and the significant disturbance of those qualifying species, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving Favourable Conservation Status of each of the qualifying features."

The conservation objective for Special Protection Areas is to, "Avoid the deterioration of the habitats of the qualifying features, and the significant disturbance of the qualifying features, ensuring the integrity of the site is maintained and the site makes a full contribution to achieving the aims of the Birds Directive."

Ramsar sites do not have a specific conservation objective however, under the National Planning Policy Framework (NPPF), they are considered to have the same status as European sites.

PERMANENT, OPERATIONAL EFFECTS.

Recreational disturbance

Human disturbance of birds, which is any human activity which affects a bird's behaviour or survival, has been a key area of conservation concern for a number of years. Examples of such disturbance, identified by research studies, include birds taking flight, changing their feeding behaviour or avoiding otherwise suitable habitat. The effects of such disturbance range from a minor reduction in foraging time to mortality of individuals and lower levels of breeding success.

New Forest SPA/Ramsar site/ New Forest SAC

Although relevant research, detailed in Sharp et al 2008, into the effects of human disturbance on interest features of the New Forest SPA/Ramsar site, namely nightjar, *Caprimulgus europaeus*, woodlark, *Lullula arborea*, and Dartford warbler *Sylvia undata*, was not specifically undertaken in the New Forest, the findings of work on the Dorset and Thames Basin Heaths established clear effects of disturbance on these species.

Nightjar

Higher levels of recreational activity, particularly dog walking, has been shown to lower nightjar breeding success rates. On the Dorset Heaths nests close to footpaths were found to be more likely to fail as a consequence of predation, probably due to adults being flushed from the nest by dogs allowing predators access to the eggs.

Woodlark

Density of woodlarks has been shown to be limited by disturbance with higher levels of disturbance leading to lower densities of woodlarks. Although breeding success rates were higher for the nest that were established, probably due to lower levels of competition for food, the overall effect was approximately a third fewer chicks than would have been the case in the absence of disturbance.

Dartford warbler

Adverse impacts on Dartford warbler were only found to be significant in heather dominated territories where high levels of disturbance increased the likelihood of nests near the edge of the territory failing completely. High disturbance levels were also shown to stop pairs raising multiple broods.

In addition to direct impacts on species for which the New Forest SPA/Ramsar site is designated, high levels of recreation activity can also affect habitats for which the New Forest SAC is designated. Such impacts include trampling of vegetation and compaction of soils which can lead to changes in plant and soil invertebrate communities, changes in soil hydrology and chemistry and erosion of soils.

Visitor levels in 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 et al (2008), indicates that 40% of visitors to the area are staying tourists, whilst 25% of visitors come from more than 5 miles (8km) away from the National Park boundary. 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).

The application site is located 6.3km from the nearest part of the New Forest SPA and Ramsar site and 4.9km from the National Park boundary in terms of linear distance and as such, residents of the proposed hotel would appear to fall into the category of local day visitors.

Characteristics of visitors to the New Forest

In addition to visitor numbers, the report, "Changing patterns of visitor numbers within the New Forest National Park", 2008 also showed that:

- 85% of visitors to the New Forest arrive by car.
- 23% of the visitors travelling more than 5 miles come from the Southampton/Eastleigh area (see para 2.1.1).
- One of the main reasons for visiting the National Park given in the 2005 Visitor Survey was dog walking (24% of visitors - Source New Forest National Park Visitor survey 2005).
- Approximately 68% of visitors to UK National Parks are families.

(Source: www.nationalparks.gov.uk).

The majority of the visitors to New Forest locations arriving from Southampton could therefore be characterised as day visitors, car-owners in family groups and many with dogs.

Car parking and accessibility

The development consist of a 73 bed hotel with one car parking space per room.

Mitigation

Although the likely frequency of recreational visits to the New Forest, arising from the proposed development is low, there is still the risk of recreational impacts. Southampton City Council has therefore undertaken to use 5% of Community Infrastructure Levy (CIL) contributions.

The majority of this money, 4%, will be used to upgrade footpaths and infrastructure in the City's greenways. The greenways are a series of wooded stream valleys within Southampton's urban area which provide opportunities for walks in a semi-natural environment.

