

Planning and Rights of Way Panel

Tuesday, 21st February,
2023

at 4.00 pm

PLEASE NOTE TIME OF MEETING

**Conference Rooms 3 and 4
- Civic Centre**

This meeting is open to the public

Members

Councillor Coombs (Chair)
Councillor Savage (Vice-Chair)
Councillor Blatchford
Councillor Magee
Councillor J Payne
Councillor Prior
Councillor Windle

Contacts

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PUBLIC INFORMATION

ROLE OF THE PLANNING AND RIGHTS OF WAY PANEL

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

PUBLIC REPRESENTATIONS

Procedure / Public Representations

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

Southampton: Corporate Plan 2020-2025 sets out the four key outcomes:

- Communities, culture & homes - Celebrating the diversity of cultures within Southampton; enhancing our cultural and historical offer and using these to help transform our communities.
- Green City - Providing a sustainable, clean, healthy and safe environment for everyone. Nurturing green spaces and embracing our waterfront.
- Place shaping - Delivering a city for future generations. Using data, insight and vision to meet the current and future needs of the city.
- Wellbeing - Start well, live well, age well, die well; working with other partners and other services to make sure that customers get the right help at the right time

Dates of Meetings: Municipal Year 2022/2023

2022	
24 May	20 September
21 June	11 October
12 July	1 November
2 August	22 November
23 August	13 December

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

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2023	
24 January	11 April
21 February	
14 March	

CONDUCT OF MEETING

TERMS OF REFERENCE

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

BUSINESS TO BE DISCUSSED

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

RULES OF PROCEDURE

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

QUORUM

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

DISCLOSURE OF INTERESTS

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

DISCLOSABLE PECUNIARY INTERESTS

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

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

OTHER INTERESTS

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

- Any body to which they have been appointed or nominated by Southampton City Council
- Any public authority or body exercising functions of a public nature
- Any body directed to charitable purposes
- Any body whose principal purpose includes the influence of public opinion or policy

PRINCIPLES OF DECISION MAKING

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

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

In exercising discretion, the decision maker must:

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

AGENDA

1 APOLOGIES AND CHANGES IN PANEL MEMBERSHIP (IF ANY)

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

PLEASE NOTE

2 DISCLOSURE OF PERSONAL AND PECUNIARY INTERESTS

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

3 STATEMENT FROM THE CHAIR

CONSIDERATION OF PLANNING APPLICATIONS

Please note: Agenda timings are indicative only and may be subject to change on the day of the meeting. Anyone with an interest in an agenda item is advised to join the meeting from the start.

4 PLANNING APPLICATION - 20/01785/FUL - COMPASS HOUSE, ROMSEY ROAD (Pages 5 - 84)

Report of the Head of Transport and planning recommending that the Panel delegate approval in respect of an application for a proposed development at the above address.

5 PLANNING APPLICATION - 21/01680/FUL - 22A HARCOURT ROAD (Pages 85 - 122)

Report of the Head of Transport and planning recommending that the Panel delegate approval in respect of an application for a proposed development at the above address.

6 PLANNING APPLICATION - 22/01582/FUL - 27 CHESSEL AVENUE (Pages 123 - 132)

Report of the Head of Transport and planning recommending that conditional approval be granted in respect of an application for a proposed development at the above address.

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Agenda Annex

INDEX OF PLANNING APPLICATIONS FOR DECISION

DATE: 21st February 2023

Committee Rooms 3 and 4

Main Agenda Item Number	Officer	Recommendation	PSA	Application Number / Site Address
Start time: 4:05PM (approximately)				
5	MP	DEL	15	20/01785/FUL Compass House, Romsey Road
Start time: 5:05PM (approximately)				
6	MP	DEL	5	21/01680/FUL 22A Harcourt Road
Start time: 5:45PM (approximately)				
7	SK	CAP	5	22/01582/FUL 27 Chessel Avenue

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

Case Officers:

MP – Mat Pidgeon

TB – Tom Barnett

SK – Sam Kushner

Southampton City Council - Planning and Rights of Way Panel

Report of Head of Transport & Planning

Local Government (Access to Information) Act 1985

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

Background Papers

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

2. **Statutory Plans**
 - (a) Hampshire, Portsmouth, Southampton and New Forest National Park Minerals and Waste Plan (Adopted 2013)
 - (b) Amended City of Southampton Local Plan Review (Adopted March 2015)
 - (c) Connected Southampton 2040 Transport Strategy (LTP4) adopted 2019.
 - (d) Amended City of Southampton Local Development Framework – Core Strategy (inc. Partial Review) (adopted March 2015)
 - (e) Adopted City Centre Action Plan (2015)
 - (f) Community Infrastructure Levy Charging Schedule (2013)
 - (g) Bassett Neighbourhood Plan (Adopted 2016)

3. **Statutory Plans in Preparation**

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

- (n) Itchen Valley Strategy (1993)
- (o) Portswood Residents' Gardens Conservation Area Character Appraisal (1999)
- (p) Land between Aldermoor Road and Worston Road Development Brief Character Appraisal(1997)
- (q) The Bevois Corridor Urban Design Framework (1998)
- (r) Southampton City Centre Urban Design Strategy (2000)
- (s) St Mary's Place Development Brief (2001)
- (t) Ascupart Street Development Brief (2001)
- (u) Woolston Riverside Development Brief (2004)
- (v) West Quay Phase 3 Development Brief (2001)
- (w) Northern Above Bar Development Brief (2002)
- (x) Design Guidance for the Uplands Estate (Highfield) Conservation Area (1993)
- (y) Design Guidance for the Ethelburt Avenue (Bassett Green Estate) Conservation Area (1993)
- (z) Canute Road Conservation Area Character Appraisal (1996)
- (aa) The Avenue Conservation Area Character Appraisal (2013)
- (bb) St James Road Conservation Area Character Appraisal (1996)
- (cc) Banister Park Character Appraisal (1991)*
- (dd) Bassett Avenue Character Appraisal (1982)*
- (ee) Howard Road Character Appraisal (1991) *
- (ff) Lower Freemantle Character Appraisal (1981) *
- (gg) Mid Freemantle Character Appraisal (1982)*
- (hh) Westridge Road Character Appraisal (1989) *
- (ii) Westwood Park Character Appraisal (1981) *
- (jj) Cranbury Place Character Appraisal (1988) *
- (kk) Carlton Crescent Character Appraisal (1988) *
- (ll) Old Town Conservation Area Character Appraisal (1974) *
- (mm) Oxford Street Conservation Area Character Appraisal (1982) *
- (nn) Bassett Green Village Character Appraisal (1987)
- (oo) Old Woolston and St Annes Road Character Appraisal (1988)
- (pp) Northam Road Area Improvement Strategy (1987)*
- (qq) Houses in Multiple Occupation (revised 2016)
- (rr) Vyse Lane/ 58 French Street (1990)*
- (ss) Tauntons College Highfield Road Development Guidelines (1993)*
- (tt) Old Woolston Development Control Brief (1974)*
- (uu) City Centre Characterisation Appraisal (2009)
- (vv) Parking standards (2011)

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

5. Documents relating to Highways and Traffic

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

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

6. Government Policy Planning Advice

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

7. Other Published Documents

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

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

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

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

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations have been considered, including local car parking pressure, and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2021). Policies – CS6, CS7, CS13, CS14, CS18, CS19, CS20, CS24 and CS25 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015). Policies – SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, HE6, REI9, of the City of

Southampton Local Plan Review (Amended 2015).

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

Recommendation in Full

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

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

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

Background

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

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

1. The site and its context

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

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

2. Proposal

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

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

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

3. **Relevant Planning Policy**

- 3.1 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan "saved" Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies

accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. Relevant Planning History

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

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

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

5. Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement **22.01.2021** and erecting a site notice **22.01.2021**. At the time of writing the first report to panel (meeting date 12/10/2021) **8 representations** had been received from surrounding residents. Because of the amended plans a subsequent consultation exercise was carried out which included notifying previous objectors, local ward Councillors and the erection of a site notice **20.01.2023**. At the time of writing the current report a further **4 representations** have been received in relation to the amended scheme under consideration, 2 from surrounding residents and 2 from ward Councillors. The following is a summary of the points raised:

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

Officer Response

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

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

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

5.3 Highway capacity – impact during peak traffic hours.

Officer Response

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

5.4 Poor public transport links.

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

5.5 Highways safety.

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

5.6 No need for a hotel in this location.

Officer Response

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

5.7 Impact on neighbouring residential properties.

Reduced light, privacy, overbearing.

Officer Response

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

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

Officer Response:

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

5.9 ***Construction noise.***

Officer Response

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

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

Officer Response:

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

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

Officer Response

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

5.12 ***Overdevelopment.***

Officer Response

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

5.13 ***Air pollution.***

Officer Response

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

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

Consultation Responses

5.14

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

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

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

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

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

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

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

Principle of Development

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

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

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

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

Parking & Highways

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

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

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

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

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

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

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

Design and effect on character

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

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

Residential amenity (not relating to car parking):

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

Trees and Ecology

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

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

Flood Risk

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

Likely effect on designated habitats

- 6.28 The proposed development, as a hotel scheme, has been screened (where mitigation measures must now be disregarded) as likely to have a significant effect upon European designated sites due to an increase in recreational disturbance along the coast and in the New Forest. Accordingly, a Habitat Regulations Assessment (HRA) has been undertaken, in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, see *Appendix 8*. The HRA concludes that, as Hotels are not liable for CIL, an equivalent sum to that which would be paid if the hotel guestroom floorspace were instead residential needs to be provided to ensure that the development will not adversely affect the integrity of the European designated sites. Accordingly, the mitigation figure needed is calculated by taking 5% of the total 'CIL' figure. This 5% figure will be secured via the section 106 agreement and split, with 4% of the equivalent CIL contribution being ring fenced for footpath improvements in the Lordsdale and Lordswood Greenways; and. 1% of the equivalent CIL contribution being allocated to the New Forest Mitigation Scheme. A Habitats Regulations Assessment has been produced for consideration at the Panel meeting following further dialogue with the Council's Ecologist.

7. Summary

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

8. Conclusion

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

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 **21st February 2023**

PLANNING CONDITIONS

1. Full Permission Timing Condition (Performance)

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

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

2. Approved Plans [Performance Condition]

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

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

3. Restricted Use (Performance Condition)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Planning Act 1990

9. Piling (Pre-Commencement Condition)

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

Reason: In the interest of residential amenity.

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

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

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

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

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

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

12. Service bay restriction [Performance Condition]

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

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

13. Service bay signage [Pre-Occupation Condition]

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

writing by the local planning authority.

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

14. Cycle storage facilities [Performance Condition]

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

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

15. Refuse & Recycling [Performance Condition]

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

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

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

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

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

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

17. Archaeological evaluation work programme [Performance Condition]

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

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

Reason: To ensure that the archaeological investigation is completed.

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

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

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

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

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

Reason: To ensure that the archaeological investigation is completed.

20. Ecological Mitigation Statement (Pre-Commencement)

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

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

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

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

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

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

22. Construction Management Plan [Pre-Commencement Condition]

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

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

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

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

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

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

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

Monday to Friday 08:00 to 18:00 hours

Saturdays 09:00 to 13:00 hours

And at no time on Sundays and recognised public holidays.

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

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

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

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

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

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

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

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

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

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

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

26. Unsuspected Contamination (Performance Condition)

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

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

27. Protection of nesting birds (Performance Condition)

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

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

28. BREEAM Standards (Pre-Commencement Condition)

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

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

29. BREEAM Standards [Performance Condition]

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

Reason: To ensure the development has minimised its overall demand for resources

and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

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

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

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

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

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

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

32. Arboricultural Method Statement (Pre-Commencement Condition)

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

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

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

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

33. Arboricultural Method Statement (Performance Condition)

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

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

34. Arboricultural Protection Measures (Pre-Commencement Condition)

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

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

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

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

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

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

36. Sustainable Drainage (Pre-Commencement Condition).

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

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

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

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

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

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

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

Reason: To ensure satisfactory drainage provision for the area.

38. External Lighting Scheme (Pre-Commencement Condition)

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

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

39. Wheel Cleaning Facilities (Performance Condition)

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

Reason: In the interests of highway safety.

40. Staff showings facilities [Performance Condition]

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

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

41. Limited number of hotel bedrooms [Performance Condition]

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

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

42. Hotel bar use limitation. (Performance Condition)

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

Reason: In the interests of local residential amenity.

43. Electric Vehicle Charging (Performance Condition)

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

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

Application 20/01785/FUL

APPENDIX 1

Core Strategy - (as amended 2015)

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

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

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

Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

Relevant Planning History

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

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

Application 20/01785/FUL

APPENDIX 1

Core Strategy - (as amended 2015)

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

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

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

Supplementary Planning Guidance

Planning Obligations (Adopted - September 2013)

Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2021)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

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Application 20/01785/FUL

APPENDIX 2

Relevant Planning History

Case Ref:	Proposal:	Decision:	Date:
11/01730/DIS	Application for approval of details reserved by Condition 2 (Materials and finishes for the enclosure cladding) of planning permission 08/01523/TCC.	No Objection	09.12.2011
17/00178/PA56	Application for prior approval for a change of use of the building from office use (Class B1) to 245 flats (Class C3)	No Objection	29.03.2017
18/01012/PA56	Application for prior approval for a change of use of the building from office use (Class B1) to 245 flats (Class C3)	No Objection	06.09.2018
18/01644/FUL	Erection of an additional fifth floor to facilitate 19 flats (11 x 1, 5 x 3 and 3 x 2 bed) with associated car parking (225 spaces shared between 245 flats, approved under 17/00178/PA56 and the proposed 19 flats) and cycle storage.	Conditionally Approved	17.08.2020
18/02319/FUL	Extension of ground floor, reducing undercroft area, and change of use to provide 345sqm of additional A1 and/or A2 and/or A3 and/or B1(a) and/or D1 (Medical Use) and/or D2 (Gymnasium) floorspace (amended description).	Pending Decision	
19/00726/FUL	Re-development of the site to create a three-storey hotel containing 73 rooms with associated works including 34 car parking spaces(amended description).	Application Refused	06.01.2020
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	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.	Withdrawn	14.12.2022
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21/01091/NMA	Minor material amendment sought following prior approval for change of use of the building to 241 flats (Class C3) ref 19/01939/PA56 for alterations to car parking (updated transport statement).	No Objection	20.01.2022
20/01174/DIS	Application for approval of details reserved by condition 24 (Grampian condition, access to the highway) of permission ref 18/01644/FUL	No Objection	07.09.2021

Southampton City Council Parking Standards Supplementary Planning Document (SPD)

