

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 19.11.13
Planning Application Report of the Planning and Development Manager

Application address: 74 Belmont Road SO17 2GE			
Proposed development: Redevelopment of the site. erection of a 3-storey building to provide 9 flats (1x 3-bed, 5x 2-bed and 3x 1-bed flats) with associated parking and cycle/refuse storage.			
Application number	13/01484/FUL	Application type	FUL
Case officer	Andrew Gregory	Public speaking time	5 minutes
Last date for determination:	21.11.2013	Ward	Portswood
Reason for Panel Referral:	Request by Ward Member and five or more letters of objection have been received	Ward Councillors	Cllr Adrian Vinson Cllr Matthew Claisse Cllr Linda Norris

Applicant: Vizeum Uk	Agent: Chris Edmond Associates
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Recommendation Summary	Delegate to Planning and Development Manager 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 Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. On balance the scheme is acceptable and the level of development proposed will not result in an adverse impact on the amenities enjoyed by surrounding occupiers or to the character and appearance of the area. This is an opportunity to secure additional housing and bring the site back into use. Furthermore this corner site can accommodate a three-storey building. Other material considerations as detailed in the report to Panel on 19.11.13 do not have sufficient weight to justify a refusal of the application. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004 Planning Permission should therefore be granted.

Policies SDP1, SDP4, SDP5, SDP6, SDP7, SDP9, H1, H2 and H7 of the City of Southampton Local Plan Review - Adopted March 2006 policies CS4, CS5, CS13, CS15, CS16, CS19, CS20 of the Local Development Framework Core Strategy (January 2010); as supported by the National Planning Policy Framework and the Council's current supplementary planning guidance listed in the Panel report.

Appendix attached			
1	Development Plan Policies	2	Parking Survey

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:

i. Financial contributions towards site specific transport contributions for highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPD relating to Planning Obligations (September 2013);

ii. Provision of affordable housing in accordance with Policies CS15, CS16 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (January 2010) and the adopted SPD relating to Planning Obligations (September 2013).

iii. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.

iv. The submission 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)

2. In the event that the legal agreement is not completed within two months of the Panel meeting the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

3. That the Planning and Development Manager be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary.

1.0 The site and its context

1.1 The site comprises a vacant two-storey building, previously occupied as a children's day nursery. Car parking is located to the front of the building with garden to the side and rear. A mature Monkey Puzzle tree, safeguarded by a Tree Preservation Order, is located to the side.

1.2 The surrounding area is residential in character, predominantly comprising two-storey housing and flatted development. However there are also examples of three-storey flatted development within Belmont Road and adjoining streets. A vacant garage and car sales place is located to the rear and Portswood Sainsbury's is located to the north. There is a significant level change from west to east and a retaining wall is located along the rear boundary.

1.3 Belmont Road is not a controlled Residents Parking Area.

2.0 Proposal

- 2.1 The proposal seeks residential redevelopment with the erection of a three-storey building to provide 9 flats. The residential mix comprises 1x 3-bed, 5x 2-bed and 3x 1-bed flats. The frontage parking area would provide 6 car parking spaces with access from Belmont Road. The proposed building has a contemporary flat-roofed design and would be finished in buff face brick. The building is angled to address the corner of Belmont Road and St Denys Road. Balconies (with glazed balustrades) are incorporated within the building, with soft landscaping and communal amenity to the side and rear of the building. Communal bin and cycle storage is located to the front of the building.

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). 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) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy 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.

4.0 Relevant Planning History

- 4.1 There were a number of planning applications determined between 1990-2003 relating to the authorised use of the building as a children's day nursery.

5.0 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 (04/10/13). At the time of writing the report **7** representations have been received from surrounding residents and Cllr Vinson. The following is a summary of the points raised:
- 5.2 The proposed part three-storey development would be out of scale and unduly dominant within the street scene and the provision of 16 bedrooms represents an over-intensification of use.
- Officer Response - Section 3 of the Residential Design Guide SPG indicates that buildings which are taller or larger in scale can help to create visual focus at the corner or end of a street. The building has been carefully articulated to step up to 3-storeys at the corner. The building is stepped and angled to break up the massing and whilst it will be taller than the two-storey eaves height of the adjacent property, it would be no higher than the ridge height of the neighbouring property.

