

Planning Statement

**Proposal: Erection of 8 no. dwellings and Associated Parking
and Landscaping**

Address: Land to the North of Bryanston Road, Southampton

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1.0 Introduction

- 1.1 This Planning Statement has been written in support of a planning application for the erection of 8 no. dwellings, together with associated parking and landscaping at 'Land North of Bryanston Road, Southampton.'
- 1.2 The application has been prepared and submitted by Doswell Projects Ltd, on behalf of Abri.
- 1.3 Abri area are a Housing Association based in the south of England.
- 1.4 They build, own, look after and sell homes that people can afford. Including homes for affordable and social rent. They also deliver homes to buy, through tenures such as Shared Ownership.

2.0 The Application Site

- 2.1 The application site is located on the northern side of Bryanston Road, where the road terminates at a turning head.
- 2.2 The site, which has an overall area of 0.38 hectares, is located in the Peartree Ward of Southampton City Council.
- 2.3 With the exception of the Industrial Estate to the west, the immediate area is characterised by two storey residential development, with a lesser number of single storey bungalows.
- 2.4 The site is bordered on its northern, eastern and southern sides by residential development. To the west of the site is a railway line, beyond which is the Hazel Road Industrial Estate.
- 2.5 The site slopes from east to west, with a large/steep embankment on the eastern side of the site, beyond which are the properties in Gainsford Road.
- 2.6 Given the topography, it's location at the bottom of the embankment (and the lower end of Branston Road), the site is not readily visible from public view.
- 2.7 Historic maps show that the land, the subject of this application, once formed part of land/gardens associated with Ridgeway House. The estate was subsequently sold and the land was converted into a golf course in the 1920s. The Council's historic and land contamination maps indicate that a gravel pit was historically located in the northern corner of the site.

3.0 Relevant Planning History

- 3.1 The site has a history of residential consents, with permission granted in 1955, 1985 and 1993 (ref. 930555/5285/E); the latter consent was later revoked, with the developer's permission.
- 3.2 The site is subject to The Southampton (Bryanston Road) Tree Preservation Order 2018.

- 3.3 In 2021, permission was sought for scrub clearance and selective tree felling within the centre of the site (application Reference: 22/00017/TPO). The works were sought to improve the long-term maintenance and appearance of the site as it had become seriously overgrown.
- 3.4 Permission for the works was not forthcoming. Instead, the Council advised Abri that they should seek permission for the tree works as part of a more comprehensive proposal to redevelop the site for housing.
- 3.5 On the advice of the arboricultural consultant, Abri engaged landscapers to clear the overgrown vegetation in July 2022, removing the scrub and brambles within the centre of the site, and returning in early November to clear the overgrown site boundaries, which had been affecting neighbouring occupiers. Trees were not removed.

4.0 Policy Context

- 4.1 The application site is allocated for residential development under Policy H1 of the City of Southampton Local Plan.
- 4.2 It is identified as having the potential capacity to deliver 13 no. residential units.
- 4.3 The LDF Core Strategy identifies the Council's current housing need. As detailed in Policy CS4, an additional 16,300 homes need to be provided within the City between 2006 and 2026.
- 4.4 The following National and Local Planning Policies will be applicable to the consideration of this planning application;

Local Development Framework Core Strategy Development Plan Document (Amended Version March 2015)

CS4 – Housing Delivery
CS5 – Housing Density
CS13 – Fundamentals of Design
CS14 – Historic Environment
CS15 – Affordable Housing
CS16 – Housing Mix and Type
CS18 – Transport
CS19 – Car and Cycle Parking
CS20 – Tackling and adapting to Climate Change
CS22 – Biodiversity and Protected Species
CS25 – Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review (Adopted Version 2nd Revision 2015)

SDP1 – Quality of Development
SDP4 – Development Access
SDP5 – Parking
SDP6 – Urban Design Principles
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
SDP19 – Aerodrome Safeguarding
NE1 – International Sites
H1 – Housing Supply
H2 – Previously Developed Land
H7 – The Residential Environment

City Centre Action Plan (Adopted March 2015)

AP9 – Housing Supply
AP12 – Green Infrastructure and Open Space
AP16 – Design
AP18 – Transport and Movement

The Community Infrastructure Levy Charging Schedule April 2013

Supplementary Planning Documents:

- Developer Contributions Supplementary Planning Document April 2013
- Parking Standards Supplementary Planning Document September 2011
- The Residential Design Guide 2006

5.0 Pre-Application Engagement

- 5.1 A pre-application enquiry was submitted to Southampton City Council in November 2022.
- 5.2 The pre-application proposals were for the erection of 8 no. three bedroom dwellings, positioned centrally within the site, with parking towards the bottom of the embankment on the eastern side of the site and gardens on the western side of the dwellings, sloping down towards the adjacent railway line. A turning head was shown in the middle of the parking area, 'cutting in' to the lower part of the tree covered embankment.

