

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 25/10/2016
Planning Application Report of the Planning and Development Manager

Application address: Seymour House, Seymour Road, Southampton.			
Proposed development: Erection of part two storey, part single storey side and rear extensions to facilitate an increase in the number of flats from 8 to 12 (10 x 2-bed, 2 x 3-bed)			
Application number	16/01120/FUL	Application type	FUL
Case officer	Mathew Pidgeon	Public speaking time	5 minutes
Last date for determination:	02.09.2016	Ward	Bassett
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors	Cllr Harris Cllr Harris Cllr Hannides
Applicant: Mjc Builders And Decorators Ltd		Agent: H J Concepts Ltd	
Recommendation Summary		Conditionally Approve	
Community Infrastructure Levy Liable		Yes	

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 the impact on the surrounding character and amenity; and parking provision; and the living environment provided for the residents have been considered and are not judged to have sufficient weight to justify a refusal of the application. The positive aspects of the development, namely the provision of high quality housing units, efficient use of the site and bringing a non-designated heritage asset back into use outweigh the negative. Where applicable conditions have been applied in order to satisfy these matters. The scheme is judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should be granted.

Saved Policies - SDP1, SDP4, SDP5, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP22, NE4, HE6, H1, H2, and H7 of the City of Southampton Local Plan Review (as amended 2015) and CS4, CS5, CS13, CS16, CS19, CS22 and CS25 of the City of Southampton Core Strategy (as amended 2015).

Appendix attached	
1	Development Plan Policies

Recommendation in Full: Conditionally Approve.

1 The site and its context

- 1.1 The site is situated on the northern side of Seymour Road in the residential area of Upper Shirley. The application plot is rectangular in shape and slopes gradually down from the south eastern end of the site to the north west. To account for the slope there is a small change in levels across the site. The site is also set lower (by approximately 1m) in the landscape than the neighbouring residential properties to the north east which front Seagarth Lane. The site is enclosed by a mixture timber fencing, mature trees, planted borders & hedgerows with concrete post and chain link fencing. The grounds were until very recently very overgrown with brambles, long grass, un-kept shrubs and self-seeded tree saplings. The site supports a number of TPO trees.
- 1.2 The site contains 2 detached buildings originally constructed as a children's home in the 1930's. The buildings are set in their own private grounds with dedicated parking in the form of individual single storey flat roof prefabricated garages (now demolished) and unallocated parking bays.
- 1.3 The buildings have been noted as "Undesignated Heritage Assets" which make a positive contribution to the character and appearance of the local area. The buildings are brick faced with a number of architectural brick features under a pitched plain tile roof. The windows are a modern PVCu double glazed unit. The upper floor rooms in the roof include flat roof dormers.
- 1.4 Seymour House is split into two blocks each containing 8 flats. 4 on the ground floor and 4 on the first floor. The 16 individual units are formed of 8 bedsits/studios and 8 x 1 bedroom units. These units are currently vacant having been sold by the City Council to the applicant.
- 1.5 There were a total of 12 No. individual prefabricated flat roof garages arranged in 3 separate blocks of 3, 4 & 5 garages. To the rear of block two there is a tarmac hardstanding area which is sufficient sized to cater for unallocated parking of 8 further cars. Therefore in total, and prior to the demolition of the garages, there were 20 car parking spaces on the site available for the 12 flats.
- 1.6 A dedicated tarmac vehicular access road with pedestrian footpaths on each side serves the site along with a separate pedestrian access point opposite block two on the eastern side of the site.

2 Proposal

- 2.1 The proposal is to retain, refurbish and extend building two (eastern building – when accessed off Seymour Road), enhance and extend the car parking facilities, provide secure residential and visitor cycle facilities, and improve the existing landscaping, along with improving boundary treatment.
- 2.2 Building two is to be extended to accommodate a total of 12 residential flats (10 x 2 bedroom apartments and 2 x 3 bedroom apartments), utilising the existing apartments and altering the layout with some additional floor space. Overall the proposal provides an additional 4 dwellings. The total number of residential units across the whole site will increase from 16 to 20. The make up of the units on site will be 4 x studio units, 4 x 1 bedroom units, 10 x 2 bedroom units and 2 x 3 bedroom units. In total therefore there would be 34 bedrooms within the development and the density of the development will increase from 38 to 46 dwellings per hectare as a consequence of this application.