- 5.3 The building is part two-storey to provide a spatial gap with the neighbouring property (72 Belmont Road). It is therefore considered that the development will not appear unduly dominant in the street scene.
- 5.4 At 180 dwellings per hectare, this is a high density development. Whilst this exceeds the guide density range of 50-100 dwellings per hectare for medium accessibility areas, it is considered that density should not be an arbitrary figure that defines the manner in which the City develops. Instead, density should be taken as a guide to the appropriateness of a scheme; if a residential layout and design is considered to be appropriate for its context (as is the case here) it is these assessments that should prevail. The site is well located in relation to Portswood District Centre and its associated amenities where a higher density can, in principle, be supported.
- 5.5 The additional traffic which will be generated by a development of this size will compound the already severe problems of congestion on St Denys Road, while significant on-street parking pressures on this stretch of Belmont Road (subject to double lines on the junction corner) will be exacerbated
Officer Response - The Council has maximum car parking standards. The area is located in a sustainable location in close proximity to Portswood District Centre. A parking survey has been submitted to demonstrate that parking is available in Belmont Road. No objections raised by Highways Development Management. The existing use would have resulted in more peak hour trips than now proposed.
- 5.6 The design is out of keeping with existing properties within the street which comprise Victorian and Edwardian family homes and few modern purpose built flats
Officer Response - The street is not considered so homogenous that it cannot accommodate progressive contemporary design. National and local planning policies promote good design and do not presume against contemporary design providing the character and appearance is not compromised. Details of finishing materials can be controlled by condition.

It should be noted that one letter has been received in support of the proposed design.

Consultation Responses

- 5.7 **SCC Highways** - No objection subject to conditions to protect sight lines at the entrance, also to prevent obstruction to the highway during construction and to secure wheel cleaning facilities.

The site's previous use was a children's nursery which would have generated more trips in both vehicular and foot traffic than a residential use. However, there would be a different type of impact caused from residential which is the potential overspill and long-term take up of on-street parking during the evenings. The developer therefore has submitted a parking survey which shows what available on-street parking there are within the close vicinity of the site.

The survey shows that within the extent of the survey, the take up of on street parking is on average 61% on Belmont Road. Although they have measured spaces at 5m rather than 6m (with the exceptions of spaces neighbouring parking restrictions/driveways etc), the survey does indicate that there is capacity in the local area to accommodate any potential overspill parking.

Due to the above, and the fact that the scheme has incorporated 6 on site parking spaces, I do not deem this development to create any major harmful impact to the public highway or highway safety.

- 5.8 **SCC Housing** – At the time of writing no comments had been received. However the development will be expected to provide, through negotiation, 20% affordable housing in accordance with Core Strategy Policy CS15.
- 5.9 **SCC Sustainability Team** – No objection and the provision of a green roof is welcomed. The development will need to meet level 4 of the Code for Sustainable Homes (to be secured by condition).
- 5.10 **Hampshire Constabulary** – The Police have no objection to this application but would advise the applicant that achieving Police 'Secured by Design' award for this development would assist in gaining Code For Sustainable Homes points.
- 5.11 **SCC Environmental Health (Pollution & Safety)** - At the time of writing no comments had been received however conditions will be added to control the demolition and construction environment to prevent adverse nuisance to neighbouring occupiers.
- 5.12 **SCC Archaeology** – There are no archaeological constraints associated with this application.
- 5.13 **SCC Environmental Health (Contaminated Land)** - Potentially contaminated site; adequate assessments will need to be carried out on site to determine the Likely presence of contaminants. Planning conditions recommended.
- 5.14 **SCC Ecology** – No objection subject to a condition to protect wildlife habitat. The building is in good condition with minimal opportunities for bat access whilst the surrounding area has a high level of artificial lighting. Consequently, the probability of bat roosts being present is very low. Redevelopment of the site will not therefore have an adverse impact on protected species. However, as it is impossible to completely rule out the presence of bats care will need to be exercised during demolition. Features that could accommodate bats, for example the roof tiles and weather boards, should be stripped by hand. Should bats be discovered during demolition, work should stop and Natural England be contacted for advice on how to proceed.
- 5.15 **SCC Trees** – No objection subject to conditions to safeguard the protected Monkey Puzzle Tree on site.
- 5.16 **Southern Water** – No objection subject to an informative regarding connection to the public sewer.