5.3 Subject to the provision of further reports, the pre-application response from the Council was positive, concluding that;

'The provision of genuine family housing is welcomed and would be in keeping with the suburban character of the neighbourhood.'

5.4 The Case Officer concluded that;

'The site is allocated for housing development and as such the principle of residential development is supported.'

5.5 The response was also positive about the approach to the proposed layout, noting that;

'The layout design incorporates genuine rear gardens which reflect the spatial character of the area' and that;

'The layout has been informed by the constraints of the site and the proposed housing has generous separation from neighbouring housing on account of the site topography and will accord with the 21m separation from neighbouring rear windows and gardens.'

5.6 With regard to residential density, the Council concluded that;

'Your proposal would achieve a residential density of 21 dph which needs to be tested in terms of the merits of the scheme. It is recognised that the constraints of the site in terms of topography, ground conditions, neighbouring amenity and tree retention are mitigating circumstances for a density of less than 35dph.'

5.7 Following receipt of the positive pre-application response, work commenced on the preparation of a detailed planning application.

5.8 Given the positive feedback provided by Officers, the final proposals largely reflect the plans submitted for pre-application advice. However, the mix of units has been amended, as well as the position of the turning-head (discussed in more detail below). This is considered to have had a positive impact on the scheme.

6.0 Community Engagement

6.1 Details of the community engagement undertaken to date are set out in more detail in the accompanying Statement of Community Involvement.

6.2 A leaflet was circulated to residents prior to the submission of the application, outlining the proposals for the site and welcoming comments on the scheme.

6.3 Over 50 leaflets were sent out to local households.

6.4 To date, seven responses have been received.

6.5 The main points raised by residents related to;

- The level of traffic that may be generated by the new development;
- The loss of car parking on Bryanston Road;
- How construction vehicles, parking of contractors and deliveries will be managed;
- The impact of development on the existing wildlife at the site;
- The potential for overlooking and loss of privacy on existing homes;
- The impact of the removal of trees on-site on land stability, drainage and neighbouring homes' privacy.

6.6 An email was also sent to the Local Ward Members, advising them of the pending planning application. A site meeting was proposed with the local Councillors which has not yet taken place.

7.0 The Proposals

7.1 It is proposed to erect 8 no. dwellings at the site, together with associated parking and soft landscaping.

8.0 Application Documents

8.1 The application is supported by the following plans and documents;

Planning Drawing	Reference
Site Location Plan	23-018-001-P01
Site Plan	23-018-002-P01
Floor Plans	23-018-003-P01
Elevations	23-018-004-P01
Sections	23-018-005-P01
Technical Site Plan	23-018-006-P01
Proposed Images	23-018-007-P01
Illustrative Masterplan	GLS-090-122-1200 Rev A
General Arrangement Plan	GLS-090-122-1300 Rev A
Planting Plan	GLS-090-122-1500 Rev A
Tree Constraints Plan	6391-01
Planning Reports	Author
Design and Access Statement	MH Architects
Affordable Housing Statement	Doswell Projects Ltd
Planning Statement	Doswell Projects Ltd
Air Quality Assessment	Hawkins Environmental Ltf
Archaeological Written Scheme of Investigation	Wessex Archaeology
Drainage Strategy	Rogers Cory Partnership
Drainage Strategy & SUDS Statement	Rogers Cory Partnership
Reptile Survey & Report	MM Ecology
Preliminary Ecological Appraisal	MM Ecology
Ecological Mitigation and Enhancements Report	MM Ecology
Energy Statement	Greenbox Associates Ltd
Transport Statement	Paul Basham Associates
Sound (& Vibration) Assessment	Clarke Saunders
Land Contamination/Ground Stability Report	Soils Ltd
Arboricultural Impact Assessment	Broad Oak Tree Consultants Ltd
Preliminary Investigation Report	Soils Ltd
Statement of Community Involvement	Doswell Projects Ltd

9.0 Housing Mix and Tenure

9.1 It is proposed to erect 4 no. two bedroom dwellings and 4 no. three bedroom dwellings.

9.2 The applicant intends to deliver all 8 no. homes as affordable tenures to meet local housing need.

- 9.3 The two bedroom properties will have an overall internal area of 79.1 square metres and have been designed as four person dwellings (ie, 2 no. double bedrooms).
- 9.4 The three bed units will be 93.4 square metres and have been designed as five person dwellings (ie, 2 no. double bedrooms and 1 no. single bedroom).
- 9.5 All dwellings are NDSS compliant.