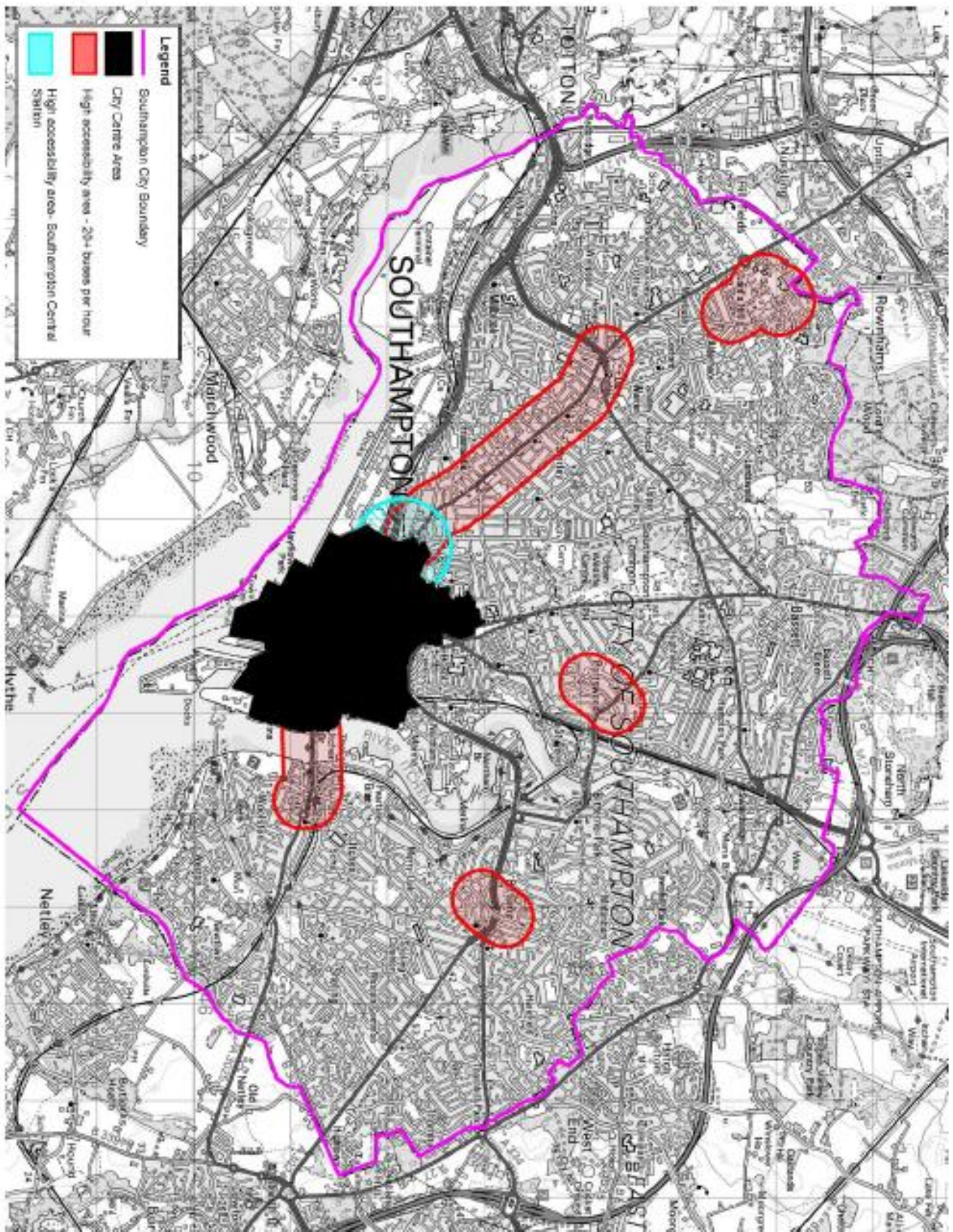


Figure 5: Plan of standard and high accessibility zones, June 2011

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PARKING BEAT SURVEY

COMPASS HOUSE - SOUTHAMPTON



THURSDAY 24 OCTOBER 2019

FRIDAY 25 OCTOBER 2019



CREATED BY: SONIA BEDREGAL & ALICE BADDELEY

SURVEY DETAILS

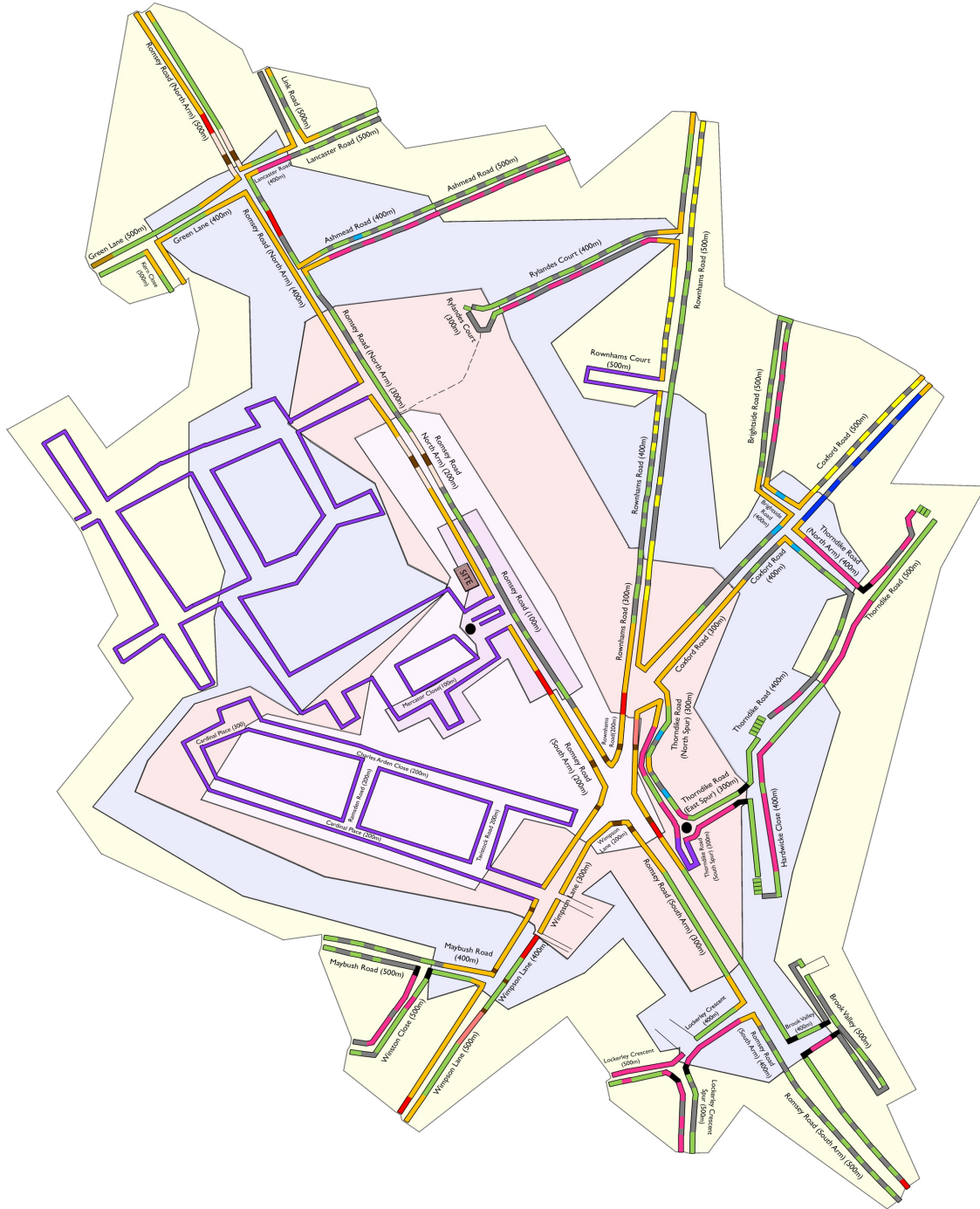
Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Lambeth
Site	COMPASS HOUSE - SOUTHAMPTON
Survey Area	500M (Divided into 100m isochrones)
Date/s	THURSDAY 24 OCTOBER 2019 FRIDAY 25 OCTOBER 2019
Time/s	00:30
Beat Frequency	SNAPSHOTS
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit 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	9.8			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.

PLANNING AND RIGHTS OF WAY PANEL
MINUTES OF THE MEETING HELD ON 12 OCTOBER 2021

Present: Councillors L Harris (Chair), Prior (Vice-Chair), Coombs, Magee, Savage, Vaughan and Windle

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

RESOLVED: that the minutes for the Panel meeting on 21 September 2021 be approved and signed as a correct record.

30. **PLANNING APPLICATION - 21/01139/FUL - 35-41 LONDON ROAD**

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

Change of use of basement nightclub (Sui generis use) and part of ground floor cafe/restaurant to Gentleman's Club (Sui generis use) including extended hours of operation to Sunday - Thursday, 21:00 - 05:00 and Friday and Saturday 18:00 - 05.00.

Mrs Barter (local resident objecting), Mr Johnson (agent), and Mr Nicie (applicant), were present and with the consent of the Chair, addressed the meeting. In addition the Panel noted the statement from Riya Khatri, on behalf of local residents objecting to the application, had been received and posted online

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

RECORDED VOTE to refuse planning permission.

FOR: Councillors Harris, Prior, Coombs, Magee, Windle and Savage

ABSTAINED: Councillor Vaughan

RESOLVED that the Panel supported the officer recommendation to refuse planning permission for the reasons set out below:

Reason for refusal

The proposed opening hours would result in an extended late night use, which is situated in a location where there are nearby residential properties. It is considered that the intensification of use into the early hours of the morning would cause further detriment to the amenities of the nearby residential properties by reason of noise and disturbance caused as patrons leaving the premises and dispersing into the surrounding area. The proposal would be contrary to the particular provisions of the adopted City Centre Area Action Plan (CCAAP) Policy AP8 which outlines acceptable limits on opening hours within the city centre. Furthermore this would set a difficult precedent to defend against and could lead to further impacts within the locality to the further detriment of the community. The proposal would thereby, having regard to similar appeal decisions in the locality for hours of use beyond the midnight terminal hours, prove contrary to and conflict with 'saved' policies SDP1, SDP16 and REI7 of the

City of Southampton Local Plan Review (amended 2015) and Policy AP8 of the CCAAP (adopted 2015).

31. **PLANNING APPLICATION - 20/01367/FUL - CITY WEST - MILLBROOK ROAD EAST**

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

Conversion of existing commercial units into 24 (10 one-bed and 14 studio) units with associated parking and cycle/refuse storage (Departure from Local Plan) – description amended following validation.

Simon Reynier (City of Southampton Society), Paul Airey (agent), and Councillor Shields (ward councillor) were present and with the consent of the Chair, addressed the meeting.

The presenting officer explained that the Southern Water section 5.6 should state an informative to connect to the foul and surface water disposal was requested and not a condition. In response to Panel questioning an additional condition relating to electric vehicle charging points was added, as set out below.

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

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

RESOLVED that the Panel:

- (i) confirmed the Habitats Regulation Assessment set out in Appendix 1 of the report.
- (ii) Delegated approval to the Head of Planning and Economic Development to grant planning permission subject to any amendments set out below and the completion of a S.106 Legal Agreement to secure:
 - a. 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);
 - b. Either the provision of 35% affordable housing in accordance with LDF Core Strategy Policy CS15 or confirmation that the proposal complies with the requirements of the Vacant Building Credit criteria (securing development without any affordable housing) and that a review is undertaken should circumstances change;
 - c. 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.
 - d. Either a scheme of measures or a financial contribution to mitigate against the pressure on European designated nature conservation sites in

accordance with Policy CS22 of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.

- (iii) That the Head of Planning and Economic Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.
- (iv) In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Panel authorised Head of Planning and Economic Development to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
- (v) In the event that the scheme's viability is tested prior to planning permission being issued and, following an independent assessment of the figures, it is no longer viable to provide the full package of measures set out above the Panel noted that a report will be brought back to the Planning and Rights of Way Panel for further consideration of the Planning application.

ADDITIONAL CONDITION

ELECTRIC VEHICLE CHARGING POINTS (PERFORMANCE CONDITION)

Before the use hereby approved first comes into use a minimum of two electric vehicle charging points shall be provided on site and rendered operational in accordance with a specification to be first agreed in writing by the Local Planning Authority. The charging points shall be thereafter retained and maintained as approved.

REASON: To combat the effects of climate change and reduce the emission of pollutants in accordance with policy CS20

32. PLANNING APPLICATION - 20/01785/FUL - COMPASS HOUSE, ROMSEY ROAD

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

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)

Simon Reynier (City of Southampton Society), Chris Brady (agent), and Councillor Spicer (ward councillor) were present and with the consent of the Chair, addressed the meeting. In addition the Panel noted the statement received by Councillor Guest which had been circulated and posted on-line.

The Panel requested and officers agreed to include in their recommendation that an additional condition relating to electric vehicle charge points be added to the application, as set out below.

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

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

RESOLVED that the Panel:

- (i) confirmed the Habitats Regulation Assessment set out in Appendix 1 of the report.
- (ii) Delegated approval to the Head of Planning and Economic Development to grant planning permission subject to the amendment set out below and the completion of a S.106 Legal Agreement to secure:
 - a. 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);
 - b. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer;
 - c. 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);
 - d. Submission and implementation within a specified timescale of a Travel Plan;
 - e. 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);
 - f. Submission and implementation within a specified timescale of a Waste Management Plan;
 - g. The submission, approval and implementation of public art that is consistent with the Council's Public Art 'Art People Places' Strategy; and
 - h. 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).
- (iii) In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head Planning and Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
- (iv) That the Head of Planning and Economic Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

ADDITIONAL CONDITION

ELECTRIC VEHICLE CHARGING. (PERFORMANCE CONDITION)

Prior to the occupation of the development hereby approved a minimum of 9 (12%) of the 73 hotel car parking spaces shall be fitted with an electric car charging point for use by customers and staff. The electric car charging points shall thereafter be retained and made available for customers and staff to use throughout the lifetime of the development.

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

33. **PLANNING APPLICATION - 21/01193/FUL - 52-54 WATERLOO ROAD**

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

Re-development of the site to create a part two-storey and part three-storey building containing 8 flats (4 x one-bedroom, 4 x two-bedroom) with associated cycle, refuse and parking.

Steve Lawrence (agent), and Councillor Shields (ward councillor were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that the landscaping condition needed to be amended to include measures to prevent surface water runoff, from parking area, from flowing onto the public highway, as set out below.

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

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

RESOLVED that the Panel:

- (i) confirmed the Habitats Regulation Assessment set out in Appendix 1 of the report.
- (ii) Delegated approval to the Head of Planning and Economic Development to grant planning permission subject to any amendments set out below and the completion of a S.106 Legal Agreement to secure:
 - a. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPD relating to Planning Obligations (September 2013);
 - b. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
 - c. The submission, approval and implementation of a Carbon Management Plan setting out how 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).
 - d. An obligation to preclude future residents being issued with car parking permits.

- e. Financial contributions towards Solent Disturbance Mitigation Project (SDMP) in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), SDP12 of the City of Southampton Local Plan Review (March 2006), CS22 of the Core Strategy and the Planning Obligations SPD (September 2013).
- (iii) In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head Planning and Economic Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.
- (iv) That the Head of Planning and Economic Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

ADDITIONAL / AMENDED CONDITION

05. LANDSCAPING, LIGHTING & MEANS OF ENCLOSURE DETAILED PLAN [PRE-COMMENCEMENT CONDITION]

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

- (i) proposed finished ground levels or contours; means of enclosure; car parking layouts, including details of measures used to prevent surface water runoff from flowing from the parking area onto the public highway; vehicle and pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (lighting columns etc.);
- (ii) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- (iii) an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise);
- (iv) details of any proposed boundary treatment, including retaining walls; and
- (v) a landscape management scheme.