- 5.17 **City of Southampton Society** - Object on the grounds of overdevelopment and poor design. It is felt the design of the building is not in keeping with the rest of the street and is too domineering for a corner site.

6.0 Planning Consideration Key Issues

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

- Principle of development;
- Design, layout and impact on established character;
- Impact on residential amenity;
- Residential Standards;
- Highway Issues;
- S106 mitigation and CIL

6.2 Principle of Development

The redevelopment of this brownfield site for residential use is acceptable in principle and accords with the policies within the development and central government's guidance (through the National Planning Policy Framework) to promote sustainable and efficient use of land for housing development providing the character of an area is not compromised. The site is not safeguarded for a particular planning use and residential use would be compatible with the surrounding pattern of development.

- 6.3 The development seeks a density of 180 dwellings per hectare. Whilst this exceeds the density guide range of 50-100 dwellings per hectare for a medium accessibility area, it is considered that density should not be an arbitrary figure that defines the manner in which the City develops. Instead, density should be taken as a guide to the appropriateness of a scheme; if a residential layout and design is considered to be appropriate for its context (as is the case here) it is these assessments that should prevail. Policy CS5 of the Core Strategy indicates that development density should have regard to the character and appearance of the existing neighbourhood.

- 6.4 The provision of a genuine mix of housing (including 3 bed accommodation) is welcomed, and will assist the Council in meeting housing need.

6.5 Design, layout and impact on established character

The proposed design, layout and scale of development is considered to be an appropriate high density solution for this corner site without detracting from the character and appearance of the area.

- 6.6 The surrounding area is not so homogenous that it cannot accommodate the proposed contemporary building design. Whilst such modern designs can divide and challenge opinion, new and alternative building design can enhance streets and provide greater visual interest over pastiche designs. The proposal incorporates clean lines with a flat roof, and recessed balconies with a buff brick facade. Subject to the use of high quality finishing materials and good workmanship it is considered that this building will enhance this corner site. National and local planning policies do not presume against modern design solutions.

- 6.7 Furthermore an increase in scale at the end of a street or on corner sites can create visual focus within a street, as advised within the Council's Residential Design Guide. The building has been articulated to break up the massing and to step up from two to three-storey on the corner, thereby providing a transition in scale with the neighbouring two-storey dwelling.
The building will not appear unduly dominant in the street, set back to respect the building line within Belmont Road and is framed by tall mature trees. It should be noted that the three-storey element will be no higher than the ridge height of the neighbouring two-storey dwelling. There are also existing examples of three-storey flatted development within Belmont Road and adjoining streets.
- 6.8 The development will respect the spatial character of the area by picking up existing front and rear building lines and the existing frontage car parking area will remain. The proposed building footprint is increased from 155 sqm to 208 sqm. However the building will retain a landscaped setting to the side and rear and private amenity space provision will be made up with the incorporation of private balconies for the upper floor flats. A boundary wall will be retained along the Belmont Road frontage. It is unfortunate that the bin and cycle storage could not be incorporated either within the building or to the rear, but on balance, the stores will not harmfully detract from the character and appearance of the area and the detailed design and finishing materials of the stores will be reserved by condition.
- 6.9 Impact on residential amenity
The residential amenities of nearby residents will not be adversely harmed. The proposed development will not give rise to harmful sense of enclosure, loss of light, shadowing or overlooking / loss of privacy, having regard to the separation distance and the orientation of the proposed dwellings in relation to neighbouring properties.
- 6.10 The flatted block has outlook across Belmont Road and St Denys Road and will not give rise to harmful overlooking across these streets. The rear windows will have outlook across the car parking area to the rear. It is considered the car parking site is sufficient in size to come forward for residential development without being harmfully prejudiced by the proposed flats. The proposed flat roofed two-storey element will have a green roof with no resident access, in order to prevent harmful disturbance to 72 Belmont Road.
- 6.11 Residential Standards
All new residential development is expected to provide prospective residents with a good living environment. The internal layout is compatible with modern living standards. All habitable rooms will receive adequate outlook, ventilation and day lighting. The internal layout and stacking of the flats is considered acceptable. It is acknowledged that the 3-bedroom flat has a relatively small kitchen and lounge (23 sqm) to serve this number of bedrooms however the Council does not have planning policy requiring minimum room sizes and the scheme does not trigger need for family housing under Core Strategy Policy CS15.
- 6.12 Landscaped buffering will provide defensible space between the flats and frontage car parking. All flats have access to amenity space with the ground floor flats provided with access to the rear and side gardens and the upper floor flats have private balconies. A reduction in the build footprint to provide greater