10.0 Design and Layout

- 10.1 Full details of the proposed development, including an explanation of the design evolution and rationale for the layout, are set out in the accompanying Design and Access Statement.
- 10.2 Whilst the Local Plan Allocation identifies the site as being capable of accommodating 13 no. units, the proposal, as submitted, is considered to represent the most appropriate layout, when having due regard to the various site constraints.
- 10.3 It is considered that the provision of 8 no. units strikes the correct balance between making the best use of land (as required by the NPPF) and respecting the constraints of the TPO'd trees, the topography of the site, the adjacent railway line, creating an attractive environment to live, whilst respecting the existing character of the area.
- 10.4 The layout has a linear arrangement, which best respects the topography of the site, but also reflects the established pattern of development in the area, which is characterised by long rows of housing.
- 10.5 The proposed dwellings, which are all two stories, are arranged as a pair of semi-detached houses, with two terraces of three dwellings. Semi-detached dwellings and short terraces are evident throughout the local area and such an arrangement is, therefore, considered entirely appropriate in this location.
- 10.6 At 21 dwellings per hectare, the proposed residential density is below that encouraged in the Local Plan. However, Policy CS5 acknowledges that densities should recognise (and have due regard to) specific site constraints and considerations.
- 10.7 In this regard, the provision of 8 no. houses is considered to represent the optimum level of development that can be achieved, without compromising the quality of the scheme.
- 10.8 Since the pre-application plans were submitted, further consideration has been given to the layout, in attempt to reduce the extent to which the embankment (and associated trees/vegetation) will be impacted by the proposals.

- 10.9 As a result, the turning head (which previously 'cut-in' to the embankment) has been repositioned, so that it sits between Plots 3 and 4. This reduces the extent to which retaining walls are required, which had the potential to create an overly engineered design solution. It also has the added benefit of reducing the extent of vegetation clearance at the lower end of the embankment.
- 10.10 The proposed dwellings have been designed with an attractive, contemporary design, complemented by decorative brickwork, grey windows and grey, flat roof porches.
- 10.11 Plot 1, which is clearly visible as you drive in to the site, has been designed with first floor tile hanging, to provide an attractive feature/focal point at the front of the development. The side elevation contains windows which provide visual interest and a high level of natural surveillance. Coupled with an area of soft landscaping and 6 no. new trees, it is considered that this will create a very attractive focal point when entering the site.
- 10.12 The provision of block paving to the access road and parking areas will further enhance the appearance of the development and avoid the introduction of large areas of tarmac.
- 10.13 Whilst the development will result in the loss of some trees (as expanded on in more detail later in this Planning Statement), these are, for the most part, Category U specimens.
- 10.14 Importantly, 23 no. new trees will be planted as part of the development proposals, which will compensate for the loss of the trees that are in a poor condition. The proposed trees will all be native species, replacing non-native species, such as Sycamores.
- 10.15 The provision of new trees will help to 'soften' the appearance of the development, providing an attractive public realm and living environment for prospective occupiers, whilst also contributing to the biodiversity value of the site.
- 10.16 The site has, for many years, been left in an overgrown state. It's rather untidy appearance has not, therefore, been contributing positively to the appearance of the locality. Conversely, the new dwellings will sit comfortably within their setting, enhanced by attractive materials and soft landscaping, so as to complement the existing development in the area. The site, in it's current state, also provides opportunities for anti-social behaviour and it is felt that the redevelopment represents a significant betterment to the local area.

11.0 Residential Amenity

- 11.1 The siting of the proposed dwellings relative to the existing properties in the locality is such that there will be no impact on residential amenity in terms of loss of light, outlook or privacy.

- 11.2 For instance, there is a separation distance of approximately 60 metres between the front elevations of the proposed dwellings and the rear elevations of the properties in Gainsford Road. The side elevation of the northernmost proposed property is sited approximately 24 metres from the rear elevation of the nearest property in Ashburnham Close. The side elevation of the southernmost proposed dwelling is sited approximately 20 metres from the side elevation of the closest property in Bryanston Road.
- 11.3 Each of the proposed dwellings will have a garden measuring at least 12 metres long, which will provide a pleasant, useable and private outside space for prospective occupiers.
- 11.4 Careful consideration has been given to the layout to ensure that future residents are not exposed to unacceptable noise from the adjacent railway line or neighbouring industrial estate. This is expanded upon further below.