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

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

REASON: To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a

positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990.

34. **PLANNING APPLICATION - 21/01199/FUL - COLLEGE STREET CAR PARK**

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

Installation of storage containers for retail and food and drink use, shared office workspace and studio space for artists, with associated events space for a temporary period of 10 years (Amendment to planning permission ref 20/00173/FUL with the temporary period increased from 5 to 10 years)

Dr Butler, Mr Winter, Mr Reynier (local residents / objecting), and Mr Sanger (agent), were present and with the consent of the Chair, addressed the meeting.

The presenting officer reported that the Cycle Parking condition would require amending, as set out below.

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 CONDITION

13. CYCLE PARKING (PERFORMANCE CONDITION)

Before the development hereby approved first comes into occupation, the storage for a minimum of 22 bicycles shall be provided and made available for use in accordance with the plans hereby approved. The storage shall thereafter be retained as approved. REASON: To encourage cycling as an alternative form of transport.

35. **PLANNING APPLICATION - 21/01261/FUL - 25 GLASSLAW ROAD**

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

Erection of a two-storey side extension and single-storey rear extension (resubmission of 21/00755/FUL).

Chris Bainbridge (agent), and Dean Tyler (applicant) were present and with the consent of the Chair, addressed the meeting.

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

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

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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 82 rooms (previously 73 rooms) with associated works including 82 car parking spaces (previously 73 car parking spaces). (Resubmission 19/00726/FUL) (amended description).
HRA completion date:	9th February 2023

HRA completed by:
Lindsay McCulloch Planning Ecologist Southampton City Council lindsay.mcculloch@southampton.gov.uk

Summary
<p>The project being assessed is as described above.</p> <p>The site is located close to the Solent and Dorset Coast Special Protection Area (SPA), the Solent and Southampton Water SPA/Ramsar site and the New Forest Special Area of Conservation (SAC)/SPA/Ramsar site.</p> <p>The site is located close to protected sites and as such there is potential for construction stage impacts. It is also recognised that the proposed development, in combination with other 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.</p> <p>In addition, wastewater 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.</p> <p>The findings of the initial assessment concluded that significant effects were possible. A detailed appropriate assessment was therefore conducted on the proposed development.</p> <p>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 adequately mitigated and that there will be no adverse effect on the integrity of protected sites.</p>

Section 1 - details of the plan or project

**European sites potentially impacted by plan or project:
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**

- Solent and Dorset Coast Special Protection Area (SPA)
- Solent and Southampton Water SPA
- Solent and Southampton Water Ramsar Site
- Solent Maritime Special Area of Conservation (SAC)
- River Itchen SAC
- New Forest SAC
- New Forest SPA
- New Forest Ramsar site

Is the project or plan directly connected with or necessary to the management of the site (provide details)?

No – the development is not connected to, nor necessary for, the management of any European site.

Are there any other projects or plans that together with the project or plan being assessed could affect the site (provide details)?

- 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)

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.

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.

Whilst the dates of the two plans do not align, it is clear that the proposed development of this 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.

Regulations 62 and 70 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) are clear that the assessment provisions, ie. Regulations 63 and 64 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, as required under Regulation 63 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 63(1) (a) of the Habitats Regulations.**

The proposed development is located close to the Solent and Dorset Coast SPA, Solent and Southampton Water SPA and Ramsar site and the Solent Maritime SAC. As well as the River Itchen SAC, New Forest SAC, SPA and Ramsar site.

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 both temporary, arising from demolition and construction activity, or permanent arising from the on-going impact of the development when built.

The following effects are possible:

- Contamination and deterioration in surface water quality from mobilisation of contaminants;
- Disturbance (noise and vibration);
- Increased leisure activities and recreational pressure; and,
- Deterioration in water quality caused by nitrates from wastewater

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 63(1)(a) of the Habitats Regulations.

The project being assessed is as described above. The site is located close to the Solent and Dorset Coast Special Protection Area (SPA), the Solent and Southampton Water SPA/Ramsar site and the New Forest Special Area of Conservation (SAC)/SPA/Ramsar site.

The site is located close to European sites and as such there is potential for construction stage impacts. Concern has also been raised that the proposed development, in-combination with other 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, wastewater generated by the development could result in the release of nitrogen into the Solent leading to adverse impacts on features of the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site.

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 63(1) of the Habitats Regulations

The identified potential effects are examined below to determine the implications for the identified European sites in line with their conservation objectives and to assess whether the proposed avoidance and mitigation measures are sufficient to remove any potential impact.

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.

TEMPORARY, CONSTRUCTION PHASE EFFECTS

Mobilisation of contaminants

Sites considered: Solent and Southampton Water SPA/Ramsar site, Solent and Dorset Coast SPA, Solent Maritime SAC, River Itchen SAC (mobile features of interest including Atlantic salmon and otter).

The development site lies within Southampton, which is subject to a long history of port and associated operations. As such, there is the potential for contamination in the site to be mobilised during construction. In 2016 the ecological status of the Southampton Waters was classified as ‘moderate’ while its chemical status classified as ‘fail’. In addition, demolition and construction works would result in the emission of coarse and fine dust and exhaust emissions – these could impact surface water quality in the Solent and Southampton SPA/Ramsar Site and Solent and Dorset Coast SPA with consequent impacts on features of the River Itchen SAC. There could also be deposition of dust particles on habitats within the Solent Maritime SAC.

A range of construction measures can be employed to minimise the risk of mobilising contaminants, for example spraying water on surfaces to reduce dust, and appropriate standard operating procedures can be outlined within a Construction Environmental Management Plan (CEMP) where appropriate to do so.

In the absence of such mitigation there is a risk of contamination or changes to surface water quality during construction and therefore a significant effect is likely from schemes proposing redevelopment.

Disturbance

During demolition and construction noise and vibration have the potential to cause adverse impacts to bird species present within the SPA/Ramsar Site. Activities most likely to generate these impacts include piling and where applicable further details will be secured ahead of the determination of this planning application.

Sites considered: Solent and Southampton Water SPA

The distance between the development and the designated site is substantial and it is considered that sound levels at the designated site will be negligible. In addition, background noise will mask general construction noise. The only likely source of noise impact is piling and only if this is needed. The sudden, sharp noise of percussive piling will stand out from the background noise and has the potential to cause birds on the inter-tidal area to cease feeding or even fly away. This in turn leads to a reduction in the birds' energy intake and/or expenditure of energy which can affect their survival.

Collision risk

Sites considered: Solent and Southampton Water SPA, Solent and Dorset Coast SPA

Mapping undertaken for the Southampton Bird Flight Path Study 2009 demonstrated that the majority of flights by waterfowl occurred over the water and as a result collision risk with construction cranes, if required, or other infrastructure is not predicted to pose a significant threat to the species from the designated 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, calculated to be 15.2 million annually in 2017 and estimated to rise to 17.6 million visitor days by 2037 (RJS Associates Ltd., 2018). It 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, Liley et al (2019), indicated that 83% of visitors to the New Forest were making short visits directly from home whilst 14% were staying tourists and a further 2% were staying with friends or family. These proportions varied seasonally with more holiday makers (22%) and fewer day visitors (76%), in the summer than compared to the spring (12% and 85% respectively) and the winter (11% and 86%). The vast majority of visitors travelled by car or other motor vehicle and the main activities undertaken were dog walking (55%) and walking (26%).

Post code data collected as part of the New Forest Visitor Survey 2018/19 (Liley et al, 2019) revealed that 50% of visitors making short visits/day trips from home lived within 6.1km of the survey point, whilst 75% lived within 13.8km; 6% of these visitors were found to have originated from Southampton.

The application site is located within the 13.8km zone for short visits/day trips and residents of the new development could therefore be expected to make short visits to the New Forest.

Whilst car ownership is a key limitation when it comes to be able to access the New Forest, there are still alternative travel means including the train, bus, ferry and bicycle. As a consequence, there is a risk that recreational disturbance could occur as a result of the development. Mitigation measures will therefore be required.

Mitigation

A number of potential mitigation measures are available to help reduce recreational impacts on the New Forest designated sites, these include:

- Access management within the designated sites;
- Alternative recreational greenspace sites and routes outside the designated sites;
- Education, awareness and promotion

Officers consider a combination of measures will be required to both manage visitors once they arrive in the New Forest, including influencing choice of destination and behaviour, and by deflecting visitors to destinations outside the New Forest.

The New Forest Visitor Study (2019) asked visitors questions about their use of other recreation sites and also their preferences for alternative options such as a new country park or improved footpaths and bridleways. In total 531 alternative sites were mentioned including Southampton Common which was in the top ten of alternative sites. When asked whether they would use a new country park or improved footpaths/ bridleways 40% and 42% of day visitors respectively said they would whilst 21% and 16% respectively said they were unsure. This would suggest that alternative recreation sites can act as suitable mitigation measures, particularly as the research indicates that the number of visits made to the New Forest drops the further away people live.

The top features that attracted people to such sites (mentioned by more than 10% of interviewees) included: Refreshments (18%); Extensive/good walking routes (17%); Natural, 'wild', with wildlife (16%); Play facilities (15%); Good views/scenery (14%); Woodland (14%); Toilets (12%); Off-lead area for dogs (12%); and Open water (12%). Many of these features are currently available in Southampton's Greenways and semi-natural greenspaces and, with additional investment in infrastructure, these sites would be able to accommodate more visitors.

The is within easy reach of a number of semi-natural sites including Southampton Common and the four largest greenways: Lordswood, Lordsdale, Shoreburs and Weston. Officers consider that improvements to the nearest Park will positively encourage greater use of the park by residents of the development in favour of the New Forest. In addition, these greenway sites, which can be accessed via cycle routes and public transport, provide extended opportunities for walking and connections into the wider countryside. In addition, a number of other semi-natural sites including Peartree Green Local Nature Reserve (LNR), Frogs Copse and Riverside Park are also available.

The City Council has committed to ring fencing 4% of CIL receipts to cover the cost of upgrading the footpath network within the city's greenways. This division of the

ring-fenced CIL allocation is considered to be appropriate based on the relatively low proportion of visitors, around 6%, recorded originating from Southampton. At present, schemes to upgrade the footpaths on Peartree Green Local Nature Reserve (LNR) and the northern section of the Shoreburs Greenway are due to be implemented within the next twelve months, ahead of occupation of this development. Officers consider that these improvement works will serve to deflect residents from visiting the New Forest.

Discussions have also been undertaken with the New Forest National Park Authority (NFNPA) since the earlier draft of this Assessment to address impacts arising from visitors to the New Forest. The NFNPA have identified a number of areas where visitors from Southampton will typically visit including locations in the eastern half of the New Forest, focused on the Ashurst, Deerleap and Longdown areas of the eastern New Forest, and around Brook and Fritham in the northeast and all with good road links from Southampton. They also noted that visitors from South Hampshire (including Southampton) make up a reasonable proportion of visitors to central areas such as Lyndhurst, Rhinefield, Hatchet Pond and Balmer Lawn (Brockenhurst). The intention, therefore, is to make available the remaining 1% of the ring-fenced CIL monies to the NFNPA to be used to fund appropriate actions from the NFNPA's Revised Habitat Mitigation Scheme SPD (July 2020) in these areas. An initial payment of £73k from extant development will be paid under the agreed MoU towards targeted infrastructure improvements in line with their extant Scheme and the findings of the recent visitor reports. This will be supplemented by a further CIL payment from the development with these monies payable after the approval of the application but ahead of the occupation of the development to enable impacts to be properly mitigated.

The NFNPA have also provided assurance that measures within the Mitigation Scheme are scalable, indicating that additional financial resources can be used to effectively mitigate the impacts of an increase in recreational visits originating from Southampton in addition to extra visits originating from developments within the New Forest itself both now and for the lifetime of the development

Funding mechanism

A commitment to allocate CIL funding has been made by Southampton City Council. The initial proposal was to ring fence 5% of CIL receipts for measures to mitigate recreational impacts within Southampton and then, subsequently, it was proposed to use 4% for Southampton based measures and 1% to be forwarded to the NFNPA to deliver actions within the Revised Habitat Mitigation Scheme SPD (July 2020). To this end, a Memorandum of Understanding between SCC and the NFNPA, which commits both parties to,

“work towards an agreed SLA whereby monies collected through CIL in the administrative boundary of SCC will be released to NFNPA to finance infrastructure works associated with its Revised Habitat Mitigation Scheme SPD (July 2020), thereby mitigating the direct impacts from development in Southampton upon the New Forest’s international nature conservation designations in perpetuity.”

has been agreed.

The Revised Mitigation Scheme set out in the NFNPA SPD is based on the framework for mitigation originally established in the NFNPA Mitigation Scheme (2012). The key elements of the Revised Scheme to which CIL monies will be released are:

- Access management within the designated sites;
- Alternative recreational greenspace sites and routes outside the designated sites;
- Education, awareness and promotion;
- Monitoring and research; and
- In perpetuity mitigation and funding.

At present there is an accrued total, dating back to 2019 of £73,239.81 to be made available as soon as the SLA is agreed. This will be ahead of the occupation of the development. Further funding arising from the development will be provided.

Hotels are not liable for CIL however, the developer has committed to paying an equivalent sum to that which would be paid if the hotel guest room floor space were instead residential (total CIL figure would be £240,734.38). As detailed above, the mitigation is calculated at 5% of the total 'CIL' figure. This 5% figure will be secured via the section 106 agreement and split with:

- 4% of the equivalent CIL contribution being ring fenced for footpath improvements in the Lordsdale and Lordswood Greenways (4% of 'CIL' figure would be £9629.37); and
- 1% of the equivalent CIL contribution being allocated to the NFNPA Mitigation Scheme (2012) (1% of 'CIL' figure would be £2407.34).

Provided the approach set out above is implemented, an adverse impact on the integrity of the protected sites will not occur.

Solent and Southampton Water SPA/Ramsar site

The Council has adopted the Solent Recreation Mitigation Partnership's Mitigation Strategy (December 2017), in collaboration with other Councils around the Solent, in order to mitigate the effects of new residential development on the Solent and Southampton Water SPA and Ramsar site. This strategy 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.

The residential element of the development could result in a net increase in the city's population and there is therefore the risk that the development, in-combination with other residential developments across south Hampshire, could lead to recreational impacts upon the Solent and Southampton Water SPA. A contribution to the Solent Recreation Mitigation Partnership's mitigation scheme will enable the recreational impacts to be addressed. The developer has committed to make a payment prior to the commencement of development in line with current Bird Aware requirements and these will be secured ahead of occupation – and most likely ahead of planning permission being implemented.

Water quality

Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site

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, wastewater treatment works discharges and urban run-off.

Features of Solent Maritime SAC and 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 Maritime SAC and 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 wastewater 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 have been provided by the applicant as part of the planning application submission. The calculations conclude that there is a predicted Total Nitrogen surplus arising from the development. This is based on the additional population from the residential units using 110litres of wastewater per person per day. Due to the nature of the site, and the surrounding urban environment, there are no further mitigation options on site. At present strategic mitigation measures are still under development and it is therefore proposed that a record of the outstanding amount of nitrogen is made.