amenity space may compromise the design and a lesser building may not address this corner in the same way.

6.13 Highways Issues

The provision of 6 spaces accords with the Council's maximum car parking standards. The site is located within close proximity to Portswood District Centre amenities and good public transport services. Any parking overspill will not compromise highway safety and a parking survey has been submitted to demonstrate there is capacity within the street to accommodate any parking overspill. Acceptable bin and bicycle storage provision has been made.

6.14 S106 mitigation & Affordable housing

The development triggers the need for a S.106 Legal Agreement to secure appropriate off-site contributions towards open space and highway infrastructure improvements in accordance with Core Strategy Policy CS25. The S106 agreement is necessary to secure obligations to mitigate against the scheme's direct local impacts. Subject to the completion of the legal agreement, the proposal is therefore considered to be acceptable.

7.0 Summary

7.1 Overall the scheme is acceptable and the level of development proposed will not result in an adverse impact on the amenities enjoyed by surrounding occupiers or to the character and appearance of the area. The proposed layout and density provides an acceptable residential environment for future occupiers. The proposal is consistent with adopted local planning policies and the National Planning Policy Framework.

7.2 A suitable balance has been achieved between securing additional 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 evidence provided (Parking survey).

8.0 Conclusion

8.1 It is recommended that planning permission be granted subject to a Section 106 Agreement and conditions.

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), 4(vv), 6(a), 6(c), 7(a), 8(a), 9(a), 9(b).

AG for 19/11/13 PROW Panel

PLANNING CONDITIONS

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 - Samples details of building materials to be used [Pre-Commencement Condition]

No work for the construction of the buildings hereby permitted shall commence unless and until details and samples of the materials and finishes to be used for the external walls (including glazed balcony balustrades), windows, doors and roof of the building have been submitted to and approved in writing by the Local Planning Authority. 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 interest of the visual amenities of the locality and to endeavour to achieve a building of high visual quality.

03. APPROVAL CONDITION - Code for Sustainable Homes [Pre-Commencement Condition]

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum Level 4 of the Code for Sustainable Homes in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

REASON:

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

04. APPROVAL CONDITION - Code for Sustainable Homes [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 Level 4 of the Code for Sustainable Homes in the form of post construction assessment and certificate as issued by a legitimate Code for Sustainable Homes 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).

05. APPROVAL CONDITION - Construction Environment Management Plan (Pre-Commencement Condition)

Prior to the commencement of any development a written construction environment management plan shall be submitted to and approved by the LPA. The plan shall contain method statements and site specific plans to prevent or minimise impacts from noise, vibration, dust and odour for all

operations, as well as proposals to monitor these measures at the site boundary to ensure emissions are minimised beyond the site boundary. All specified measures shall be available and implemented during any processes for which those measures are required.