12.0 Noise and Vibration

- 12.1 The application is supported by a Noise and Vibration Assessment, which assesses the potential impact of noise and vibration from the adjacent railway line and industrial estate on the living conditions of prospective occupiers of the development.
- 12.2 The Assessment was prepared following liaison with Elaine Jeffery, Principal Environmental Health Officer at the Council.
- 12.3 Two attended site survey visits have been conducted, during which, measurements were made of sound levels from the primary transportation sources in the area (trains and planes). This allowed assessment against the desirable targets provided in BS8233 and the WHO Guidelines.
- 12.4 Vibration levels were also measured during train passbys, allowing comparison against the targets within BS 6472-1:2008 *Guide to evaluation of human exposure to vibration in buildings. Vibration sources other than blasting* (BS6472).
- 12.5 Audio recordings and measurements of the industrial activity were made, allowing assessment against the procedures within BS4142, using reference methods to calculate character corrections.
- 12.6 The submitted Assessment concludes that vibration levels are sufficiently low that building isolation is not required.
- 12.7 Likewise, external building fabric specifications have been incorporated into the design of the dwellings which will suitably control internal noise maxima and ambient levels, with reference to desirable standards.
- 12.8 When considering contextual factors, such as the precedent for residential properties in the locality and the relatively modest absolute sounds levels in the area, the industrial activity is not anticipated to cause significant adverse impact on residents living at the site.

12.9 Likewise, the Assessment concludes that the noise from the railway line will not result in an unacceptable living environment for prospective occupiers.

13.0 Access and Parking

13.1 The application is supported by a Transport Statement. As assessment was made of the existing site conditions, accessibility, the proposed parking provision, servicing arrangement, likely trip generation and related highway impacts.

13.2 The site is located in close proximity to a number of local facilities, which include Osterley Road Bus Stop (400m), Peartree Church Bus Stop (500m), One Stop (750m), Peartree Recreation Ground (750m) and Woolston Railway Station (1.2km). Victoria Road in Woolston is also close which provides a wide range of facilities (1.4km). Bitterne C of E Primary School (1.5km), Bitterne Village (1.6km) and Bitterne Railway Station (2.1km) are also all close to the site.

13.3 The proposed site access has been designed as a priority bellmouth junction to tie into and extend from the existing substandard turning head at the end of Bryanston Road.

13.4 The layout has been tracked to ensure that a refuse vehicle can get to within 25m of each unit and a fire tender can get to within 45m of each dwelling, as required by the Building Regulations.

13.5 The development proposes to provide a total of 16 no. spaces to serve the 8 no. dwellings (ie. 2 no. spaces per dwelling), as well as 4 no. extra spaces, positioned towards the front of the site which will be made available for use by existing residents in Bryanston Road. These extra spaces are considered necessary to off-set any parking that will be displaced as a result of the new access arrangement.

13.6 The parking provision complies with Southampton City Council Parking Standards and the Transport Statement concludes that there will be no overspill parking in the local road network.

13.7 The TRICS database was used to understand the potential trip generation associated with the proposed development. This showed that the proposal can be expected to generate up to 4 no. two-way trips in both the AM and PM peak periods, with up to 37 no. vehicular trips over a 12 hour period.

13.8 Based on the above, the results suggest that the proposed development will result in a very modest increase in vehicular traffic in the local road network, and will certainly not result in a “severe impact”, as described in Paragraph 111 of the NPPF.

13.9 Each dwelling will have facilities in the rear garden for secure storage of bicycles, which will help to encourage sustainable alternatives to the use of the private motor car.

13.10 Facilities for refuse storage will be provided in the rear gardens for Plots 1, 3, 4, 6, 7 and 8. Bins will be brought to the front of the property on collection day.

- 13.11 Refuse storage for Plots 2 and 5 will be provided in a dedicated store located within the parking area at the front of the properties. The store is located circa 10 metres from the front door and, therefore, provides a convenient arrangement for prospective occupiers.
- 13.12 The Transport Statement concludes that the site is located in a sustainable location, close to a number of local services and facilities and with good link to public transport. The Statement further concludes that the site access and tracking/manouvring arrangements are safe and that the parking provision is acceptable, ensuring that the development does not result in undesirable overspill parking in the local road network.
- 13.13 The provision of 4 no. spaces at the entrance of the site will provide convenient alternative parking arrangements for any on-street parking displaced as a result of the new access. This has the added benefit of removing the current ad-hoc and haphazard parking that currently occurs at the bottom of Bryanston Road, which renders the turning head unusable.