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

Conclusions

The following conclusions can be drawn from the evidence provided:

- There is potential for a number of impacts, including noise disturbance and mobilisation of contaminants, to occur at the demolition and construction stage.

- Water quality within the Solent and Southampton Water SPA/Ramsar site could be affected by release of nitrates contained within wastewater.
- Increased levels of recreation activity could affect the Solent and Southampton Water SPA/Ramsar site and the New Forest/SAC/SPA/Ramsar site.
- There is a low risk of birds colliding with the proposed development.

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

Demolition and Construction phase

- Provision of a Construction Environmental Management Plan, where appropriate.
- Use of quiet construction methods where feasible;
- Further site investigations and a remediation strategy for any soil and groundwater contamination present on the site.

Operational

- Contribution towards the Solent Recreation Mitigation Partnership scheme;
- 4% of the equivalent CIL contribution being ring fenced for footpath improvements in the Lordsdale and Lordswood Greenways. The precise contribution level will be determined based on the known mix of development (4% of 'CIL' figure would be £9629.37);
- Provision of a welcome pack to hotel guests highlighting local greenspaces and including walking and cycling maps illustrating local routes and public transport information.
- 1% of the equivalent CIL contribution being allocated to the NFNPA Mitigation Scheme (2012). A Memorandum of Understanding (MoU), setting out proposals to develop a Service Level Agreement (SLA) between SCC and the NFNPA, has been agreed. The precise contribution level will be determined based on the known mix of development with payments made to ensure targeted mitigation can be delivered by NFNPA ahead of occupation of this development (1% of 'CIL' figure would be £2407.34).
- All mitigation will be in place ahead of the first occupation of the development thereby ensuring that the direct impacts from this development will be properly addressed.

As a result of the mitigation measures detailed above, when secured through planning obligations and conditions, officers are able to conclude that there will be no adverse impacts upon the integrity of European and other protected sites in the Solent and New Forest arising from this development.

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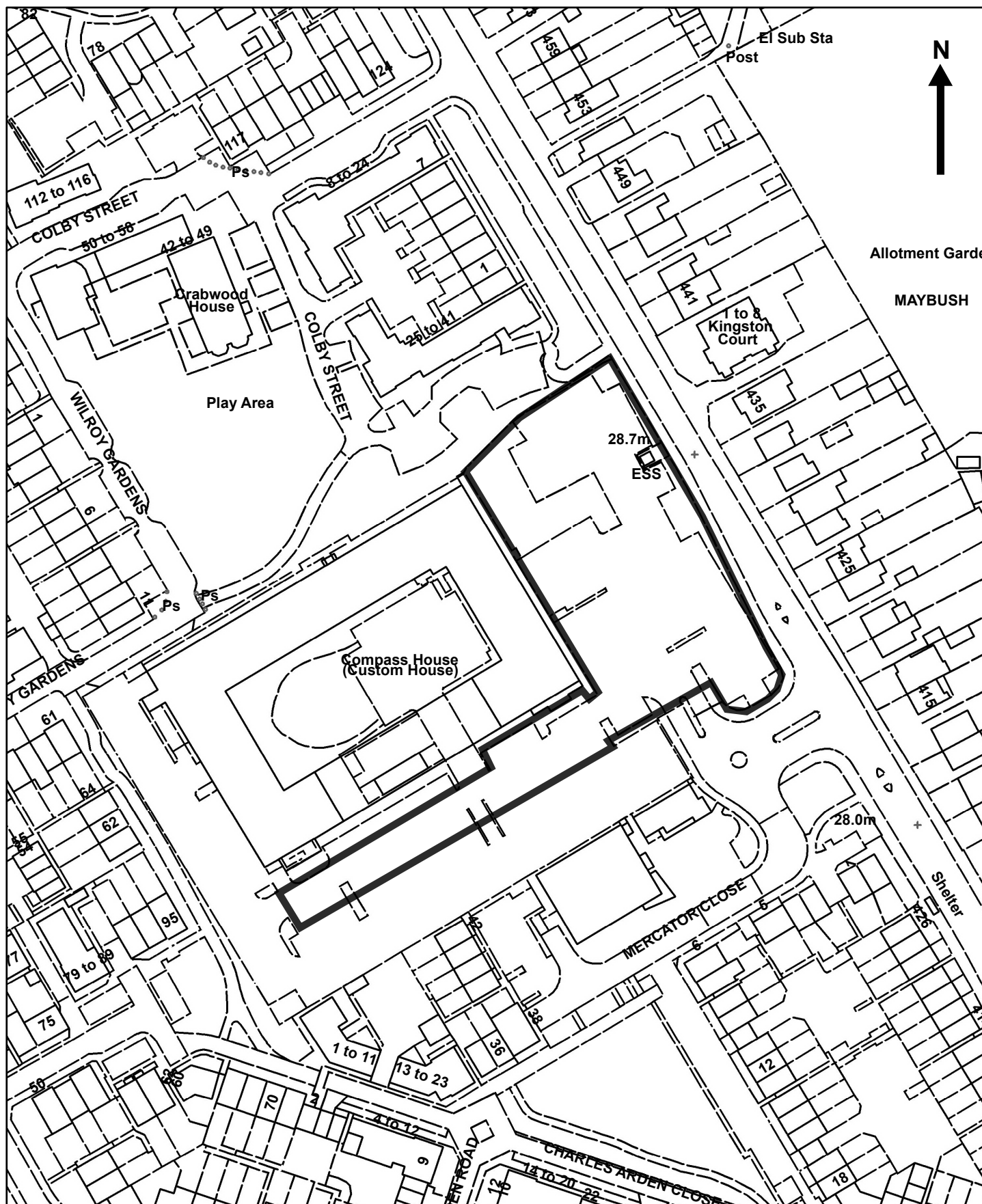
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Agenda Item 4 20/01785/FUL

Appendix 9



Scale: 1:1,250

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

Application address: 22A Harcourt Road, Southampton.			
Proposed development: Redevelopment of the site. Erection of a 2-storey building containing 3 x 1-bed self-contained supported living flats at ground floor, mixed use (Class C2/C3) with communal staff facilities at first floor and car parking (amended description).			
Application number:	21/01680/FUL	Application type:	FULL
Case officer:	Mathew Pidgeon	Public speaking time:	5 minutes
Last date for determination:	08.03.2022	Ward:	Bitterne Park
Reason for Panel Referral:	Request by Ward Member	Ward Councillors:	Cllr White Cllr Fuller Cllr Bunday
Referred to Panel by:	Cllr Fuller	Reason:	Parking, Traffic, Access, Overdevelopment, Privacy.
Applicant: Imperial Homes Southern Counties Ltd		Agent: Vivid Design Studio Ltd	

Recommendation Summary	Delegate to the Head of Transport and Planning to grant planning permission subject to criteria listed in report.
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Community Infrastructure Levy Liable	Yes
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Reason for granting Planning Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including the design, impact on neighbouring amenity, access suitability and on street car parking pressure have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-

42 and 46 of the National Planning Policy Framework (2021).

Appendix attached			
1	Habitats Regulation Assessment	2	Development Plan Policies
3	Relevant Planning History		

Recommendation in Full

1. That the Panel confirm the Habitats Regulation Assessment (HRA) in **Appendix 1** of this report.
2. Delegate to the Head of Transport and Planning to grant planning permission subject to the planning conditions recommended at the end of this report and a habitat's mitigation contribution linked to the impacts identified in the HRA.
3. That the Head of Transport and Planning be given delegated powers to add, vary and/or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the legal agreement is not completed within a reasonable period following the Panel meeting, the Head of Transport and Planning be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1. The site and its context

- 1.1 The site is located within a back land area accessed from a private track leading from Harcourt Road. The track is the only access to the back land plot. The track is also used by 22 Harcourt Road to access a rear parking area.
- 1.2 The plot is rectangular in shape and is surrounded by semi-detached pairs of dwellings fronting onto Harcourt Road and Bullar Road, along with comprehensively developed flatted blocks positioned to the north & west.
- 1.3 The existing vacant bungalow on site has previously been occupied for assisted living, accommodating up to 5 residents with additional support staff and a meeting hub managed by Autism Hampshire. The use began prior to September 2007 and continued up until approximately 2 years ago. The main building was used as a care home and the outbuilding used as a hub meeting room. The existing buildings have become difficult to use for care home purposes due to their age and condition and thus Autism Hampshire are looking to develop the site to provide supported living accommodation.

2. Proposal

- 2.1 The proposal seeks redevelopment of the site and erection of a two-storey building containing 3 x 1 bed self-contained supported living flats for adults with learning disabilities, referred by Southampton City Council, at ground floor with staff facilities at first floor. The upper floor accommodation will be formed within the roof space with the ridge measuring 6.2m in height. Parking for 2 vehicles along with cycle and refuse storage will also be provided.

2.2 The development comprises the following unit sizes:

Flat	Floor Size sqm & Garden size	National Standard & Minimum Garden	Compliance
1	48	39	Y
2	48	39	Y
3	48	39	Y
Communal garden	145 (110 located at the rear with only 7m maximum depth)	60 in total required	Y

2.3 Each of the flats would exceed nationally described space standards. The proposed rear garden depth for the development, is however, less than 10 metres which fails to comply with guidance. This under-provision is assessed as part of the planning balance in section 6 below. The staff accommodation within the roof will have a floor to ceiling height of at least 1.5m over an area of 42sq.m; for a floor to ceiling height of 2.1m the area reduces to 22sq.m. This accommodation, including office space, will not be the permanent residence for any staff members.

2.4 During the day, between 7am and 9.30pm, there will be 2 staff members on site and overnight, from 9.30pm-7am, staffing levels reduce to 1. A manager will also attend the site 3 days a week. The site would no longer contain a meeting hub.

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 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 The bungalow was originally granted in 1972 and has been occupied by Autism Hampshire for care home use. A lawful development certificate was granted in 2007 for care home use for up to 5 people.

4.2 A schedule of the relevant planning history for the site is set out in **Appendix 2** of this report.

5. Consultation Responses and Notification Representations

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners and erecting a site notice **28.01.2022**. At the time of writing the report **5 representations** (including comments from ward Cllr Fuller) have been received from surrounding residents. The following is a summary of the points raised:

5.2 Over development of the site. **Response**

The development would result in a density of 56 dwellings per hectare (dph) (based on a site area of 542sq.m & not taking account of the access), which is within the policy requirement for the area of 50 – 100 dph. The density is considered to be acceptable since it provides a good balance of open space/garden area versus buildings and hardstanding. The site is also capable of comfortably accommodating vehicle parking, cycle parking, bin storage and space reserved for landscaping. Whilst 59% of the site would be covered by building or hard surfacing, this alone is not indicative of an overdevelopment and must be considered in the round and, in particular, alongside local character and context.

5.3 The development will overlook neighbouring occupiers and trees should be retained to maintain privacy. Level change between site and houses fronting Bullar Road exacerbates potential overlooking.

Response

The layout provides sufficient separation distances which meet the standards within the Council's Residential Design Guide SPD:29 metres is achieved between the proposed building and the rear elevation of 3/5 Bullar Road which exceeds the minimum requirement of 21 metres for 2 storey buildings. In addition, the first-floor dormer window serving the staff accommodation/office space is pointed to the west, overlooking the garden space and towards the car park serving flats on Cobden Court, rather than Bullar Road private gardens. The first-floor window would be 8m from the western site boundary.

The evergreen trees on the eastern boundary are not protected but are proposed to be removed and retention can be considered as part of the reserved landscaping details if deemed necessary.

5.4 Trees should be managed to maintain privacy and to limit potential for nuisance and reduced light to neighbouring plots.

Response

The existing trees on site will be considered as part of the landscaping details to be reserved by condition.

5.5 The increase in units will result in further noise and disturbance.

Response

The Council's Environmental Health Team have reviewed the application and raise no objection. There is no evidence to suggest that this residential scheme will exhibit unusually harmful noise levels, and if it did there are other enforcement powers that can be called upon to deal with this unreasonable behaviour. In addition, the number of permanent occupants is proposed to reduce from 5 to 3 and there will be support staff onsite at all times to help manage noise generated from within the site.

- 5.6 ***Impact of staff and visitor parking.
Highway capacity – impact during peak traffic hours.
Highway safety - increased use of access.
Narrow access - emergency vehicle access.***

Response

The existing use of the site as a dwelling that can accommodate up to 5 residents, support staff and meeting hub, must also be considered rather than the proposal for 3 flats and associated support staff being considered in isolation. As such the proposal would generate less trips than the existing lawful use of the site. No objection has been raised by Highways Officers based on parking pressure, highway capacity or safety. The Fire & Rescue Service have also been consulted and have not objected to the width and length of the access.

- 5.7 ***Narrow access; concerns raised regarding practicalities of construction.***

Response

The construction proposed is relatively modest in scale. There is an existing access which vehicles will be able to use to transport materials. Whilst there may be some minor inconvenience caused during construction this impact will be for a limited time only.

- 5.8 ***Noise during construction.***

Response

Whilst some construction noise is anticipated the impact will be for a limited duration only. Construction hours can also be controlled by planning condition to prevent noise at sensitive times of the day/night.

- 5.9 ***External lighting should be limited to prevent causing nuisance.***

Response

A condition is recommended to control external lighting design.

Consultation Responses

5.10	Consultee	Comments
	Cllr Fuller	<p>I would like to object to this planning application on the following grounds:</p> <ul style="list-style-type: none"> - Parking - lack of parking on site will lead to parking on local roads which are already overcrowded. On street parking in this area is at a premium and narrow roads like Harcourt do not need further vehicles parked on them, if could lead to a lack of access for emergency vehicles.

