

Southampton City Planning & Sustainability  
 Planning and Rights of Way Panel meeting 16 March 2010  
 Planning Application Report of the Head of Division

Application address Itchen Ferry Slipway, Hazel Road			
Proposed development Works in association with the regeneration of the Itchen ferry foreshore and beach including the extension of the slipway, construction of a removable flood barrier, regrading of foreshore wall and associated street furniture			
Application number	10/00041/FUL	Application type	FUL
Case officer	Mathew Pidgeon	Application category	Q28 - Other

<b>Recommendation Summary</b>	<b>Grant Conditional Approval</b>
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Reason for Panel consideration	Development affecting the water front of the River Itchen
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Applicant: John Bailey – Southampton Amateur Rowing Club	Agent: n/a
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Date of receipt	06/01/2010	City Ward	Peartree
Date of registration	06/01/2010	Ward members	Cllr Drake
Publicity expiry date	11/02/2010		Cllr Slade
Date to determine by	03/03/2010 <b>OVER</b>		Cllr Jones

Site area	1.2ha	Usable amenity area	n/a
Site coverage (developed area)	n/a	Landscaped areas	n/a
Density - whole site	n/a		

Residential mix	numbers	size sqm	Other land uses	Class	size sqm
Studio / 1-bedroom	n/a	n/a	Commercial use	n/a	n/a
2-bedroom	n/a	n/a	Retail use	n/a	n/a
3-bedroom	n/a	n/a	Leisure use	D2	1.2ha
other	n/a	n/a	other	n/a	n/a

Policy designation <i>see Appendix 1</i>	Archaeological Remains (HE6) Intertidal Mudflat Habitats (NE5) Flood Zone 3
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Accessibility zone	high	Policy parking max	0 spaces
Parking Permit Zone	no	existing site parking	0 spaces
Cyclist facilities	no	car parking provision	0 spaces
motor & bicycles	0 motor / 0 cycles	Disabled parking	0 spaces

Key submitted documents supporting application			
1	Flood Risk Assessment	2	Design and Access Statement
Appendix attached			
1	Local Plan Policy schedule	2	Conditions

## **Recommendation in full**

Grant conditional planning permission.

## **Procedural Context**

Proposals which affect the water front of the River Itchen or The Solent are identified as applications which require a Panel consideration rather than a delegated determination by the Development Control Manager on behalf of the Panel.

## **Background**

The site has operated as a strategic location for river crossing since before the Middle Ages and is therefore of some historic importance. In more recent times a rowing ferry operated which was replaced by a chain driven floating bridge. Following the building of the High Itchen Bridge the emphasis of the use of the land became recreational in nature.

The slipway was concreted in the 1970's and subsequently a fine weed tends to grow on its surface which has now become a potential hazard to the users of the slipway. The unnatural shingle bank to the south of the slipway has been caused due to propeller wash from ships docking at the super marine wharf.

## **Site and surrounding context**

The application site is located on the eastern bank of the River Itchen and consists of a shingle beach with slipway running down the centre leading from Hazel Road down to the low water mark some 70m to the west.. It is positioned between two industrial sites on the river frontage and residential to the east landward side.

The Solent and Southampton Water SPA/Ramsay site lie approximately 280m to the north and 630m to the south. The site is situated within Flood Zone 3 of the River Itchen.

A memorial garden is located at the top of the beach, adjacent to the boundary with Hazel Road and is in need of rejuvenation.

## **Proposed Development**

The proposal is for physical works to the slipway and riverside flood defences and to provide general improvements to the adjacent memorial garden and the beach foreshore. The application seeks approval for the physical works and agreement in principal for other associated proposals (such as the erection of a replacement monument stone) for which details have not yet been confirmed. Some of the works intended by the applicant (clearing litter, repairing and repainting street furniture, etc.) do not require planning approval).

### Slipway

The slipway is proposed to be resurfaced by the incorporation of additional concrete edge members cast in situ with steel ties to secure timber rubbing boards. The surface of the slipway would be a mixture of consolidated shingle and compacted gravel held in place by a plastic honeycomb structure. The height of the slipway would increase by 0.3m as a result of the proposal and the width would be increased by an additional 0.5m either edge of the slipway resulting in a width increase to 4m.

Where the slipway is in a particularly poor state (near the top) the surface shall be repaired in a like for like fashion owing to the need of this section to have the ability to take heavy loads. The slipway shall also be lengthened by 5m and the additional section shall be

constructed of concrete as this section is more susceptible to the effect of daily tidal flow.

#### Foreshore - (area between Mean High water and Mean Low water)

The foreshore area is intended to be re-graded to remove the bank which has been created by propeller wash from shipping associated with the adjacent Supermarine Quay Berthing area. This re-grading work would allow for improved access to the water via the slipway with recreational vessels being able to manoeuvre around the slipway with greater ease.