14.0 Trees

- 14.1 The application site is covered by a Woodland Tree Preservation Order (TPO No. T2-698).
- 14.2 The TPO was made in 2018 and applies to “...*All trees of whatever species within the curtilage of the land to rear of 47 Bryanston Road...*”
- 14.3 The application is supported by an Arboricultural Impact Assessment.
- 14.4 As part of the Assessment, a tree survey and inspection was undertaken at the site in March 2023.
- 14.5 Each tree was inspected to the requirements of Section 4.4 “Tree Survey” of BS5837:2012 “Trees in Relation to Design, Demolition and Construction - Recommendations”.
- 14.6 A total of 33 individual trees and nine small groups were inspected, ranging from young Cypress in an adjoining garden of less than 12 years of age, through to maturing Oaks along the boundary with the railway line of up to 90 years of age.
- 14.7 The majority of the trees are located on the bank on the eastern side of the site. A number of trees on the bank have structural defects, particularly the Willows, with a number of stems having collapsed. A number of the other trees have weak stem unions, rub wounding or squirrel damage in the canopies.
- 14.8 Of the inspected trees, 6 no. were Category B specimens; 24 no. were Category C specimens; 1 no. Group were Category C/U and 11 no. were Category U specimens.

- 14.9 The development proposals would result in the loss of 16 no. individual trees. This would comprise;
- 1 no. Category B Specimen;
 - 7 no. Category C specimens;
 - 8 no. Category U specimens.
- 3 no. groups of trees would be removed. The Groups contain a combination of Category C and U specimens.
- 14.10 The site inspection shows that all of the Category C and U trees either have structural defects, dying stems, damage to canopies, shattered or asymmetric crowns, bowed, collapsing or weak stems or a decaying base.
- 14.11 Their removal is considered entirely reasonable and appropriate, therefore, and will allow the better quality trees to be retained, enhancing their long term health and prospects for healthy, future growth.
- 14.12 Several areas of small, very crowded, young saplings that have self seeded would also require removal. These are too small for consideration within BS 5837:2012 but would be covered by the Woodland Designation TPO and require mention.
- 14.13 The Category B tree is a Sycamore. It's retention is not practical due to it's proximity to Plot 1 and the potential impact it would have in terms of overshadowing. Whilst the tree is a relatively large specimen, it is only visible from the lower end of Bryanston Road. It, therefore, has very limited public value and makes a very minor contribution to the character and appearance of the locality.
- 14.14 Furthermore, Sycamores are non-native species. The plans show that 6 no. new trees of native species would be planted in the proximity of the felled Sycamore which, upon reaching maturity, would enhance the amenity of the development site. The loss of the Sycamore would help facilitate the delivery of an allocated housing site which, taken in the context of the overall planning balance, is considered justified.
- 14.15 Some of the felled material can be re-utilised on site for invertebrate piles within the seven indicated Ecological Enhancement Buffer Zones.
- 14.16 The proposals indicate the planting of 26 no. new trees to replace those being lost and enhance other areas of the site, as well as softening the any potential views of the proposals from adjoining properties.
- 14.17 Works to retained trees is also proposed to improve their health and longevity.

- 14.18 All tree work will be carried out by a competent tree surgeon to comply with BS3998:2010 “Tree Work - Recommendations”.
- 14.19 The positioning of the proposed residential units, retained parking bays and access road have all been designed around the indicated tree constraints. As such none of these elements overlap with any tree RPAs. The only very minor RPA overlaps that arise are between access footpaths and the outer RPA of T33 Common Oak and T35 Lawson Cypress. These can be formed to a no dig design
- 14.20 Overall, the potential impact of the proposals on retained trees is nominal, provided they are appropriately protected during the construction process.
- 14.21 The potential for tree related shading of units is very limited due to the orientation of trees relative to the sun and proposed units.
- 14.22 Notwithstanding this, the presence of the Woodland Designation TPO also affords the retained trees protection from inappropriate requests for tree surgery/removal works, which the Council can refuse.
- 14.23 In summary, the proposals include for the planting of 26 no. new trees within 7 no. Ecological Enhancement areas to offset the proposed tree losses. These will represent a secondary developing canopy level and improve the structural diversity of the wooded eastern area of the site. None of the units, parking spaces or access road will impact on retained tree RPAs with only a very minimal impact on two tree’s RPA from no dig path installations. Robust tree protection measures are proposed to BS 5837:2012 requirements to ensure retained trees are appropriately protected during the construction works.

15.0 Ecology and Biodiversity

- 15.1 An ecological desk study was conducted in April 2023 to determine the presence of any designated nature conservation sites and protected species within a 1 km radius of the site.
- 15.2 Additionally, a walkover survey was conducted following the Phase 1 Habitat Survey methodology of the Joint Nature Conservation Committee (JNCC, 2010) and the Institute of Environmental Assessment (IEA, 1995).
- 15.3 The application is supported by a Preliminary Ecological Assessment and a Reptile Survey Report and Mitigation Strategy.