		<ul style="list-style-type: none"> - Traffic - as above, Harcourt is a narrow residential road that will be negatively impacted by the significant extra vehicle movements this development will create. - Access - linked to the traffic issue, all vehicles entering the site will do so by a very narrow driveway in close proximity to the neighbouring properties, this will cause a noise nuisance to those properties. Will there be larger vehicles delivering to this development - not sure how they will fit down the access road. - Overdevelopment - this development is wrong for the location and is an overdevelopment. - Loss of privacy - the impact on the surrounding properties through a loss of privacy is significant.
	<p>Hampshire Fire And Rescue</p>	<p>There are two components to this - the external fire service access arrangements and the internal fire safety arrangements.</p> <p>The dimensions of the access road will more than likely mean we cannot navigate a fire appliance within a reasonable distance of the property. We agree that a suitable sprinkler system may be a reasonable justification for this, though this will depend on the specific type of sprinkler system proposed.</p> <p>Based on the information available in BS 9991:2015, we believe the minimum provision in this case would be Category 2 system installed in accordance with BS 9251:2021.</p> <p>With regards to the internal fire safety arrangements, the proposals will require a full assessment under Part B of the Building Regulations. As part of this they will likely require protected internal escape routes and a suitable fire alarm system, though it is difficult to specify at this stage as there are various ways to achieve a compliant level of safety. In this case it may be better for all involved if specific internal arrangements are not specified as part of a planning condition, as this may restrict what the Building Control Body and Fire Authority are able to stipulate at a later stage.</p>
	<p>Trees & Open Spaces</p>	<p>The applicant states that there are no trees on the site, but the aerial shots show something different. The plans also show that some trees will be removed, therefore there will need to be either a landscape plan showing the number removed and the new planting scheme on a 2 for 1 basis. There also appears to be off site trees that may be impacted by the proposal; therefore, they will need to consider these.</p> <ul style="list-style-type: none"> • Offsite Trees [Pre-Commencement Condition] • Overhanging tree loss [Performance Condition] • Replacement trees [Performance Condition]

Archaeology	<p>The site is in Local Area of Archaeological Potential 16 (The Rest of Southampton), as defined in the Southampton Local Plan and Core Strategy. On current evidence and given the relatively small scale of the development, I do not require any archaeological conditions to be attached to the planning consent, if granted.</p>
CIL Officer	<p>The development is CIL liable as there is a net gain of residential units. With an index of inflation applied the residential CIL rate is currently £103.75 per sq. m, to be measured on the Gross Internal Area floorspace of the building.</p> <p>Should the application be approved a Liability Notice will be issued detailing the CIL amount and the process from that point.</p> <p>If the floor area of any existing building on site is to be used as deductible floorspace the applicant will need to demonstrate that lawful use of the building has occurred for a continuous period of at least 6 months within the period of 3 years ending on the day that planning permission first permits the chargeable development.</p> <p>The proposal applicant has also indicated that the development will be eligible for Charitable Relief, a claim for such Relief must be applied for and granted before the commencement of the development. Further information can be found in the CIL section of the Planning Practice Guidance.</p>
Ecology	<p>The application site consists of an intensively managed garden with amenity grassland, hard standing, scattered trees and shrubs. The garden is of generally low ecological value however, the removal of trees and/or shrubs has the potential to impact upon nesting birds. All nesting birds, their nests, eggs and dependent young receive protection under the Wildlife and Countryside Act 1981 (as amended). It is important, therefore, that any vegetation clearance should either take place outside the nesting season, which runs from March to August inclusive, or after it has been checked by a suitably qualified ecologist. If active nests are found vegetation clearance would need to be delayed until after the chicks have fledged.</p> <p>The house is in good condition with no obvious access points for bats. There is therefore a negligible risk of bat roosts.</p> <p>No objection; if planning permission is granted the following conditions are recommended:</p> <ul style="list-style-type: none"> • Ecological Mitigation Statement • Landscape planting to include native and/or species of recognised value to wildlife. • Protection of nesting birds

Contamination	No objection. Suggest a condition to secure a full land contamination assessment and any necessary remediation measures.
Environmental Health	Environmental Health has no objection in principle to this application. However, there does not appear to be any detail regarding the method of demolition or construction and consideration for minimisation of potential nuisance. Demolition and construction should be carried out being mindful of residents and neighbours and minimise noise, dust, vibration and other potential nuisance. No fires and work during standard hours only. Lighting to the new building should not be directed at neighbouring properties. Detail of any extraction equipment to the premises is required
Highways Development Management	No objection subject to waste management plan and emergency vehicle access being achieved.
Sustainability	No objection; if the case officer is minded to approve the application, conditions are recommended in relation to energy and water performance.
Housing Commissioning	Fully endorse the application which will provide a valuable addition to the specialist housing stock within Southampton for which there remains is a high demand. Reasons for the high demand include lack of purpose-built accommodation, cost of housing residents outside of Southampton, social benefits for residents living within a shared block and potentially being closer to family and friends.
Southern Water	No objection subject to informative.

6 Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
- The principle of development;
 - Residential amenity;
 - Design and effect on character;
 - Parking, highways and transport;
 - Impact on trees, ecology and landscaping;
 - Air quality and the green charter; and
 - Likely effect on designated habitats.

6.2 Principle of Development

- 6.2.1 The scheme would make more efficient use of the existing land, as is promoted by paragraphs 124 & 125 of the NPPF, to provide 3 homes (net gain of 2) for adults

with learning disabilities along with shared outside space, a staff office with overnight facilities, parking and landscaping.

- 6.2.2 Although the site is not allocated for additional housing the principle of additional housing is supported as the proposed dwellings would represent windfall housing development. The LDF Core Strategy identifies the Council's current housing need, and this scheme would assist the Council in meeting its targets. The city has a housing need. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the City between 2006 and 2026, which includes need for specialist accommodation for persons with disabilities. Whilst the site is not identified for development purposes, the proposal would meet the Council's policies by promoting efficient use of the previously developed land to provide housing. Policy H2 of the Local Plan encourages the maximum use of derelict, vacant and underused land for residential development.
- 6.2.3 The NPPF requires LPAs to identify a five-year supply of specific deliverable sites to meet housing needs. Set against the latest Government housing need target for Southampton (using the standard method with the recent 35% uplift), the Council has less than five years of housing land supply. This means that the Panel will need to have regard to paragraph 11(d) of the NPPF, which states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, it should grant permission unless:
- the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. [the so-called "tilted balance"]
- 6.2.4 There are no policies in the Framework protecting areas or assets of particular importance in this case, such that there is no clear reason to refuse the development proposed under paragraph 11(d)(i). It is acknowledged that the proposal would make a contribution to the Council's five-year housing land supply. There would also be social and economic benefits resulting from the construction of the new dwellings, and their subsequent occupation, and these are set out in further detail below to enable the Panel to determine 'the Planning Balance' in this case.
- 6.2.5 In terms of the level of development proposed, policy CS5 of the Core Strategy confirms that in medium accessibility locations such as this, density levels should generally accord with the range 50 - 100 d.p.h, although caveats this in terms of the need to test the density in terms of the character of the area and the quality and quantity of open space provided. The proposal would achieve a residential density of 56 d.p.h (based on a site area of 542 sq.m [not including the access]) which is within the range set out above; and also needs to be tested in terms of the merits of the scheme as a whole. This is discussed in more detail below.
- 6.2.6 In terms of the proposed housing type there is an identified deficiency of specialist accommodation for adults with learning disabilities in the city which is accessible, adaptable and purpose built; and which have open space for citizens who require

medium to high level of care. As a result, many of the residents must be housed outside of the city at greater cost and often in isolation or greater distance from family members. Lack of purpose-built accommodation also leads to poor quality housing being used and greater burden on the local authority through the economy that grouping residents together can bring. The proposal would allow residents to enjoy a more independent life at the same time as having support available close by. The purpose-built accommodation in this location has been deemed suitable for adults with learning disabilities by Autism Hampshire and Southampton City Council's Housing Department. Management arrangements would be put in place to ensure the living environment and location is safe for residents of this specialist accommodation. As such, the principle of redevelopment for this type of housing is acceptable.

6.3 Residential amenity

- 6.3.1 The property would have approximately 145sq.m of garden space with 110sq.m being located to the rear of the site. The garden quantum therefore complies with the guidance set out in the Residential Design Guide however, at 7m (maximum) the rear garden has a depth that does not meet the recommended standard. Despite the shorter than recommended garden depth, when considered together, the overall quality & usability of the rear garden is deemed acceptable especially given its aspect and access to afternoon/evening sunshine.
- 6.3.2 In terms of the quality of the accommodation proposed overall the development provides good outlook, dual aspect and access to daylight and sunlight for proposed residents and, as noted above, good access to external amenity space and sufficiently spacious dwellings.
- 6.3.3 As set out above in section 5.3, the separation distances between the proposed dwellings and existing neighbours meet and exceed the standards set out in the RDG. The introduction of an additional floor of accommodation may alter the view from some of the surrounding properties, due to the single storey nature of the existing building, however, given that the height if the roof does not exceed existing neighbouring buildings and the flank walls are limited to single storey the height increase will still result in an acceptable relationship with its neighbours. Furthermore, whilst there will potentially be indirect views into the rear gardens of neighbouring properties from the dormer window at first floor this relationship is not unusual in suburban areas and does not result in a harmful loss of privacy for existing residents; a degree of mutual overlooking already occurs from other buildings in the neighbourhood. The development is, therefore, considered to not cause harmful overlooking and would not be viewed as an overbearing or dominant structure from neighbouring private gardens or dwellings. The height, bulk and mass proposed will also not lead to harmful shading.
- 6.3.4 Overall, it is considered that the amended proposal has been designed to provide a high-quality environment for future residents whilst ensuring a harmonious relationship with adjacent residential properties. Therefore, the proposal does not warrant a reason for refusal on residential amenity grounds in terms of amenity space, outlook, loss of light and/or privacy and accords with Local Plan Review

Policy SDP1(i).

6.4 Design and effect on character

6.4.1 The design approach is similar to the existing building on site as both have a relatively traditional design appearance with hipped roofs which will complement the prevailing character of the area. The amended layout will now sit comfortably within its immediate context by providing a modest 2 storey building with comparatively small amount of accommodation in the roof space facilitated by a small dormer window. The building would be served by private garden of generous overall size along with front garden and soft landscaped areas. As a consequence approximately 59% of the site would be covered by the footprint of buildings and hard-surfacing, which is more than the 50% suggested by paragraph 3.9.2 of the RDG. This negative aspect of the proposal must be set against the positive, in particular, provision of supported independent housing for adults with learning disabilities. Moreover, it should also be recognised that the surrounding area includes development (for example Cobden Court) that also exceed 50% of site coverage for building and hard surface areas and as such the proposal, from a character perspective, is judged to be acceptable.

6.4.2 Core Strategy Policy CS13 requires development to *‘respond positively and integrate with its local surroundings’* and *‘impact positively on health, safety and amenity of the city and its citizens’*. Local Plan Policies SDP1, SDP7 (iii) (iv) and SDP9 (ii) require new developments to respond to their context in terms of layout and density and contribute to local distinctiveness. The proposal which would result in the addition of a single block can be supported in principle because the site has been developed in the past and as such redevelopment is further supported by paragraph 124 of the NPPF which states that planning policies and decisions should support development that makes efficient use of land whilst taking into account a number of considerations including *‘d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places.’*

6.4.3 There are no landscape features of high value on the site that would be affected by the proposal.

6.5 Parking, highways and transport

6.5.1 The scheme proposes to use an existing private vehicular access, to enter and exit the site from Harcourt Road. Two car parking spaces are proposed on site to be used by staff & visitors, for deliveries/servicing and on moving in and out days.

6.5.2 To assess the acceptability of the use of the access, likely parking pressure on residential streets and wider highway impact, officers have requested more information regarding the lawful and proposed uses. The following amended information has been received following a reduction in proposed residential units on site from 6 to 3 based on the following analysis:

6.5.3 Existing/lawful use (Care Home for up to 5 residents):

5 x Permanent residents

2 x Staff on day shift 7am-9.30pm every day 365 days a year

1 x Staff on night shift 9.30pm-7am every night 365 nights a year
1 x Manager attends the site 3 days a week 52 weeks a year
3 x Managers attend the group hub up to 3 or 4 times a week 52 weeks a year

Proposed use:

3 x Permanent residents
2 x Staff on day shift 7am-9.30pm every day 365 days a year
1 x Staff on night shift 9.30pm-7am every night 365 nights a year
1 x Manager would attend the site 3 days a week 52 weeks a year
No Meeting hub

6.5.4 Because of the differences between the existing/lawful use of the site (a 5 bedroom care home), and notwithstanding that the site has not been occupied by Autism Hampshire for approximately 2 years, it is anticipated that the proposal will reduce visitor numbers, trips generated by the site and local on street parking pressure. As a consequence, the initial concerns raised by the Highways Department have been removed subject to conditions securing a refuse management plan.

6.5.5 It should also be noted that the site is within a medium accessibility area. The location is well served by public transport, and it is not considered that all the staff and visitors will require private vehicles to access the site. Residents would also have convenient access to potential employment as well as public goods and services which are necessary for day-to-day living.

6.5.6 Therefore, whilst the adopted maximum parking standards would allow up to two parking spaces per residential unit, those figures are absolute maximums and sites may not always be capable of delivering more parking. A suitable balance is needed, and SCC standards do allow for car free development; and in this particular case, in particular because residents would not be capable of driving private motor vehicles, zero parking for residents and two spaces for staff, deliveries, servicing, visitors etc is considered reasonable.

6.5.7 Cycle parking can be provided on site for both staff/residents and visitors. Details of the cycle parking facilities can be reserved by condition.

6.5.8 Having also discussed the application with Hampshire Fire and Rescue Service in tandem with the applicant it is also noted that, with the use of an appropriate sprinkler system, the building will likely achieve compliance with relevant building regulations.

6.5.9 Overall, it is therefore concluded that the current proposal represents an improvement in highway terms when compared to the lawful and previous use of the site, and so it would be unreasonable to resist the application on the basis of parking, highways and transport impacts.

6.6 Impact on trees, ecology and landscaping:

6.6.1 The proposal will not result in the loss of trees and shrubs that are protected or considered significant in terms of size and amenity, and no objection been raised by the Council's Tree Officer to the removal of 3 relatively small fruit trees. These trees can be replaced at a ratio of 2 for 1. An amended site plan has been provided in response to neighbour representations which confirms that the leylandii hedge will

be managed as part of a landscape scheme to reduce shade to neighbouring gardens at the same time as retaining privacy. 2 further trees, a birch, and a fir in the northwest corner, will also be retained as part of an improved landscaping plan and a condition can be added to ensure they are retained (or replaced if necessary) throughout the lifetime of the development.

6.6.2 The Council's Ecologist does not object however has recommended planning conditions to improve ecological mitigation of the development and due to vegetation that will need to be cleared from site.

6.6.3 The provision of strong landscaping to the front and at the boundary of the site (with high biodiversity value) is key for the development where parking is going to dominate the frontage. Therefore, subject to securing the replacement landscaping and safeguarding to prevent harm to the retained trees, the proposal is considered to be acceptable.

6.7 Air Quality and the Green Charter

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

6.7.2 There are 10 Air Quality Management Areas in the city which all exceed the nitrogen dioxide annual mean air quality standard. In 2015, Defra identified Southampton as needing to deliver compliance with EU Ambient Air Quality Directive levels for nitrogen dioxide by 2020, when the country as a whole must comply with the Directive.

6.7.3 The Council has also recently established its approach to deliver compliance with the EU limit and adopted a Green City Charter to improve air quality and drive-up environmental standards within the city. The Charter includes a goal of reducing emissions to satisfy World Health Organisation air quality guideline values by ensuring that, by 2025, the city achieves nitrogen dioxide levels of 25µg/m³. The Green Charter requires environmental impacts to be given due consideration in decision making and, where possible, deliver benefits. The priorities of the Charter are to:

- Reduce pollution and waste;
- Minimise the impact of climate change
- Reduce health inequalities and;
- Create a more sustainable approach to economic growth.

6.7.4 The application site is not within an Air Quality Management Area and, as such, an Assessment is not required as part of the planning application. However, the application has introduced measures to respond to the Green Charter and the air quality impact of the development including:

- Making better use of and bringing the site, which is sustainably positioned, back into use;

- Being designed to meet energy and water requirements;
- Securing a detailed landscaping scheme which results in the introduction of further soft landscaping, increases biodiversity, includes tree planting and retains a private garden; and
- Use of a construction management plan will be has been secured and as the scheme complies with the above requirement no objection to the scheme is raised on these grounds.