#### Removable Flood Protection Barrier

The surrounding residential and industrial sites have experienced flooding of the lower Itchen in recent years following spring tides combined with storm surges. To counter act this the application proposes a removable flood barrier at the boundary of the slipway and Hazel Road.

To facilitate the operation of the barrier and in order to improve the appearance of the site minor improvements to the brick wall, adjacent to Hazel Road, is necessary. The boundary railings shall also be refurbished, realigned and painted.

The operation of this barrier and a flood risk management plan detailing who is to be responsible for both the closing and opening of the flood risk barrier has not yet been agreed with the city council's legal department (as land owners of the site). Furthermore the storage location of the barrier has also not been finalised.

#### Memorial Garden

A memorial garden adjacent to the slipway on Hazel Road commemorates the community known as Itchen Ferry whose village was devastated by the bombing raids of the Second World War which targeted the adjacent Supermarine factory. The garden consists of landscaping, seating and the supporting plinth for the memorial.

The garden is in a poor state of upkeep and repair. As part of the slipway works it is indicated that associated improvement works would include two additional benches to match the existing with the existing benches being re-painted, a rubbish bin, additional planting (sympathetic to wildlife), improvements to the tree pits and associated tree works to stimulate growth. In addition the memorial itself would be reinstated.

At the current time details are still awaited to be confirmed in writing but advice has been offered that this would be similar to the previous memorial, not exceed 1m wide by 0.5m deep and 0.75m high at the front and 0.9m high at the back. The design of the memorial shall be confirmed at a later date following input from pupils of Ludlow Road Junior School.

#### The Beach

The area of beach above the high water mark shall be cleaned and the existing habitat shall be improved by re-seeding with native species.

#### **Relevant Planning Policy**

The planning policy to be considered as part of this proposal is scheduled in **Appendix 1** to this report.

## Relevant Planning History

1983 - Extensions and repairs to slipway.

1988 – New sea wall with landscaped area and fencing.

## Consultation Responses and Notification Representations

A publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners and erecting a site notice. At the time of writing the report 0 representations had been received from surrounding residents.

### Summary of Consultation comments

**SCC Ecologist:** The scheme is supported as the slipway extension shall only result in the loss of a small area of intertidal mud protected under Policy NE5. As this area of mud is only exposed at the lowest tides it is unlikely that the area makes a significant contribution to the foraging habitat of wading birds. The landscaping and planting of native species on the upper part of the beach is also supported. The timing of the construction work can be controlled through the use of conditions to avoid the overwintering period for migratory birds (avoid November – February) and the timing of the re-profiling of the intertidal area should also be controlled to reduce the mobilisation of silt which has the potential to adversely affect migratory Atlantic Salmon (avoid April - July).

**SCC Archaeologist:** The site is defined as being within an area of high archaeological importance however, due to the scale of the proposal, no archaeological conditions are recommended.

**Economic Development and Regeneration:** Hard landscaping, street scene and site improvements proposed improve access to the waterfront and therefore the scheme is supported

**English Heritage:** The scale of the development is considered to be so small that English Heritage do not suggest the use of any specific planning conditions.

**Environment Agency:** No objection in principal, the design is considered acceptable and the applicant would like to recommend one pre commencement condition requiring a demolition and construction method statement.

**Associated British Ports:** There are “no overriding objections to the scheme going ahead”.

## Planning Consideration Key Issues

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

- Whether or not the proposal would affect sensitive species and habitats located within close vicinity to the site;
- whether or not public access to the river front would be harmed;
- whether or not the construction works would adversely affect water quality;
- whether or not the scheme improves the quality of the public realm; and
- whether or not the navigation of the River Itchen would be adversely affected by the development proposal.

There is no indication that the proposed works, of a fairly minor nature to the wider waterfront area, would have any harmful impact on the ecology of the location. The

intended physical improvements could be considered to benefit and improve the habitats of local wildlife.

Access to the waterside would be retained and improved for public use. The use of the removal flood barrier would assist in reducing water incursion and should not cause an impediment to access to the water areas. The outstanding flood barrier issue (operation and storage) still needs to be clarified but as this is a matter of detail which may be provided at a later stage, the principal is not opposed.

The environment agency do not object to the principal on flood risk or water pollution grounds. The nature of the works are fairly low key and would not be considered to adversely affect or impact on waterborne traffic or navigation along the river.

### Summary

The scheme was originally proposed in order to improve the design of the slipway and therefore access to the water front. The knock on effect has been to enlarge the objective to include improvement works to the site in general and the result is a comprehensive scheme with significant benefits to the local community.