- 15.4 A presence/absence survey for reptiles was undertaken in accordance with the best practice methodology detailed in the Herpetofauna Workers Manual (Gent and Gibson, 2003). This consisted of the following works:
- An initial assessment of the habitats on site, in order to identify habitats of potential value to reptile species.
 - A total of 30 no. artificial refugia were installed within the site to facilitate detection of reptiles. These refugia comprised squares of roofing felt, measuring approximately 500mm x 500mm.
 - 7 no. survey visits to inspect the artificial refugia in suitable weather conditions.
- 15.5 The reptile surveys undertaken between May and June 2023 confirmed the presence of a 'Good' population of slow worm on site. During the surveys, a maximum count of 5 adult slow worms were identified during any one site visit. No other reptile species were recorded during the surveys.
- 15.6 In order to achieve the proposed development, loss of the majority of the existing suitable habitat on site for reptiles is unavoidable.
- 15.7 An estimated area of 0.04 ha of species-rich grassland will be created on site, along the western and north-western boundaries of the site. This habitat will be located between the off-site railway track to the west and new residential gardens to the east. This on-site receptor site will have connectivity to the retained woodland and new scrub planting located in the north-east of the site, along with residential gardens to the north and east, allowing the population to disperse. Through tree planting, installation of features such as hibernacula and log piles and sensitive management, the carrying capacity of this area will be further increased, providing a better quality habitat for reptiles on site.
- 15.8 To ensure that individual reptiles are removed from the area, it is proposed that a programme of capture and exclusion will be implemented.
- 15.9 Furthermore, the gardens are recommended to remain permeable to small mammals. This could be achieved through creating 'Hedgehog Highways' within the garden fence panels (i.e. a 13cm x 13cm hole to be cut at the bottom of the fence if there are no other gaps).
- 15.10 A minimum of 2 no. integrated bird features will be incorporated into the design of the new dwellings. These could include a mixture of Schwegler 1SP Sparrow terraces and Swift bricks.
- 15.11 A minimum of 2 no. bat features such as bat bricks (e.g. Ibstock bat brick) will also be incorporated into the external walls of the new dwellings.
- 15.12 A log pile hibernacula will also be implemented within the reptile receptor area.

- 15.13 Whilst the woodland on site will be retained and the areas of scrub are under regular management, in the event that further vegetation clearance is required, it is recommended that the works to the vegetation are undertaken outside the nesting bird season.
- 15.14 Habitat of value to foraging and commuting bats in the form of woodland will be retained, enhanced and protected. Furthermore, the proposed soft landscaping scheme will increase the value of the site for bats.
- 15.15 A sensitive lighting strategy is also recommended for the proposals to ensure no light spill of >1lux along the woodland edge. This can be secured via a planning condition.
- 15.16 The removal of non-native and invasive species such as Cherry Laurel, Spanish Bluebell and Buddleia will also benefit the site.
- 15.17 A five-year management plan will be implemented to ensure the successful establishment of the newly created habitats.

16.0 Flooding and Drainage

- 16.1 The application is supported by a Flood Risk Statement, Drainage Strategy and SUDS Statement.
- 16.2 A surface water drainage strategy has been developed and hydraulically modelled incorporating sustainable urban drainage systems (SuDS) in line with the NPPF and Environment Agency standing advice. The strategy is based on a reduction in the surface water runoff rates, thus ensuring that the development does not increase the risk of flooding from the site during peak storm events.
- 16.3 Searches of the Environment Agency's (EA) website has identified the development site to lie within Flood Zone 1, considered to be at low risk of flooding from rivers or sea.
- 16.4 BGS geological maps indicate that the site is underlain by the Wittering Formation with no superficial deposits overlying. Intrusive investigations carried out by Soils Limited indicate that the site consists of Made Ground/Topsoil up to 0.9mbgl and 0.15mgl respectively which lies over the Wittering Formation (sandy, silty, Clay) which was proven to depths of 2.75mbgl
- 16.5 Infiltration testing was inconclusive due to the slow soakage and deemed that infiltration drainage techniques were not suitable for this site.
- 16.6 Groundwater seepage was encountered at 2.75mbgl at the time of testing.
- 16.7 In view of the requirements of the NPPF, PPG and SCC along with the design parameters and constraints associated with redeveloping this site, a surface water drainage strategy design has been devised and hydraulically modelled to demonstrate that the scheme can be suitably implemented without increasing the level of flood risk, when the surface water drainage system experiences a 1:100-year rainfall event (including 45% climate change allowance).