6.8 Likely effect on designated habitats

6.8.1 As with all new development, the application needs to address and mitigate the additional pressure on the environmental, social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013).

6.8.2 The proposed development, as a residential scheme, has been screened (where mitigation measures must now be disregarded) as likely to have a significant effect upon European designated sites due to an increase in recreational disturbance along the coast and in the New Forest. Accordingly, a Habitat Regulations Assessment (HRA) has been undertaken, in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, see **Appendix 1**. The HRA concludes that, provided the specified mitigation of a Solent Recreation Mitigation Strategy (SRMP) contribution and a minimum of 5% of any CIL taken directed specifically towards Suitably Accessible Green Space (SANGS), the development will not adversely affect the integrity of the European designated sites.

7. Summary

7.1 The principle of new specialist residential development is considered acceptable. It is acknowledged that the proposal would make a contribution to the Council's five-year housing land supply. There would also be social and economic benefits resulting from the construction of the new dwellings, and their subsequent occupation, as set out in this report. Taking into account the benefits of the proposed development, and the limited harm arising from the conflict with the policies in the development plan as set out above, it is considered that the adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole. As such, consideration of the tilted balance would point to approval. In this instance it is considered that the above assessment, alongside the stated benefits of the proposal, suggest that the proposals are acceptable. Having regard to s.38(6) of the Planning and Compulsory Purchase Act 2004, and the considerations set out in this report, the application is recommended for approval.

7.2 Overall, the scheme is acceptable and despite the rear garden depth not being 10m and building/hard surfacing covering approximately 59% of the site (exceeding the recommended 50%) the development proposed will not result in an adverse impact on the amenities enjoyed by surrounding occupiers nor the character and appearance of the area. The proposed layout and density provide an acceptable residential environment for future occupiers and the development will make valuable contribution to the City's specialist housing stock for adults with learning disabilities

of which there is an identified deficiency. The proposal is therefore consistent with adopted local planning policies and the National Planning Policy Framework.

- 7.3 A suitable balance has been achieved between securing additional specialist housing, parking, on-site amenity space and landscaping, whilst ensuring that existing residential amenity is protected. The development will not lead to harmful levels of traffic, congestion or overspill parking having regard to the Council's maximum car parking standards. Furthermore, significant weight is given to the merits of specialist housing delivery on this site.

8. Conclusion

- 8.1 It is recommended that planning permission be granted subject to the applicant satisfying the Habitat Regulation requirements set out in the attached HRA and the conditions set out below.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

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

Case Officer Mathew Pidgeon for 21/02/2023 PROW Panel

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. Accommodation Management Plan [Pre-Occupation Condition]

Prior to the occupation of the development hereby approved a Residential Accommodation Management Plan, to include details of safety and security measures, practices and procedures that serve the hereby approved residential accommodation in specialist use [class C2/C3] and which includes details of the following shall be submitted to and approved in writing. Once approved the development shall be implemented in accordance with the approved details throughout the lifetime of the development:

- o Security measures preventing residents from leaving the building without supervision (if their care packages/risk assessments deem it unsafe to do so) including at night;
- o Confirmation of on-site staffing by registered care providers on a 24 hour/7 days a week basis; and,

o Emergency procedures.

Reason: To safeguard the residential amenities of neighbouring properties, in the interests of highways safety and in the interest of the safety and security of all residents within the development hereby approved.

4. Ancillary Use Only (Performance)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any order revoking, re-enacting or modifying that Order) the staff facilities, office and communal areas of the development hereby approved shall at no time become separate additional residential unit(s) for permanent residency or reconfigured/amalgamated into one of the approved residential units and at all times shall be maintained for staff use only.

Reason: To ensure that facilities are provided on site to enable the development to be managed as specialist supported housing accommodation with mixed C2/C3 use.

5. Restricted Use (Performance)

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, as amended, and the Town and Country Planning (General Permitted Development) Order 2015 as amended, or in any other statutory instrument amending, revoking and re-enacting those Orders, the development hereby approved shall only be used as specialist supported accommodation for adults where care is provided and managed by Southampton City Council Adult Social Care Team (mixed use C2/C3) and for no other purpose whatsoever.

Reason: To ensure the use of the building does not have a harmful environmental effect in the interests of amenity/in the interests of protecting the character of the area/in the interests of protecting residential amenity.

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

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, and the roof of the proposed buildings. 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.

7. Refuse & Recycling (Performance Condition)

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

Reason: In the interest of visual and residential amenity.

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

8. Refuse Management Plan (Pre-occupation)

Before the development hereby approved first comes into occupation, a Refuse Management Plan shall be submitted to and agreed in writing by the Local Planning Authority. The Refuse Management Plan shall provide details of a collection point for refuse and recycling and the movement of containers to and from the collection point on collection days. With the exception of collection days, the refuse and recycling containers shall be kept only within the approved storage areas.

Reason: To ensure the development functions well and in the interests of visual and residential amenity.

9. Cycle storage facilities (Pre-Occupation)

Before the development hereby approved first comes into occupation/use, secure and covered bicycle storage, including at least 1 x long stay space and at least 1 x short stay/visitor space shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved for the lifetime of the development.

Reason: To encourage cycling as an alternative form of transport and to comply with the Council's Parking Standards Supplementary Planning Document, September 2011.

10. Parking and access (Pre-Occupation Condition)

The parking spaces and access hereby approved shall be provided prior to the development first coming into occupation. The parking spaces shall be 2.4m wide by 5m deep. The access shall be constructed to the dimensions shown within the approved site plan and thereafter retained as approved, unless agreed in writing by the Local Planning Authority.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

11. Land Contamination [Pre-Commencement Condition]

No development shall take place until the developer has carried out adequate assessment from investigations to determine the likely presence and degree of contamination on the site (desk study) and assessed the risks to human health and the wider environment. If any unacceptable risk or significant hazards are identified a scheme of further investigation will be required in order to assess the risk/s. If significant risk/s are identified a detailed remediation scheme must be devised and implemented to ensure the long term safety of the site.

Documentary evidence of the above procedures shall be submitted to the Local Planning Authority for their written approval at each stage. Any remediation scheme required and approved shall be fully implemented and adhered to. Any amendments to the remediation scheme relevant to the risk associated with the contamination identified, the remediation works agreed and prior to occupation of any of the properties on the development, the developer and/or his approved agent shall submit

written confirmation that the works have been completed in full and in accordance with the approved scheme.

The presence of any significant unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority and an investigation and management scheme implemented shall be submitted to and agreed by the Local Planning Authority

Reason: To identify unacceptable risks to human health and the environment and ensure investigation, assessment and remediation of the site is to an appropriate standard

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

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

Reason: To ensure no ground contamination risks to human health and the environment are introduced onto the development

13. Contamination Remedial Action [Performance Condition]

If during development, any significant evidence of contamination is observed then no further development (unless otherwise agreed in writing by the Local Planning Authority shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, an assessment of the risks and a Method Statement detailing how this contamination shall be dealt with.

Reason: To identify unacceptable risks human health and the environment and ensure remediation of the site is to an appropriate standard.

14. Tree Retention and Protection (Pre-Commencement)

Prior to the commencement of any development, including site clearance and demolition, protective fencing to protect existing trees to be retained shall be erected in accordance with a scheme to be first submitted to and agreed in writing by the Local Planning Authority and thereafter retained for the duration of the construction works.

Reason: To ensure the retention vegetation which is an important feature of the area.

15. No storage under tree canopy (Performance Condition)

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

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

16. Overhanging tree loss [Performance Condition]

For the duration of works on the site no trees on or overhanging the site shall be pruned/cut, felled or uprooted otherwise than shall be agreed in writing by the Local Planning Authority. Any tree removed or significantly damaged, other than shall be

agreed, shall be replaced before a specified date by the site owners /site developers with two trees of a size, species, type, and at a location to be determined by the Local Planning Authority.

Reason: To secure a satisfactory setting for the proposed development and to ensure the retention, or if necessary, replacement, of trees which make an important contribution to the character of the area.

17. Replacement trees [Performance Condition]

Any trees to be felled pursuant to this decision notice will be replaced with species of trees to be agreed in writing with the Local Planning Authority at a ratio of two replacement trees for every single tree removed. The trees will be planted within the site or at a place agreed in writing with the Local Planning Authority. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The replacement planting shall be carried out within the next planting season (between November and March) following the completion of construction. If the trees, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, they will be replaced by the site owner / site developer or person responsible for the upkeep of the land in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

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

18. Landscaping & 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;
- (ii) hard surfacing materials including permeable surfacing where appropriate;
- (iii) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- (iv) an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise and agreed in advance); and
- (v) a landscape management scheme to include the leylandii trees/hedge.

Note: Until the sustainability credentials of artificial grass have been proven it is unlikely that the Local Planning Authority will be able to support its use as part of the sign off of this planning condition.

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, with the exception of boundary treatment, external lighting and tree planting which shall be retained as approved for the lifetime of the development.

Trees will need to be replaced in the next planting season with others of a similar size and species if they die, fail to establish, are removed or become damaged or diseased; unless the Local Planning Authority gives written consent to any variation.

Should any shrubs, seeded or turfed areas die, fail to establish, are removed or become damaged or diseased, within a period of 5 years they 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.

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.

19. Ecological Mitigation Statement (Pre-commencement)

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

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

20. 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 first submitted to and 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

21. Energy & Water [Pre-Construction]

With the exception of site clearance, demolition and preparation works, no development works shall be carried out until written documentary evidence demonstrating that the development will achieve a minimum 19% improvement over current Building Regulation part L Target Emission Rate requirements and 105 Litres/Person/Day internal water use. SCC Energy Guidance for New Developments should be followed. Design stage SAP calculations and a water efficiency calculator shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

Reason: To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (Amended 2015).

22. Energy & Water [Performance]

Within 6 months of any part of the development first becoming occupied, written documentary evidence proving that the development has achieved at minimum 19% improvement over current Building Regulations Target Emission Rate (TER) requirements and 105 Litres/Person/Day internal water use in the form of final SAP calculations and water efficiency calculator and detailed documentary evidence confirming that the water appliances/fittings have been installed as specified shall be submitted to the Local Planning Authority for its approval. It should be demonstrated that SCC Energy Guidance for New Developments has been considered in the construction.

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

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. 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) measures to be used for the suppression of dust
- (e) wheel cleaning measures to ensure dirt / mud is not transported onto the highway throughout the course of demolition and construction;

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.

25. External Lighting Scheme (Pre-Occupation)

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.

26. Sprinkler System (Performance)

Prior to the occupation of the development hereby approved a sprinkler system will be installed to meet, at least, Category 2 in accordance with BS 9251:2021 and thereafter retained throughout the lifetime of the development.

Reason: To ensure improved fire safety standards based on the distance of the building from the public highway and owing to the width of the access path.

27. Car Ownership (Performance)

At no time shall permanent residents of the hereby approved flats be vehicle owners.

Reason: In the interests of highway safety & on street parking pressure.

28. Amenity Space/Garden Access [Pre-Occupation Condition]

The external amenity space serving the development hereby approved and pedestrian access to it shall be carried out in accordance with the approved plans and shall be made available as a communal area prior to the first occupation of the development hereby permitted and shall be retained with access to it at all times for the use of the occupants.

Reason: To ensure the provision of adequate amenity space in association with the approved flats.

Habitats Regulations Assessment (HRA)	
Application reference:	21/01680/FUL
Application address:	22A Harcourt Road Southampton SO18 1GP
Application description:	Redevelopment of the site. Erection of a 2-storey building containing 3 x 1-bed self-contained supported living flats at ground floor, mixed use (Class C2/C3) with communal staff facilities at first floor and car parking (amended description).
HRA completion date:	7th February 2023

HRA completed by:
Lindsay McCulloch Planning Ecologist Southampton City Council lindsay.mcculloch@southampton.gov.uk

Summary
<p>The project being assessed is as described above.</p> <p>The site is located close to the Solent and Dorset Coast Special Protection Area (SPA), the Solent and Southampton Water SPA/Ramsar site and the New Forest Special Area of Conservation (SAC)/SPA/Ramsar site.</p> <p>The site is located close to protected sites and as such there is potential for construction stage impacts. It is also recognised that the proposed development, in combination with other 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.</p> <p>In addition, wastewater 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.</p> <p>The findings of the initial assessment concluded that significant effects were possible. A detailed appropriate assessment was therefore conducted on the proposed development.</p> <p>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 adequately mitigated and that there will be no adverse effect on the integrity of protected sites.</p>

Section 1 - details of the plan or project

<p>European sites potentially impacted by plan or project: 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</p>	<ul style="list-style-type: none"> ▪ Solent and Dorset Coast Special Protection Area (SPA) ▪ Solent and Southampton Water SPA ▪ Solent and Southampton Water Ramsar Site ▪ Solent Maritime Special Area of Conservation (SAC) ▪ River Itchen SAC ▪ New Forest SAC ▪ New Forest SPA ▪ New Forest Ramsar site
<p>Is the project or plan directly connected with or necessary to the management of the site (provide details)?</p>	<p>No – the development is not connected to, nor necessary for, the management of any European site.</p>
<p>Are there any other projects or plans that together with the project or plan being assessed could affect the site (provide details)?</p>	<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 this 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>

Regulations 62 and 70 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitats Regulations) are clear that the assessment provisions, ie. Regulations 63 and 64 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, as required under Regulation 63 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 63(1) (a) of the Habitats Regulations.**

The proposed development is located close to the Solent and Dorset Coast SPA, Solent and Southampton Water SPA and Ramsar site and the Solent Maritime SAC. As well as the River Itchen SAC, New Forest SAC, SPA and Ramsar site.

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 both temporary, arising from demolition and construction activity, or permanent arising from the on-going impact of the development when built.

The following effects are possible:

- Contamination and deterioration in surface water quality from mobilisation of contaminants;
- Disturbance (noise and vibration);
- Increased leisure activities and recreational pressure; and,
- Deterioration in water quality caused by nitrates from wastewater

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 63(1)(a) of the Habitats Regulations.

The project being assessed is as described above. The site is located close to the Solent and Dorset Coast Special Protection Area (SPA), the Solent and Southampton Water SPA/Ramsar site and the New Forest Special Area of Conservation (SAC)/SPA/Ramsar site.

The site is located close to European sites and as such there is potential for construction stage impacts. Concern has also been raised that the proposed development, in-combination with other 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, wastewater generated by the development could result in the release of nitrogen into the Solent leading to adverse impacts on features of the Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site.

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 63(1) of the Habitats Regulations

The identified potential effects are examined below to determine the implications for the identified European sites in line with their conservation objectives and to assess whether the proposed avoidance and mitigation measures are sufficient to remove any potential impact.

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.

TEMPORARY, CONSTRUCTION PHASE EFFECTS

Mobilisation of contaminants

Sites considered: Solent and Southampton Water SPA/Ramsar site, Solent and Dorset Coast SPA, Solent Maritime SAC, River Itchen SAC (mobile features of interest including Atlantic salmon and otter).