However, even with good quality walking routes available within Southampton, the New Forest's draw as a special destination is likely to attract visitors from the Compass House development. It is therefore proposed that 1% of the CIL contribution will be used to fund the New Forest National Park Habitat Mitigation Scheme. This scheme involves the following elements:

- Access management within the designated sites.
- Alternative recreation sites and routes outside the designated sites.
- Education, awareness and promotion.
- Monitoring and research.

The development will result in a contribution of £2,347 to pay for improvements within the two greenways.

Solent and Southampton Water SPA/Ramsar site

In 2008 the Council adopted the Solent Disturbance Mitigation Project's mitigation scheme, in collaboration with other Councils within the Partnership for Urban South Hampshire, in order to mitigate the effects of new residential development on the Solent and Southampton Water SPA and Ramsar site. This enables financial contributions to be made by developers to fund appropriate mitigation measures. The level of mitigation payment required is linked to the number of bedrooms within the properties.

Assuming the hotel always contains a number of visitors there will be a net increase in population of the city is likely which could lead to significant impacts on the Solent and Southampton Water SPA. There is therefore the risk that the development, in-combination with residential developments across south Hampshire, could lead to recreational impacts upon the Solent and Southampton Water SPA. The likelihood of recreational impacts occurring is clearly linked to visitors' ability to access the coast. Results from the Solent Disturbance & Mitigation Project visitor survey, Fearnley, H., Clarke, R. T. & Liley, D. (2011), indicated that 52% of visitors arrived by car. Consequently, residents occupying rooms without car parking will have a low likelihood of visiting the coast.

The hotel is unlikely to be fully occupied all the time and, even when it is, 73 rooms will benefit from parking spaces it is proposed to apply the one bedroom flat rate to those rooms that would have access to a car parking space. Calculations of the SRMP contribution for the development are shown below.

Size of Unit	Scale of Mitigation per Unit	Number of units	Total
1 Bedroom	£356	73	£25,988
	Total		£25,988

73 (car parking space x 1bed (356) = £25,988

It is considered that, subject to a level of mitigation, which has been calculated as a total of £11,764 being secured through a legal agreement, appropriate and effective mitigation measures will have been secured to ensure that effects associated with disturbance can be satisfactorily removed. The applicant has agreed to enter into a legal agreement to this effect.

Water quality

In their letter date 6th September 2018, Natural England highlighted concerns regarding, “high levels of nitrogen and phosphorus input to the water environment in the Solent with evidence that these nutrients are causing eutrophication at internationally designated sites.”

Eutrophication is the process by which excess nutrients are added to a water body leading to rapid plant growth. In the case of the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site the problem is predominately excess nitrogen arising from farming activity, waste water treatment works discharges and urban run-off.

Features of the Solent and Southampton Water SPA/Ramsar site that are vulnerable to increases in nitrogen levels are coastal grazing marsh, inter-tidal mud and seagrass.

Evidence of eutrophication impacting the Solent and Southampton Water SPA/Ramsar site has come from the Environment Agency data covering estimates of river flow, river quality and also data on WwTW effluent flow and quality.

An Integrated Water Management Study for South Hampshire, commissioned by the Partnership for Urban South Hampshire (PUSH) Authorities, examined the delivery of development growth in relation to legislative and government policy requirements for designated sites and wider biodiversity. This work has identified that there is uncertainty in some locations as to whether there will be enough capacity to accommodate new housing growth. There is uncertainty about the efficacy of catchment measures to deliver the required reductions in nitrogen levels, and/or whether the upgrades to waste water treatment works will be enough to accommodate the quantity of new housing proposed. Considering this, Natural England have advised that a nitrogen budget is calculated for larger developments.

A methodology provided by Natural England has been used to calculate a nutrient budget and the full workings are provided in Appendix 1. The calculations conclude that there is a predicted Total Nitrogen surplus arising from the development of 48.52kg/TN/yr. This was arrived at through use of the British Water Code of Practice 4 Flow and Loads to calculate volume of wastewater and based upon the following assumptions:

- The hotel is running at 100% occupancy with each of the 73 rooms containing 2 people.
- The bar is utilised by 80% of the guests.

- The restaurant serving food similar to that in a roadside restaurant is utilised by 60% of the guests.

The results of the British Water Code of Practice 4 Flow and Loads calculation are shown in Appendix 2:

Due to the nature of the site, and the surrounding urban environment, there are no mitigation options available on site. In addition, at present there is no strategic mitigation scheme into which payments can be made. It is therefore proposed that a record of the outstanding amount of 48.52kg/TN/yr nitrogen is made so that it can be added to the levels of nitrogen to be addressed by a strategic mitigation scheme once one has been developed.