Reason:

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

06. APPROVAL CONDITION - Bonfires [Performance Condition]

No bonfires are to be allowed on site during the period of demolition, clearance and construction.

Reason:

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

07. APPROVAL CONDITION - Hours of work for Demolition / Clearance / Construction [Performance Condition]

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

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

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

And at no time on Sundays and recognised public holidays.

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

Reason:

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

08. APPROVAL CONDITION - Sight Lines

The sight lines shown on the approved drawing shall be provided before the use of any building hereby approved commences, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 no fences, walls or other means of enclosure, including hedges and shrubs, or other structures shall be erected above a height of 600mm; above carriageway level within the sight line splay.

REASON: In the interests of highway safety.

09. APPROVAL CONDITION - Material Storage (Pre-Commencement Condition)

No work shall be carried out on site unless and until provision is available within the site, in accordance with details to be submitted to and approved in writing by the Local Planning Authority, for all temporary contractors buildings, plant and stacks of materials and equipment associated with the development and such provision shall be retained for these purposes throughout the period of work on the site. At no time shall any material or equipment be stored or operated from the public highway.

Reason:

To avoid undue congestion on the site and consequent obstruction to access.

10. APPROVAL CONDITION - Wheel Cleaning Facilities [Pre-Use Condition]

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

Reason:

In the interests of highway safety.

11. APPROVAL CONDITION- 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.

12. APPROVAL CONDITION - Use of uncontaminated soils and fill [Pre-Commencement 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.

13. APPROVAL CONDITION- Unsuspected Contamination [Performance Condition]

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

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

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

Reason:

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

14. APPROVAL CONDITION - Protection of wildlife habitat [Pre-Commencement Condition]

The removal of parts of the existing dwelling to facilitate the construction of the extension hereby approved, such as fascia boards, bargeboards, soffits, etc., shall be carried out by hand and checked to ensure no wildlife habitat of a protected species is present before being dropped to the ground or removed from site for suitable disposal.

Reason:

To ensure no harm is caused to any potential habitat of a protected wildlife species.

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

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

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

16. APPROVAL CONDITION - Tree Retention and Safeguarding [Pre-Commencement Condition]

All trees to be retained pursuant to any other condition of this decision notice including the Monkey Puzzle 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.

17. APPROVAL CONDITION - no storage under tree canopy [Performance Condition]

No storage of goods including building materials, machinery and soil, shall take place underneath the crown spread of the trees to be retained on the site. There will be no change in soil levels or routing of services through tree protection zones or within canopy spreads, whichever is greater. There will be no fires on site. There will be no discharge of chemical substances including petrol, diesel and cement mixings within the tree protection zones or within canopy spreads, whichever is greater.

Reason:

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

18. APPROVAL CONDITION - Refuse & Recycling Bin Storage - [Pre Occupation Condition]

Bin storage shall be laid out with a level approach prior to the first occupation of the development hereby approved in accordance with the approved plans. The facilities shall include accommodation for the separation of waste to enable recycling. The approved refuse and recycling storage shall be retained whilst the development is used for residential purposes.

REASON:

In the interests of the visual appearance of the building and the area in general.

19. APPROVAL CONDITION - Bike Storage

The development to which this consent relates shall not be brought into use in full or in part until secure, covered space has been laid out within the site for a minimum of 9 bicycles to be stored for the benefit of the residents in accordance with the approved plans. The cycle storage hereby approved shall thereafter be retained on site for that purpose.

REASON: To encourage cycling as a sustainable form of transport.

20. APPROVAL CONDITION - Green Roof

Details of the green roof shall be submitted to and agreed in agreed by the Local Planning Authority. The green roof shall be installed prior to first occupation and maintained as agreed. Access to the green roof shall be for maintenance only with no resident access.

REASON: To secure a satisfactory form of development and to protect the amenities of neighbouring occupiers.