The development site lies within Southampton, which is subject to a long history of port and associated operations. As such, there is the potential for contamination in the site to be mobilised during construction. In 2016 the ecological status of the Southampton Waters was classified as 'moderate' while its chemical status classified as 'fail'. In addition, demolition and construction works would result in the emission of coarse and fine dust and exhaust emissions – these could impact surface water quality in the Solent and Southampton SPA/Ramsar Site and Solent and Dorset Coast SPA with consequent impacts on features of the River Itchen SAC. There could also be deposition of dust particles on habitats within the Solent Maritime SAC.

A range of construction measures can be employed to minimise the risk of mobilising contaminants, for example spraying water on surfaces to reduce dust, and appropriate standard operating procedures can be outlined within a Construction Environmental Management Plan (CEMP) where appropriate to do so.

In the absence of such mitigation there is a risk of contamination or changes to surface water quality during construction and therefore a significant effect is likely from schemes proposing redevelopment.

Disturbance

During demolition and construction noise and vibration have the potential to cause adverse impacts to bird species present within the SPA/Ramsar Site. Activities most likely to generate these impacts include piling and where applicable further details will be secured ahead of the determination of this planning application.

Sites considered: Solent and Southampton Water SPA

The distance between the development and the designated site is substantial and it is considered that sound levels at the designated site will be negligible. In addition, background noise will mask general construction noise. The only likely source of noise impact is piling and only if this is needed. The sudden, sharp noise of percussive piling will stand out from the background noise and has the potential to cause birds on the inter-tidal area to cease feeding or even fly away. This in turn leads to a reduction in the birds' energy intake and/or expenditure of energy which can affect their survival.

Collision risk

Sites considered: Solent and Southampton Water SPA, Solent and Dorset Coast SPA

Mapping undertaken for the Southampton Bird Flight Path Study 2009 demonstrated that the majority of flights by waterfowl occurred over the water and as a result collision risk with construction cranes, if required, or other infrastructure is not predicted to pose a significant threat to the species from the designated 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, calculated to be 15.2 million annually in 2017 and estimated to rise to 17.6 million visitor days by 2037 (RJS Associates Ltd., 2018). It 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, Liley et al (2019), indicated that 83% of visitors to the New Forest were making short visits directly from home whilst 14% were staying tourists and a further 2% were staying with friends or family. These proportions varied seasonally with more holiday makers (22%) and fewer day visitors (76%), in the summer than compared to the spring (12% and 85% respectively) and the winter (11% and 86%). The vast majority of visitors travelled by car or other motor vehicle and the main activities undertaken were dog walking (55%) and walking (26%).

Post code data collected as part of the New Forest Visitor Survey 2018/19 (Liley et al, 2019) revealed that 50% of visitors making short visits/day trips from home lived within 6.1km of the survey point, whilst 75% lived within 13.8km; 6% of these visitors were found to have originated from Southampton.

The application site is located within the 13.8km zone for short visits/day trips and residents of the new development could therefore be expected to make short visits to the New Forest.

Whilst car ownership is a key limitation when it comes to be able to access the New Forest, there are still alternative travel means including the train, bus, ferry and bicycle. As a consequence, there is a risk that recreational disturbance could occur as a result of the development. Mitigation measures will therefore be required.

Mitigation

A number of potential mitigation measures are available to help reduce recreational impacts on the New Forest designated sites, these include:

- Access management within the designated sites;
- Alternative recreational greenspace sites and routes outside the designated sites;
- Education, awareness and promotion

Officers consider a combination of measures will be required to both manage visitors once they arrive in the New Forest, including influencing choice of destination and behaviour, and by deflecting visitors to destinations outside the New Forest.

The New Forest Visitor Study (2019) asked visitors questions about their use of other recreation sites and also their preferences for alternative options such as a new country park or improved footpaths and bridleways. In total 531 alternative sites were mentioned including Southampton Common which was in the top ten of alternative sites. When asked whether they would use a new country park or improved footpaths/ bridleways 40% and 42% of day visitors respectively said they would whilst 21% and 16% respectively said they were unsure. This would suggest that alternative recreation sites can act as suitable mitigation measures, particularly as the research indicates that the number of visits made to the New Forest drops the further away people live.

The top features that attracted people to such sites (mentioned by more than 10% of interviewees) included: Refreshments (18%); Extensive/good walking routes (17%); Natural, 'wild', with wildlife (16%); Play facilities (15%); Good views/scenery (14%); Woodland (14%); Toilets (12%); Off-lead area for dogs (12%); and Open water (12%). Many of these features are currently available in Southampton's Greenways and semi-natural greenspaces and, with additional investment in infrastructure, these sites would be able to accommodate more visitors.

The is within easy reach of a number of semi-natural sites including Southampton Common and the four largest greenways: Lordswood, Lordsdale, Shoreburs and Weston. Officers consider that improvements to the nearest Park will positively encourage greater use of the park by residents of the development in favour of the New Forest. In addition, these greenway sites, which can be accessed via cycle routes and public transport, provide extended opportunities for walking and connections into the wider countryside. In addition, a number of other semi-natural sites including Peartree Green Local Nature Reserve (LNR), Frogs Copse and Riverside Park are also available.

The City Council has committed to ring fencing 4% of CIL receipts to cover the cost of upgrading the footpath network within the city's greenways. This division of the

ring-fenced CIL allocation is considered to be appropriate based on the relatively low proportion of visitors, around 6%, recorded originating from Southampton. At present, schemes to upgrade the footpaths on Peartree Green Local Nature Reserve (LNR) and the northern section of the Shoreburs Greenway are due to be implemented within the next twelve months, ahead of occupation of this development. Officers consider that these improvement works will serve to deflect residents from visiting the New Forest.

Discussions have also been undertaken with the New Forest National Park Authority (NFNPA) since the earlier draft of this Assessment to address impacts arising from visitors to the New Forest. The NFNPA have identified a number of areas where visitors from Southampton will typically visit including locations in the eastern half of the New Forest, focused on the Ashurst, Deerleap and Longdown areas of the eastern New Forest, and around Brook and Fritham in the northeast and all with good road links from Southampton. They also noted that visitors from South Hampshire (including Southampton) make up a reasonable proportion of visitors to central areas such as Lyndhurst, Rhinefield, Hatchet Pond and Balmer Lawn (Brockenhurst). The intention, therefore, is to make available the remaining 1% of the ring-fenced CIL monies to the NFNPA to be used to fund appropriate actions from the NFNPA's Revised Habitat Mitigation Scheme SPD (July 2020) in these areas. An initial payment of £73k from extant development will be paid under the agreed MoU towards targeted infrastructure improvements in line with their extant Scheme and the findings of the recent visitor reports. This will be supplemented by a further CIL payment from the development with these monies payable after the approval of the application but ahead of the occupation of the development to enable impacts to be properly mitigated.

The NFNPA have also provided assurance that measures within the Mitigation Scheme are scalable, indicating that additional financial resources can be used to effectively mitigate the impacts of an increase in recreational visits originating from Southampton in addition to extra visits originating from developments within the New Forest itself both now and for the lifetime of the development

Funding mechanism

A commitment to allocate CIL funding has been made by Southampton City Council. The initial proposal was to ring fence 5% of CIL receipts for measures to mitigate recreational impacts within Southampton and then, subsequently, it was proposed to use 4% for Southampton based measures and 1% to be forwarded to the NFNPA to deliver actions within the Revised Habitat Mitigation Scheme SPD (July 2020). To this end, a Memorandum of Understanding between SCC and the NFNPA, which commits both parties to,

“work towards an agreed SLA whereby monies collected through CIL in the administrative boundary of SCC will be released to NFNPA to finance infrastructure works associated with its Revised Habitat Mitigation Scheme SPD (July 2020), thereby mitigating the direct impacts from development in Southampton upon the New Forest’s international nature conservation designations in perpetuity.”

has been agreed.

The Revised Mitigation Scheme set out in the NFNPA SPD is based on the framework for mitigation originally established in the NFNPA Mitigation Scheme (2012). The key elements of the Revised Scheme to which CIL monies will be released are:

- Access management within the designated sites;
- Alternative recreational greenspace sites and routes outside the designated sites;
- Education, awareness and promotion;
- Monitoring and research; and
- In perpetuity mitigation and funding.

At present there is an accrued total, dating back to 2019 of £73,239.81 to be made available as soon as the SLA is agreed. This will be ahead of the occupation of the development. Further funding arising from the development will be provided.

Provided the approach set out above is implemented, an adverse impact on the integrity of the protected sites will not occur.

Solent and Southampton Water SPA/Ramsar site

The Council has adopted the Solent Recreation Mitigation Partnership's Mitigation Strategy (December 2017), in collaboration with other Councils around the Solent, in order to mitigate the effects of new residential development on the Solent and Southampton Water SPA and Ramsar site. This strategy 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.

The residential element of the development could result in a net increase in the city's population and there is therefore the risk that the development, in-combination with other residential developments across south Hampshire, could lead to recreational impacts upon the Solent and Southampton Water SPA. A contribution to the Solent Recreation Mitigation Partnership's mitigation scheme will enable the recreational impacts to be addressed. The developer has committed to make a payment prior to the commencement of development in line with current Bird Aware requirements and these will be secured ahead of occupation – and most likely ahead of planning permission being implemented.

Water quality

Solent Maritime SAC and the Solent and Southampton Water SPA/Ramsar site

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, wastewater treatment works discharges and urban run-off.

Features of Solent Maritime SAC and 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 Maritime SAC and 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 wastewater 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 have been provided by the applicant as part of the planning application submission. The calculations conclude that there is a predicted Total Nitrogen surplus arising from the development. This is based on the additional population from the residential units using 110litres of wastewater per person per day. Due to the nature of the site, and the surrounding urban environment, there are no further mitigation options on site. At present strategic mitigation measures are still under development and it is therefore proposed that a record of the outstanding amount of nitrogen is made.

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

Conclusions

The following conclusions can be drawn from the evidence provided:

- There is potential for a number of impacts, including noise disturbance and mobilisation of contaminants, to occur at the demolition and construction stage.
- Water quality within the Solent and Southampton Water SPA/Ramsar site could be affected by release of nitrates contained within wastewater.
- Increased levels of recreation activity could affect the Solent and Southampton Water SPA/Ramsar site and the New Forest/SAC/SPA/Ramsar site.
- There is a low risk of birds colliding with the proposed development.

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

Demolition and Construction phase

- Provision of a Construction Environmental Management Plan, where appropriate.
- Use of quiet construction methods where feasible;

- Further site investigations and a remediation strategy for any soil and groundwater contamination present on the site.

Operational

- Contribution towards the Solent Recreation Mitigation Partnership scheme. The precise contribution level will be determined based on the known mix of development;
- 4% of the CIL contribution will be ring fenced for footpath improvements in Southampton's Greenways network. The precise contribution level will be determined based on the known mix of development;
- Provision of a welcome pack to new residents highlighting local greenspaces and including walking and cycling maps illustrating local routes and public transport information.
- 1% of the CIL contribution will be allocated to the New Forest National Park Authority (NFNPA) Habitat Mitigation Scheme. A Memorandum of Understanding (MoU), setting out proposals to develop a Service Level Agreement (SLA) between SCC and the NFNPA, has been agreed. The precise contribution level will be determined based on the known mix of development with payments made to ensure targeted mitigation can be delivered by NFNPA ahead of occupation of this development.
- All mitigation will be in place ahead of the first occupation of the development thereby ensuring that the direct impacts from this development will be properly addressed.

As a result of the mitigation measures detailed above, when secured through planning obligations and conditions, officers are able to conclude that there will be no adverse impacts upon the integrity of European and other protected sites in the Solent and New Forest arising from this development.

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.

Liley, D., Panter, C., Caals, Z., & Saunders, P. (2019) Recreation use of the New Forest SAC/SPA/Ramsar: New Forest Visitor Survey 2018/19. Unpublished report by Footprint Ecology.

Liley, D. & Panter, C. (2020). Recreation use of the New Forest SAC/SPA/Ramsar: Results of a telephone survey with people living within 25km. Unpublished report by Footprint Ecology.

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS4 Housing Delivery
CS5 Housing Density
CS13 Fundamentals of Design
CS14 Historic environment
CS16 Housing mix and type
CS18 Transport: Reduce-Manage-Invest
CS19 Car & Cycle Parking
CS20 Tackling and Adapting to Climate Change
CS22 Promoting biodiversity and protecting habitats
CS25 The Delivery of Infrastructure and Developer Contributions

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

SDP1 Quality of Development
SDP4 (Development Access)
SDP5 (Parking)
SDP6 (Urban Design Principles)
SDP7 (Context)
SDP8 (Urban Form and Public Space)
SDP9 (Scale, Massing and Appearance)
SDP10 (Safety and Security)
SDP11 (Accessibility and Movement)
SDP12 (Landscape and Biodiversity)
SDP13 (Resource Conservation)
SDP14 (Renewable Energy)
SDP16 Noise
SDP22 Contaminated land
NE1 (International Sites)
H1 (Housing Supply)
H2 (Previously Developed Land)
H3 (Special Housing Need)
H7 (The Residential Environment)