Conclusions regarding the implications of the development for the identified European sites in view of those sites' conservation objectives

Conclusions

The following mitigation measures have been proposed as part of the development:

- 4% of the CIL contribution, which will be a minimum of £2,347 will be ring fenced for footpath improvements in the Greenways;
- 1% of the CIL contribution, which will be a minimum of £587 will be allocated to the New Forest National Park Authority Habitat Mitigation Scheme;
- A contribution of £25,988 for the Solent Recreation Mitigation Project.

As such, visitor pressure on European and other protected sites in the New Forest arising from the proposed development is likely to be extremely low and it can therefore be concluded that, subject to the implementation of the identified mitigation measures, **significant effects arising from recreational disturbance will not occur.**

There currently isn't a strategic mitigation scheme for water quality impacts and it is therefore proposed that a record of the outstanding amount of 48.52kg/TN/yr nitrogen is made so that it can be addressed once one has been developed.

References

Fearnley, H., Clarke, R. T. & Liley, D. (2011). The Solent Disturbance & Mitigation Project. Phase II – results of the Solent household survey. ©Solent Forum / Footprint Ecology.

Liley, D., Stillman, R. & Fearnley, H. (2010). The Solent Disturbance and Mitigation Project Phase 2: Results of Bird Disturbance Fieldwork 2009/10. Footprint Ecology / Solent Forum.

Sharp, J., Lowen, J. and Liley, D. (2008) Changing patterns of visitor numbers within the New Forest National Park

European Site Qualifying Features

The New Forest SAC

The New Forest SAC qualifies under Article 3 of the Habitats Directive by supporting the following Annex I habitats:

- Oligotrophic waters containing very few minerals of sandy plains (*Littorelletalia uniflorae*) (primary reason for selection)
- Oligotrophic to mesotrophic standing waters with vegetation of the *Littorelletea uniflorae* and/or of the *Isoëto-Nanojuncetea* (primary reason for selection)
- Northern Atlantic wet heaths with *Erica tetralix* (primary reason for selection)
- European dry heaths (primary reason for selection)
- *Molinia* meadows on calcareous, peaty or clayey-silt laden soils (*Molinion caeruleae*) (primary reason for selection)
- Depressions on peat substrates of the *Rhynchosporion* (primary reason for selection)
- Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrub layer (Quercion *robori-petraeae* or *Ilici-Fagenion*) (primary reason for selection)
- *Asperulo-Fagetum* beech forests (primary reason for selection)
- Old acidophilous oak woods with *Quercus robur* on sandy plains (primary reason for selection)
- Bog woodland (primary reason for selection)
- Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion*, *Alnion incanae*, *Salicion albae*) (primary reason for selection)
- Transition mires and quaking bogs
- Alkaline fens

The New Forest SAC qualifies under Article 3 of the Habitats Directive by supporting the following Annex II species:

- Southern Damselfly *Coenagrion mercurial* (primary reason for selection)
- Stag Beetle *Lucanus cervus* (primary reason for selection)
- Great Crested Newt *Triturus cristatus*

The New Forest SPA

The New Forest SPA qualifies under Article 4.1 of the Birds Directive by supporting breeding populations of European importance of the following Annex I species:

- Dartford Warbler *Sylvia undata*
- Honey Buzzard *Pernis apivorus*
- Nightjar *Caprimulgus europaeus*
- Woodlark *Lullula arborea*

The SPA qualifies under Article 4.2 of the Birds Directive by supporting overwintering populations of European importance of the following migratory species:

- Hen Harrier *Circus cyaneus*

New Forest Ramsar Site

The New Forest Ramsar site qualifies under the following Ramsar criteria:

- Ramsar criterion 1: Valley mires and wet heaths are found throughout the site and are of outstanding scientific interest. The mires and heaths are within catchments whose uncultivated and undeveloped state buffer the mires against adverse ecological change. This is the largest concentration of intact valley mires of their type in Britain.

- Ramsar criterion 2: The site supports a diverse assemblage of wetland plants and animals including several nationally rare species. Seven species of nationally rare plant are found on the site, as are at least 65 British Red Data Book species of invertebrate.
- Ramsar criterion 3: The mire habitats are of high ecological quality and diversity and have undisturbed transition zones. The invertebrate fauna of the site is important due to the concentration of rare and scarce wetland species. The whole site complex, with its examples of semi-natural habitats is essential to the genetic and ecological diversity of southern England.