21. APPROVAL CONDITION - Approved Plans

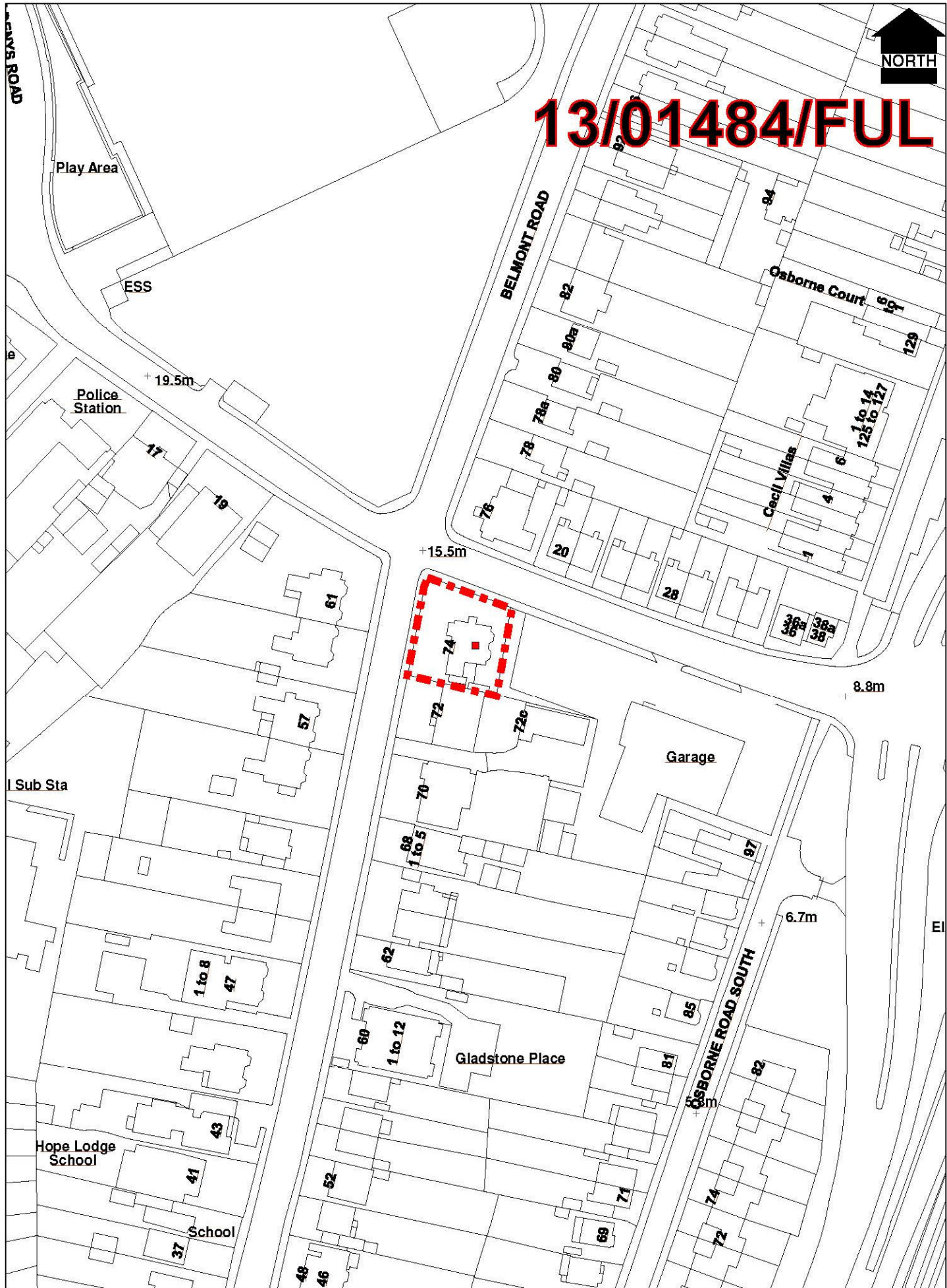
The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason:

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

NORTH

13/01484/FUL



Scale : 1:1250

Date 06 November 2013

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