The building is proposed to have three extended elements:

- A single storey extension is proposed to the eastern end of the building. The extension would add 0.6m to the width of the existing building and the extension would be 13.7m deep.
- A two storey extension is proposed to the western end of the existing building. The first floor accommodation would be partly within the roof space. The extension would add 10.5m to the width of the building and would be 13.7m deep.
- A two storey extension to the rear infilling the recess over the current single storey rear projection is also proposed. The recess measures 9.5m in width and the extension would add 5.5m to the rear of the building at first floor level.

2.4 All the roofs proposed for the extensions would be part pitched and part flat in profile. Amended plans have also been received showing the western side extension being set back from the main front building line by 1m and the roof is also set lower than the roof of the main building.

2.5 In terms of car parking the scheme originally submitted included 36 car parking spaces for a total of 20 flats on the site. Having reviewed the plans and in light of the Council's Residential Design Guide, which seeks to ensure all occupants of new housing development achieve outlook and privacy from within all habitable rooms the plans were amended to improve the quality of the residential environment created for future residents. The consequence of the amended plans for car parking on the site was the removal of 8 spaces following the introduction of a communal garden to the rear of Building Two. This has resulted in there now being 28 car parking spaces for the 20 flats and a greater amount of soft landscaped amenity space being provided.

3 Relevant Planning Policy

3.1 The Development Plan for Southampton currently comprises the "saved" policies of the City of Southampton Local Plan Review (as amended 2015) and the City of Southampton Core Strategy (as amended 2015). The most relevant policies to these proposals are set out at **Appendix 1**.

3.2 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 Relevant Planning History

4.1 In 1990 planning permission was granted to convert the building, to which this application relates, into 8 x 1 bedroom flats (our reference 901120/WC). The Officers report attached to the permission notes that the other building on the site was occupied as 8 separate flats at that time too. Since permission was granted in 1990 there have been no recent or relevant planning applications relating to the site and the buildings are currently vacant having been recently sold by the Council.

5 Consultation Responses and Notification Representations

5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, and erecting a site notice (19.07.2016). At the time of writing the report 7 representations have been received from surrounding residents. The following is a summary of the points raised:

5.2 Objection to the loss of the car parking spaces as a consequence of the amended plans. Objectors also raise the issue of parking pressure caused locally by Southampton General Hospital staff in particular between 8am and 5pm and note that Seymour Road is not a residents only car parking area. In combination objectors fear that the car parking on Seymour Road will become worse as a direct consequence of the development.

RESPONSE:

- Not all of the occupants of the flats are likely to be car owners.
- The impact caused by additional parking pressure needs to be balanced against the positive aspects of the scheme.
- The proposal seeks to provide 28 car parking spaces for 20 flats.
- The Council has maximum car parking standards which would allow a total of 32 car parking space on site.
- The site is located approximately a quarter of a mile from retail units on Winchester Road and Burgess Road.
- Bus stops on Winchester Road are within 300m of the site. There are also bus stops near to the retail units to the north which can be used to access many public transport routes around the City.
- It is unlikely that any overspill from the development would occur during the day when Seymour Road is in use by employees of the Hospital.

5.3 Objectors would like parking restrictions (residents only parking zone) to cover Seymour Road and other nearby roads affected by hospital staff vehicular parking.

RESPONSE:

- This is not a material planning consideration to this application and could be pursued regardless of this application.
- Residents must engage with the Councils Parking Services Team to deliver a residents only parking zone.

5.4 Consultation has not been extended to all property owners within the local area affected by on street parking pressure caused by hospital staff.

RESPONSE:

- The consultation exercise has been carried out in accordance with department procedures and exceeds statutory requirements.

5.5 Entrance to Seymour House is on the side of the road where a lot of hospital staff park. Visibility exiting/entering the site will be restricted and cause a potential accident.

RESPONSE

- This is an existing entrance to the site and 20 parking spaces historically. No objection from the Highways Development Management Team has been raised on highways safety grounds to reuse this access.