- 16.8 The surface water drainage scheme has been designed to ensure;
- A reduction in the pre development site discharge for peak storm events;
 - Sustainable Urban Drainage systems are wholly incorporated within the scheme;
 - Consideration is given for the improvement of water quality within the design;
 - The designed drainage scheme can satisfactorily retain a critical 1 in 100 Year storm event with climate change.
- 16.9 Run-off from the access roads, roofs and hardstandings, will be conveyed to a permeable paving system, at which point the surface water will permeate through the subbase and be collected by central carrier drains which will convey the flows south west wards towards the existing Southern Water surface water manhole, located in Bryanston Road.
- 16.10 The hydraulic calculations have been simulated under various scenarios up to and including the critical 1 in 100 Year storm event with additional 45% allowance for climate change.
- 16.11 Discharge from the site is proposed to be restricted to the mean annual average greenfield rate (Qbar) of 0.24l/s with approximately 67 cubic metres of storage provided within the permeable subbase of the permeable paving.
- 16.12 The simulations confirm that the storm can be managed and contained within the curtailment of the site, with small volumes of surface flooding, during peak storm events contained at surface in areas of low risk to people or property.
- 16.13 The proposed foul water discharge generated by the site has been calculated at 0.37l/s (based on 8 dwellings at 4000l/dwelling/day or 0.05l/second/dwelling) in accordance with Sewers for Adoption.
- 16.14 The foul drainage is proposed to discharge to the existing Southern Water foul water manhole within Bryanston Road.
- 16.15 All domestic foul drainage will be designed in accordance with Part H of the Building Regulations.
- 16.16 In summary, a drainage strategy has been prepared and demonstrates that the development proposal can be successfully implemented and designed to withstand the impact of a 1:100-year rainfall event (including 45% climate change), in accordance with the NPPF, PPG and SCC requirements.

17.0 Nitrate Neutrality

- 17.1 In order to comply with the provisions of the Habitat Regulations to ensure that development does not adversely affects the integrity of a European designation, new development which

leads to a net increase in residential units must be subject to an appropriate assessment to demonstrate how mitigation measures will be implemented to achieve nitrogen neutrality.

- 17.2 The mitigation measures must be implemented and effective at the point of occupation of the development and be legally secured for the duration of the development's effects (based on Natural England's published advice, generally taken to be 80 to 125 years).
- 17.3 In response to the impact of nitrate pollutants, and to help ensure that developments achieve nutrient neutrality, where the outcome of the nitrogen budget calculation indicates a surplus load, applicants will confirm which mitigation scheme they will use, to enable the Council to consider whether this meets the requirements for mitigation as set out in its Position Statement.
- 17.4 By providing a suitable mitigation package, it can then be concluded that any positive nitrogen output into the Solent designated sites has been mitigated to ensure no adverse effect on the integrity of these designations.
- 17.5 The proposed development will off-set its impacts by paying a financial contribution to the Council, secured via a Section 106 Agreement.

18.0 Land Contamination and Ground Stability

- 18.1 The Preliminary Investigation Report was undertaken to advise the client on the risk pertaining to the site, with special reference to historic and current potential contaminative activities and processes. This also included the assessment of their impact on current and future sensitive receptors such as human health, controlled waters, ecological features, building structures and services.
- 18.2 Based on the information obtained during the compilation of the Preliminary Investigation and the preliminary conceptual site model, a potential for a very low to moderate risk of contamination has been identified

19.0 Air Quality

- 19.1 The application is supported by an Air Quality Assessment, undertaken in accordance with the Department of Environment, Food and Rural Affairs' (Defra) current Technical Guidance on Local Air Quality Management (LAQM) (TG22).
- 19.2 It addresses the effects of air pollutant emissions from traffic using the adjacent roads, and emissions associated with the development of the site. In addition, a risk-based assessment of the likely impact of construction on the air quality of the local environment has been conducted, in accordance with the Institute of Air Quality Management's 2014 edition of the Guidance on the assessment of dust from demolition and construction.
- 19.3 A Screening Assessment has indicated that the level of traffic generated by the proposed development falls considerably short of the threshold for an Appropriate Assessment of impacts with regards to the nearby Southampton & Solent Water Ramsar Site/SPA.

19.4 Since it has been shown that the proposed development meets the guidance contained within Technical Guidance on Local Air Quality Management (LAQM) (TG22), IAQM/EPUK's Land-Use Planning & Development Control: Planning for Air Quality and IAQM's Guidance on the assessment of dust from demolition and construction, it is considered that the proposed development adheres to the principles of the National Planning Policy Framework, as the new development will not be "put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution. Since it has been shown that in terms of air quality, the proposals adhere to local and national planning policy, it is considered that air pollution should not be a constraint on the proposed residential development.