### **Conclusion**

The scheme has been designed with due consideration to the sensitivity of the site and pre-application consultation response. As a consequence the Local Planning Authority is able to support the scheme which, subject to relevant conditions, shall have a beneficial impact on the local environment.

### **Local Government (Access to Information) Act 1985**

#### **Documents used in the preparation of this report Background Papers**

1(a), 1(b), 1(c), 2a, 2c, 2e, 4e, 4s, 5d, 6c, 6f, 6i, 6l, 7i, 7k, 7l, 7o, 7p, 7t, 7w, 7y, 7z, 8b, 9a, 9b, MP 02.03.10 for 16.03.10 PROW Panel

**Relevant Planning Policy**

Local Development Framework Core Strategy Development Plan Document

CC2	Climate Change
NRM1	Sustainable Water resources and Ground Water Quality
NRM2	Water Quality
NRM4	Sustainable Flood Risk Management
NRM5	Conservation and Improvement of Biodiversity

Saved Policies of the City of Southampton Local Plan Review

SDP1	Quality of Development
SDP7	Context
SDP8	Urban Form and Public Space
SDP12	Landscape and Biodiversity
HE6	Archaeological Remains
NE2	National Sites
NE5	Intertidal Mudflat Habitats
CLT10	Public Waterfront and Hards
CLT11	Waterside Development
CS12	Accessible and Attractive Waterfront
CS13	Fundamentals of Design
CS21	Protecting and Enhancing Open Space
CS22	Promoting Biodiversity and Protecting Habitats
CS23	Flood Risk

PPS25 - Development and Flood Risk

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RECOMMENDATION: CAP

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## **CONDITIONS for 10/00041/FUL**

### 01. APPROVAL CONDITION - Full Permission Timing Condition - Physical works

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

Reason:

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

### 02. APPROVAL CONDITION - Landscaping detailed plan [Pre-Commencement Condition]

Before the commencement of any site works a detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be carried out during the first planting season following the completion of the development hereby approved.

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

### 03. APPROVAL CONDITION - Demolition and construction Method Statement (Pre-Commencement)

The development hereby permitted shall not be commenced until such time as a method statement for demolition and construction works has been submitted to, and approved in writing, by the local planning authority. The scheme shall be implemented as approved.

Reason: The proposed works to the slipway may include removal of part of the existing hard standing that could expose contaminated soils. Runoff from potential contaminated materials must be appropriately controlled to prevent pollution of controlled waters. Mitigation for risks to controlled waters must be considered in the method statement.

### 04. APPROVAL CONDITION - Demolition and construction timing

No development associated with the slipway extension hereby approved shall take place during the months of November, December, January and February; and no development associated with the re-profiling of the foreshore hereby approved shall take place during the months of April, May, June and July unless otherwise agreed in writing with the Local Planning Authority.

REASON

In the interests of nature conservation.

### 05. APPROVAL CONDITION - Scale of Memorial - [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority the scale of the memorial shall be no greater than 0.1m x 0.5m, x 0.9m.

## REASON

To protect the visual amenity of the memorial garden.

### 06. APPROVAL CONDITION - Appearance of street furniture - [PERFORMANCE CONDITION]

Prior to the installation of the street furniture hereby approved the external metal work of the existing and hereby approved refuse bins and benches shall be painted black and thereafter permanently retained.

## REASON

To protect the visual amenities of the occupiers of nearby residential properties and to protect the visual character and context of the listed building located to the north.

### 07. APPROVAL CONDITION - Restricted use of flood barrier [Performance Condition]

The installation of the hereby approved flood barrier shall only take place in times of emergency flood event and shall otherwise be stored in accordance with details to be submitted to and approved by the local planning authority in writing before their first use.

#### Reason:

In the interests of facilitating public access to the water front.

### 00. Reason For Granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including sensitive species and habitats, public access to the water front, water quality, quality of the public realm and navigation of the River Itchen have been considered and are not judged to have sufficient weight to justify a refusal of the application. 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.

Policies - HE6, NE2, NE5, SDP1, SDP7, SDP8, SDP12, CLT10 and CLT11 of the City of Southampton Local Plan Review (March 2006); CS12, CS13, CS21, CS22 and CS23 of the Local Development Framework Core Strategy Development Plan Document (January 2010); CC2, NRM1, NRM2, NRM4 and NRM5 of The South East Plan (Regional Spatial Strategy of the South East of England (May 2009); and Planning Policy Statement 25: Development and Flood Risk (PPS25).

#### Note to Applicant

##### 1. Informative.

For advice on pollution prevention measures, the applicant should refer to guidance 'PPG1 – General guide to prevention of pollution', which is available on the environment agency website [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)