Solent Maritime SAC

The Solent Maritime SAC qualifies under Article 3 of the Habitats Directive by supporting the following Annex I habitats:

- Estuaries (primary reason for selection)
- *Spartina* swards (*Spartinion maritimae*) (primary reason for selection)
- Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) (primary reason for selection)
- Sandbanks which are slightly covered by sea water all the time
- Mudflats and sandflats not covered by seawater at low tide
- Coastal lagoons
- Annual vegetation of drift lines
- Perennial vegetation of stony banks
- *Salicornia* and other annuals colonising mud and sand
- Shifting dunes along the shoreline with *Ammophila arenaria* (“white dunes”)

Solent Maritime SAC qualifies under Article 3 of the Habitats Directive by supporting the following Annex II species:

- Desmoulin's whorl snail *Vertigo moulinsiana*

Solent and Southampton Water SPA

Solent and Southampton Water SPA qualifies under Article 4.1 of the Birds Directive by supporting breeding populations of European importance of the following Annex I species:

- Common Tern *Sterna hirundo*
- Little Tern *Sterna albifrons*
- Mediterranean Gull *Larus melanocephalus*
- Roseate Tern *Sterna dougallii*
- Sandwich Tern *Sterna sandvicensis*

The SPA qualifies under Article 4.2 of the Birds Directive by supporting overwintering populations of European importance of the following migratory species:

- Black-tailed Godwit *Limosa limosa islandica*
- Dark-bellied Brent Goose *Branta bernicla bernicla*
- Ringed Plover *Charadrius hiaticula*
- Teal *Anas crecca*

The SPA also qualifies under Article 4.2 of the Birds Directive by regularly supporting at least 20,000 waterfowl, including the following species:

- Gadwall *Anas strepera*
- Teal *Anas crecca*
- Ringed Plover *Charadrius hiaticula*
- Black-tailed Godwit *Limosa limosa islandica*
- Little Grebe *Tachybaptus ruficollis*
- Great Crested Grebe *Podiceps cristatus*
- Cormorant *Phalacrocorax carbo*

- Dark-bellied Brent Goose *Branta bernicla bernicla*
- Wigeon *Anas Penelope*
- Redshank *Tringa tetanus*
- Pintail *Anas acuta*
- Shoveler *Anas clypeata*
- Red-breasted Merganser *Mergus serrator*
- Grey Plover *Pluvialis squatarola*
- Lapwing *Vanellus vanellus*
- Dunlin *Calidris alpina alpina*
- Curlew *Numenius arquata*
- Shelduck *Tadorna tadorna*

Solent and Southampton Water Ramsar Site

The Solent and Southampton Water Ramsar site qualifies under the following Ramsar criteria:

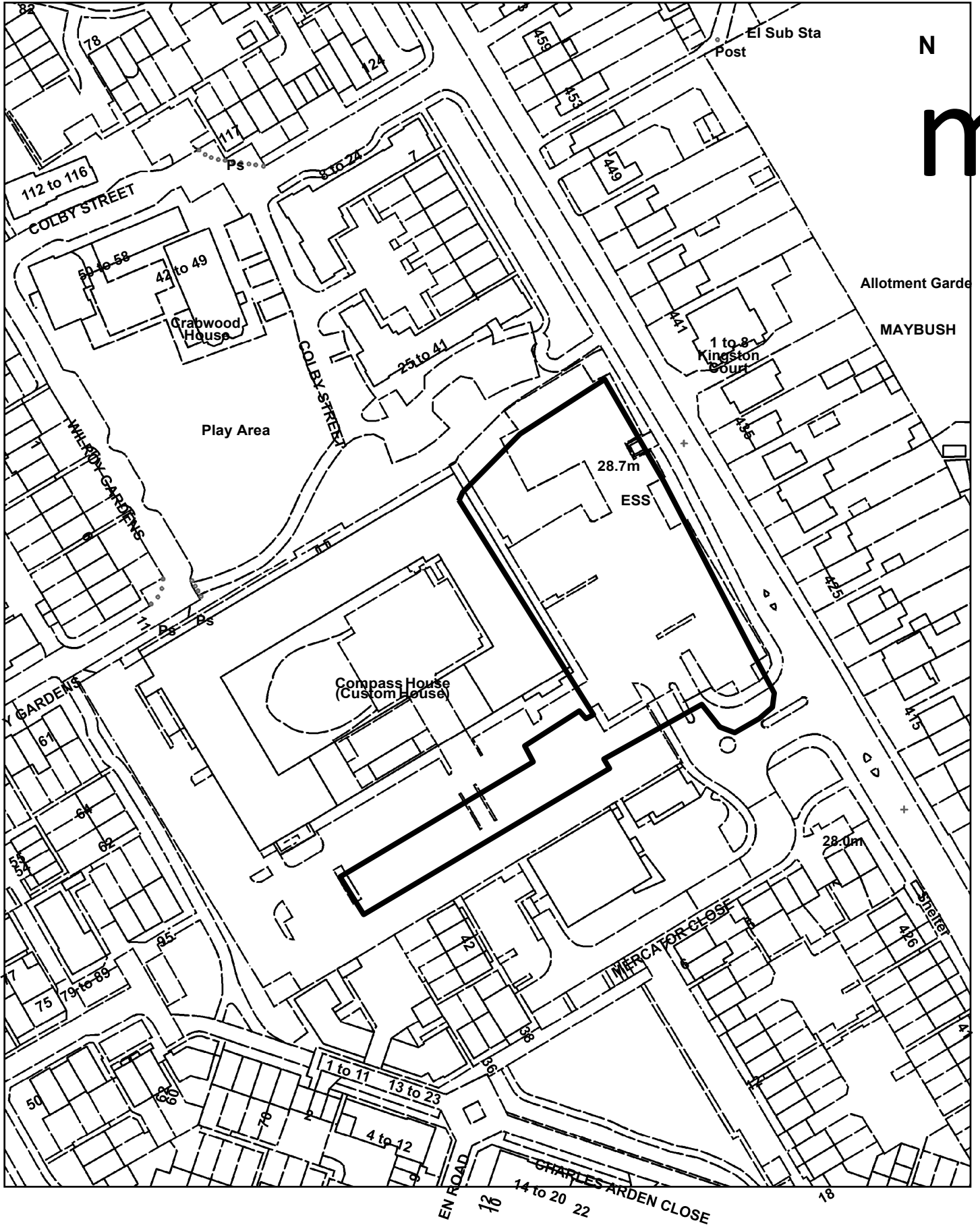
- Ramsar criterion 1: The site is one of the few major sheltered channels between a substantial island and mainland in European waters, exhibiting an unusual strong double tidal flow and has long periods of slack water at high and low tide. It includes many wetland habitats characteristic of the biogeographic region: saline lagoons, saltmarshes, estuaries, intertidal flats, shallow coastal waters, grazing marshes, reedbeds, coastal woodland and rocky boulder reefs.
- Ramsar criterion 2: The site supports an important assemblage of rare plants and invertebrates. At least 33 British Red Data Book invertebrates and at least eight British Red Data Book plants are represented on site.
- Ramsar criterion 5: A mean peak count of waterfowl for the 5 year period of 1998/99 – 2002/2003 of 51,343
- Ramsar criterion 6: The site regularly supports more than 1% of the individuals in a population for the following species: Ringed Plover *Charadrius hiaticula*, Dark-bellied Brent Goose *Branta bernicla bernicla*, Eurasian Teal *Anas crecca* and Black-tailed Godwit *Limosa limosa islandica*.

Appendix 1 Nutrient Budget

Calculation using water rate of 110 litres waste water per person per day

Step	Measurement	Value	Unit	Explanation
Development Proposal	Development types that would increase the population served by a wastewater system	1	Hotel	
Step 1	Additional population	358		
Step 2	Wastewater volume generated by development	14770	Litres/ day	
Step 3	Receiving WWTW environmental permit limit for TN	10	Mg/l TN	
Step 4	TN discharged after WWTW	132930	Mg/TN/day	90% of the consent limit = 9mg/l TN. 14770 x 0.9
	Convert mg/TN to kg/TN per day	0.13293	Kg/TN/day	Divide by 1,000,000
	Convert kg/TN per day to kg/TN per year	48.52		x 365 days
Wastewater total nitrogen load	48.52kg/TN/yr			

20/01785/FUL



Scale: 1:1,250

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