Supplementary Planning Guidance

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

Other Relevant Guidance

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

Relevant Planning History

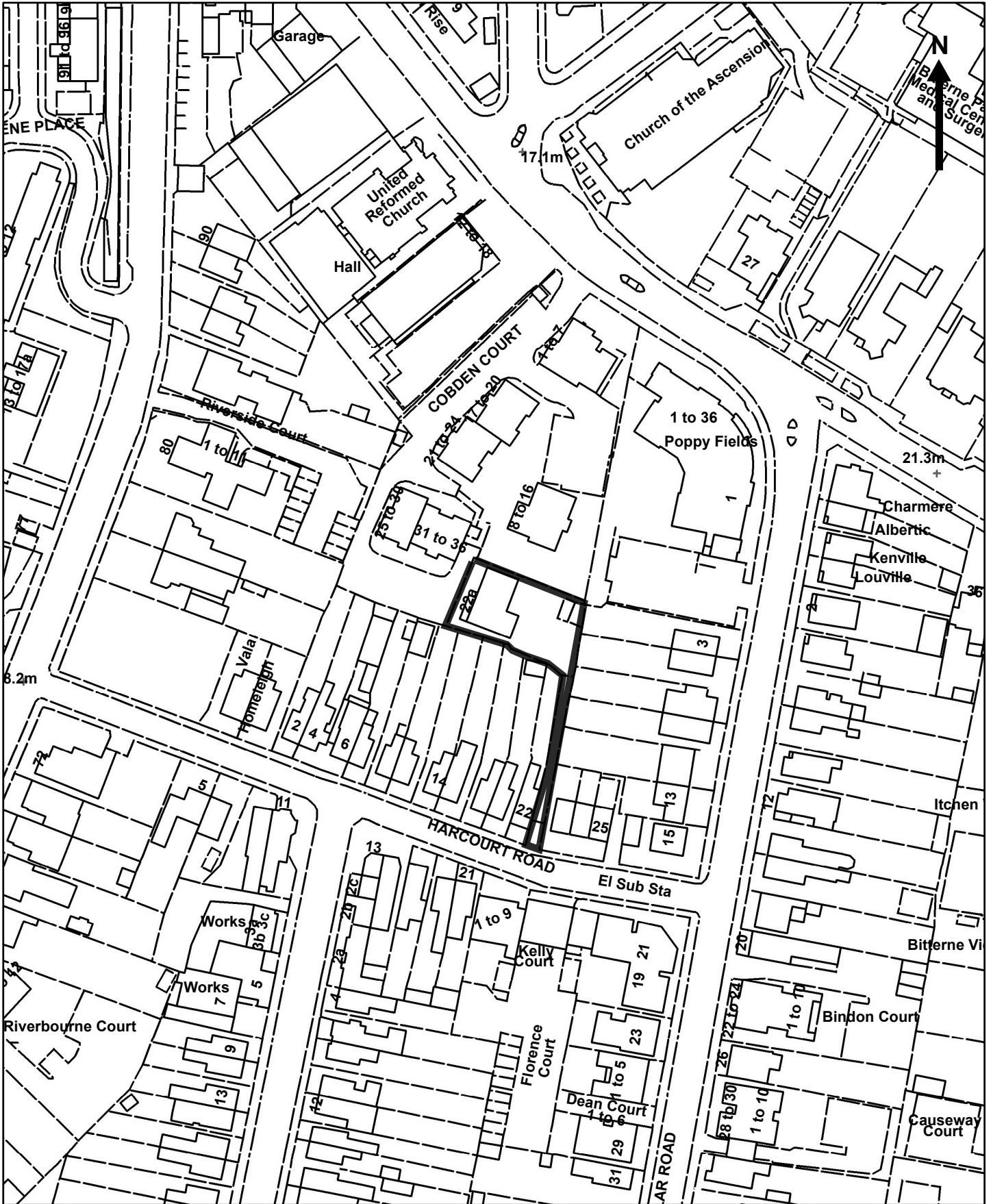
Case Ref	Proposal	Decision	Date
1436/65	ERECTION OF A BUNGALOW	Conditionally Approved	25.04.1972
870684/E	CONSTRUCTION OF A GRANNY ANNEXE	Application Refused	05.08.1987
07/01169/L DCP	Application for a Lawful Development Certificate for a proposed use as a residential care home (Class C3 (b))	Conditionally Approved	14.09.2007

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Agenda Item 5

21/01680/FUL

Appendix 1



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

Application address: 27 Chessel Avenue, Southampton			
Proposed development: Erection of a single storey rear extension – application amended following validation			
Application number:	22/01582/FUL	Application type:	FUL
Case officer:	Sam Kushner	Public speaking time:	5 Minutes
Last date for determination:	17.01.2023 ETA: 24.02.2023	Ward:	Peartree
Reason for Panel Referral:	Request by Ward Member	Ward Councillors:	Cllr Alex Houghton Cllr Eamonn Keogh Cllr Joshua Payne
Referred to Panel by:	Cllr Eamonn Keogh	Reason:	Character and appearance
Applicant: Vijay Common		Agent: Gary Evans	

Recommendation Summary	Conditionally approve
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Community Infrastructure Levy Liable	Not applicable
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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 and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 39-42 and 46 of the National Planning Policy Framework (2021).

Appendix attached			
1	Development Plan Policies	2	Relevant Planning History

Recommendation in Full

Conditionally approve

Background

This planning application has been amended following validation to remove roof alterations that have been confirmed as being 'Permitted Development' under our ref: 22/01583/PLDC. The Panel are now asked to determine the proposed single storey rear extension only.

1. The site and its context

- 1.1 The application site consists of a two-storey detached dwelling, which is located within a suburban area part of the city. The area is characterised by similar two-storey detached dwellings which are set back from the road of Chessel Avenue by front gardens.
- 1.2 The application property shares a boundary with no 25, which is located to the east and separated by timber fencing. The property to the west is separated by a public footpath with timber fencing also on the western boundary. The existing property includes a rear extension and attached garage to the side.

2. Proposal

- 2.1 The proposal is for the erection of a single storey rear extension that would replace the existing conservatory. The extension would have a depth of 5.4 metres, a width of 4.3 metres and is 4.06 metres high at its tallest point, with eaves at 2.7m. The existing garage located between the extension and the eastern boundary with No. 25 would remain, which the extension being physically connected to the garage.
- 2.2 During the course of the application amended plans were received which removed proposals to make roof alterations, including a hip to gable enlargement and a rear dormer. The roof alterations proposed constitute permitted development and a proposed lawful development certificate was issued for those works under application 22/01583/PLDC. Following the granting of the PLDC application, the description for this application was changed to refer only to the single storey extension. A further 14 day consultation period for neighbours and councillors was undertaken to consult on these amended plans. Ward Cllr Keogh confirmed that the Panel referral remained following the change to the application.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015) and the City Centre Action Plan (adopted 2015). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The National Planning Policy Framework (NPPF) was revised in 2021. Paragraph 219 confirms that, where existing local policies are consistent with

the NPPF, they can be afforded due weight in the decision-making process. The Council has reviewed the Development Plan to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4. Relevant Planning History

- 4.1 A schedule of the relevant planning history for the site is set out in **Appendix 2** of this report.
- 4.2 The applicant has had a Proposed Lawful Development Certificate (22/01583/PLDC) approved in January 2023 for roof alterations including a rear dormer. This has not been implemented yet.

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. At the time of writing the report **4 representations**; including **3 letters of objection**, and **1 Panel referral** from a ward councillor have been received. The following is a summary of the points raised:

- 5.2 The following is a summary of the **OBJECTIONS** raised by neighbours:

5.2.1 ***The extension of the property could lead to it becoming a House in Multiple Occupation (HMO) in the future***

Response:

The application submitted is a householder proposal and does not include a change of use within the description of works. Any permission granted would not allow for the proposal to change use from a C3 dwelling to a C4 HMO. Any change of use to an HMO would require planning permission as the Council has an extant Article 4 Direction removing this change. An informative has been added to explain this to the applicant.

5.2.2 ***There could be additional strain on parking***

Response:

The application for the single storey rear extension does not increase provision of bedrooms, and therefore additional parking is not a material consideration.

5.2.3 ***Concerns regarding access to rear of the site for delivery of construction materials***

Response

Access can be gained either through the house or the public footpath. Given the moderate extent of the development, this is not anticipated to cause issues.

6 Consultation Response

6.1 Consultee	Comments
<p>Cllr Keogh</p> <p>Inc. Panel referral</p>	<p><i>As a local ward councillor I am concerned about the scale and size of the planned extension. The roof extension is not common in this area and this could mean the scale of the development overshadows neighbouring properties and increases the risk of neighbours being overlooked I would ask if this was to be considered for approval that it should go to the planning and rights of way committee for final consideration. The additionality of extra bedrooms could potential impact on on street parking which is already a concern locally.</i></p> <p><u>Further comments</u></p> <p><i>I have spoken with a number of neighbours who have raised concerns about the size of the extension and particular that it is not in keeping with neighbouring properties. I do have concerns about the impact on on-street parking given the increase in the number of bedrooms.</i></p> <p><i>I don't think any of the other neighbouring properties have roof extensions but I accept this is now approved under permitted development.</i></p> <p><i>The neighbour at the rear of this property on Bitterne Way has concerns about the trees at the bottom of the garden and the potential to be overlooked.</i></p> <p><u>Final panel referral</u></p> <p><i>Please refer to planning committee please</i></p> <p><i>Officer Response:</i> <i>The proposals the subject of this application do not include the roof alterations. These have been established as permitted development and do not form part of the assessment and considerations for this application. <u>The assessment relates to the impacts of the single storey extension only.</u></i></p>

7.0 Planning Consideration Key Issues

- 7.1 The proposed single storey rear extension exceeds 3.0m in depth and therefore planning permission is required. The key issues for consideration in the determination of this planning application are:

- Residential amenity; and
- Design and effect on character.

7.2 Residential amenity

- 7.2.1 The application site is bordered by one immediate neighbour no.25 Chessel Avenue, which is situated on the eastern boundary of the application site. The depth of the extension would not interrupt a 45 degree line taken from the midpoint of this neighbour's nearest habitable window. The proposal would not cause a significant loss of light or shade to this property to warrant a refusal on these grounds.
- 7.2.2 The proposed rear extension does contain one side facing window; however, this does not look into any neighbouring window or garden area as views would be interrupted by the existing boundary treatment and garage on this boundary.
- 7.2.3 It is not considered that that proposed extension would result in significant overbearing, overlooking or overshadowing impacts on the amenities of nearby occupiers, nor would it harm the amenity of the occupiers of the host dwelling. On this basis the proposal is considered acceptable when assessed against saved Local Plan policy SDP1(i) and the relevant sections of the approved RDG.

7.3 Design and effect on character

- 7.3.1 The proposal would not cause any detrimental impact to the street scene given that the proposal is situated to the rear of the property. A rear extension of this scale is common and would not be significantly out of character for a residential dwelling. A garden depth of 13m, with an area of approximately 14sq.m, would be retained and comply with the guidance contained within paragraph 2.3.12 of the RDG.
- 7.3.2 The materials used will match the existing dwelling with matching brick work and render, profiled concrete tiles and uPVC doors and windows. On this basis, the proposals are considered to be acceptable and would comply with the requirements of the relevant Development Plan policies listed above, and guidance contained within Section 12 of the NPPF.

8. Summary

- 8.1 Overall, the application is considered to be acceptable in terms of its siting, size and design and would not result in significant impacts on neighbour amenity to warrant a refusal of planning permission, whilst noting the objections from the neighbouring properties.

9. Conclusion

9.1 It is recommended that planning permission should be granted subject to conditions set out below.

Local Government (Access to Information) Act 1985

Documents used in the preparation of this report Background Papers

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

Case Officer **Sam Kushner** PROW Panel 21.02.2023

PLANNING CONDITIONS

Condition 1 – Full Permission Timing (Performance)

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

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

Condition 2 – Obscure Glazing (Performance)

All windows in the side elevations, located at first floor level and above of the hereby approved development, shall be obscurely glazed and fixed shut up to a height of 1.7 metres from the internal floor level 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.

Condition 3 – Materials in accordance with submission (Performance)

The materials and finishes to be used for the external walls, windows (including recesses), drainage goods and roof in the construction of the building hereby permitted shall be in accordance with the submitted plans and information hereby approved.

Reason: To enable the Local Planning Authority to control the development in detail in the interest of the visual amenities of the locality and to endeavour to achieve a building of high visual quality and satisfactory visual relationship of the new development to the existing.

Condition 4 – Approved Plans (Performance)

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

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

Note to applicant:

You are reminded that planning permission is required before the use of this property changes from a single dwelling house to any form of multiple occupation where 3 or more unrelated people reside.

POLICY CONTEXT

Core Strategy - (as amended 2015)

CS13 Fundamentals of Design

CS19 Car & Cycle Parking

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

SDP1 Quality of Development

SDP5 Parking

SDP7 Urban Design Context

SDP9 Scale, Massing & Appearance

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Parking Standards SPD (September 2011)

Other Relevant Guidance

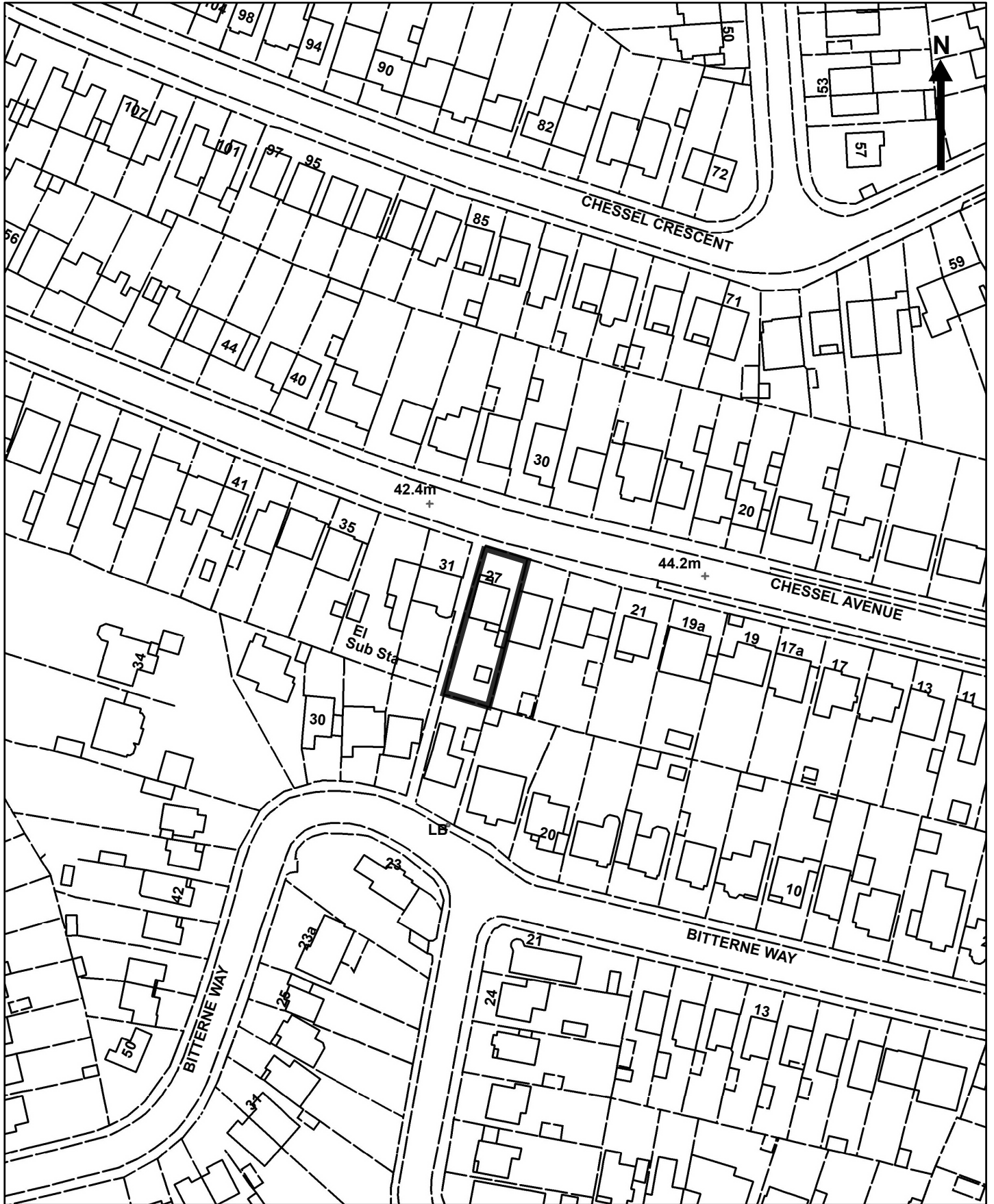
The National Planning Policy Framework (2021)

Relevant Planning History

Case Ref:	Proposal:	Decision:	Date:
22/01583/PLDC	Application for a lawful development certificate for a proposed roof alterations including rear dormer windows to facilitate loft conversion.	Grant	09.01.2023

Agenda Item 6 22/01582/FUL

Appendix 1



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