20.0 Energy and Sustainability

20.1 The proposed dwellings have been designed in line with the proposed Future Homes Standard, with the following key design features:

- Low U values for walls, roof, and floors between 0.11 W/m²K and 0.15 W/m²K
- Highly efficient triple glazed windows with a U value of 0.80 W/m²K
- Reduced heat losses from thermal bridging
- Addition photovoltaics to further reduce emissions and costs

20.2 It is proposed to meet the reduced domestic space heating and hot water demand with an efficient ASHP. This future proofs the dwellings against the phasing out of the gas network and allows the scheme to benefit from the further decarbonisation of the National Grid.

20.3 From the SAP 10 modelling the dwellings will have between a 83% and 96% reduction in carbon emissions compared to a similar dwelling designed to meet Part L1A 2021 and a SAP rating between 90 and 94.

21.0 Archaeology

21.1 The site is in Local Area of Archaeological Potential 16 (The Rest of Southampton), as defined in the Southampton Local Plan and Core Strategy. LAAP 16 covers those parts of the City about which little is known at present. No archaeological work has taken place in the area of the site.

21.2 The site has some potential for prehistoric occupation. In late prehistoric times, the site would have been on the bank of the Itchen Estuary. Prior to this, in Mesolithic times, the site would have lain on the slope just above the flood plain of the river. To the north of the site, at Priory Avenue, St Denys, evidence of late Mesolithic flint working was found on the former flood plain. (The flood plain was later inundated by rising sea levels, creating the estuary.)

21.3 19th century maps show Ridgeway House (MSH3645), located on the ridge of higher ground about 223m to the east of the site. This may have been the location of a medieval house and hamlet called Riggeweys (MSH4902), although little information is available about this.

- 21.4 The 1840s tithe map shows the site as plot 360, listed in the tithe award as a 'wood' belonging to and occupied by Miss Waring, along with other plots of land. At that time, plot 360 was not part of the Ridgeway House land holding. The tithe map pre-dates the construction of the railway line along the shore, and the wood is shown immediately adjacent to the intertidal zone. Later maps from 1867/83 show the railway line along the shore, cutting off the wood from the estuary.
- 21.5 Later maps to 1933 show the site as woodland, although a late 1940s aerial photo does not appear to show trees. This aerial photo shows the current housing estate, with a house on the application site next to No 47, clearly later demolished. The housing estate is not shown on the 1933 map and was probably built in the late 1930s prior to WWII. Apart from the former house, the site has never been developed.
- 21.6 Archaeological remains, if present on the site, would be non-designated heritage assets under the National Planning Policy Framework. (Further information about the archaeological potential/heritage assets of the area is available on the Southampton Historic Environment Record.).
- 21.7 NPPF paragraph 194 states that: Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.
- 21.8 On current evidence, a desk-based assessment is not needed for this site. However, the site has some archaeological potential, enhanced as it is mostly undeveloped land. Development would damage any archaeological deposits that may be present, and an archaeological investigation would be needed to mitigate this. The appropriate form of archaeological investigation would be a watching brief on the groundworks with provision to excavate if archaeological deposits are uncovered. Groundworks would include all level reductions, foundations, services/soakaways, etc. The archaeological watching brief would be secured by conditions attached to any future consent.
- 21.9 The application is supported a Written Scheme of Investigation for Archaeological Watching Brief, which will ensure that any archaeological discoveries are recored appropriately.

22.0 Planning Obligations

22.1 The applicant is aware that the proposed development will be subject to the completion of a Section 106 agreement covering the following head(s) of terms:

- Payment of the Council's legal and other professional costs in preparing and completing the agreement and monitoring and enforcing its compliance
- Site Specific Transport
- Local employment (e.g., construction jobs, recruitment, training, and employment contribution)
- Highway condition survey
- Parking Permit Restriction
- Carbon Management Plan
- Waste Management Plan
- Solent Disturbance Mitigation

23.0 Summary/Conclusion

23.1 The proposed development will deliver 8 no. much needed affordable houses on a site allocated for residential development in the Local Plan.

23.2 Careful consideration has been given to the design and layout of the scheme to ensure the delivery of a high quality development that will enhance the appearance of the locality.

23.3 The proposals will provide an attractive and pleasant living environment for prospective occupiers and will not harm the residential amenity of existing occupiers in the locality.

23.4 The application is supported by a number of reports that demonstrate that the development can be delivered without harming the interests of biodiversity, ecology, highway safety/parking, trees, land contamination, flooding and drainage, archeology, or air quality.

23.5 In light of the above and the proceeding sections of this Planning Statement, it is considered that the proposed development complies with all relevant local and national planning policies and should, therefore, be approved.