Consultation Responses

- 5.2 **SCC Highways:** No objection is raised. The refuse and cycle stores should be of robust construction. The cycle store shouldn't be visible from Seymour Road.
- 5.3 **SCC Heritage and Conservation:** The two buildings were formerly part of the Hollybrook Children's Home and are among the few tangible remains of the Home. Any development here needs to be sensitive to and respect the original buildings.
A pre-commencement condition is no longer required provided that a performance condition is added making explicit reference to the approved written scheme of archaeological investigation.
- 5.4 **SCC Sustainability Team:** If the new flats are to fall under building regulations part L1B (existing dwellings), no conditions apply. However if any entire flats are to fall under part L1A (new dwellings), the energy & water conditions will apply to these flats.
- 5.5 **SCC Trees:** I have no objection to the proposal for the side extension.
Retained trees must be properly protected through the construction and landscaping phase, with access routes and storage areas identified where they will not impact the trees. Therefore, I wish to condition adequate tree protection measures in accordance with a Tree Protection Plan.
- 5.6 **SCC Environmental Health (Pollution & Safety):** No objection subject to recommended conditions.
- 5.7 **SCC Environmental Health (Contaminated Land):** I am satisfied with the findings of the Desk Study report submitted and agree with the conclusions made. Apply recommended conditions.
- 5.8 **SCC Ecology:** No objection subject to the development being carried out in accordance with the submitted ecological survey and its associated recommendations.
- 5.9 **Southern Water:** Apply recommended conditions.

6 Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
- i. Principle of development;
 - ii. Parking and highways.
 - iii. Quality of the residential environment;
 - iv. Design and impact on character of the area;
 - v. Impact on neighbouring residential amenity; and
 - vi. Solent Recreation Mitigation Project.

Principle of Development

- 6.2 The application would make efficient use of the existing building and the site, which is defined as previously developed land. The proposed residential density at 46 dwellings per hectare is within the density range recommended by Policy CS5 of the Core Strategy (which seeks density of between 35 and 50 dwellings per hectare for areas of defined as having low accessibility to public transport).

- 6.3 The proposal provides the opportunity to increase the efficiency of the site and to increase the supply of much needed residential accommodation within the city. This will help to achieve the city's housing targets. Policy CS4 identifies the need for 16,300 new homes in the City between 2006 and 2026 and the NPPF identifies a presumption in favour of sustainable housing development.

Parking and Highways

- 6.4 The provision of 28 parking spaces to serve the 20 dwellings complies with the Council's adopted maximum car parking standards.
- 6.5 It is a common misconception that the occupants of each dwelling in the city will be car owners. The 2011 Census suggests that 21.6% of households in Bassett do not have a car. Whilst it is reasonable to state that car ownership cannot be predetermined with accuracy it is noteworthy that the site is located within a location where car ownership is not necessary to access shops and amenities including public open space. Whilst the current car parking situation is acknowledged whereby parking is raised by local residents as one of the main concerns the positive aspects of the proposal including the provision of high quality housing within the city and the reuse of the existing buildings which are valued for their local historic and architectural interest are judged to outweigh the negative. The proposal results in a better than 1 space per flat ratio and is acceptable.
- 6.6 The Highways Development Management Team have also not raised an objection to the proposal on the basis of car parking availability, highways safety, servicing or access arrangements.

Quality of the residential environment

- 6.7 Amended plans were requested by the Planning Department as it was considered that the quality residential environment initially proposed was not sufficiently high. This was due to the proximity of the access road, leading to the car parking spaces at the rear of the building being too close to habitable rooms windows. It was judged that cars manoeuvring would have been harmful to the residential environment being proposed through noise, disturbance and headlights. The access road also led to concerns regarding the privacy of the occupants within the effected habitable rooms also. Use of boundary treatment or obscure glazing in the effected locations is also considered to be unacceptable given that outlook from habitable rooms would then also be unacceptable.
- 6.8 With the removal of the access and 8 car parking spaces more soft landscaping and communal garden has been provided creating a much improved residential environment. Defensible space can now be created in front of habitable room windows and disturbance will be greatly reduced for those residents. Given the remaining level of car parking on the site, in excess of 1 space per flat, this is considered an appropriate compromise.
- 6.9 The amendment has also helped to provide a larger shared garden space for the occupants. Approximately 422sq.m of usable shared rear garden has now been provided where previously the only shared garden space was to the front of block A. With 20 flats in total the amended plan has enabled the development to exceed the recommended 400sq.m of garden space advocated by the Residential Design Guide.
- 6.10 Each habitable room will achieve acceptable outlook, daylight and ventilation.

Where defensible space cannot be provided in front of habitable room windows (at the front of the site) car parking spaces will be allocated to the occupiers of those flats to avoid disturbance to those residents.

Design and impact on character of the area

- 6.11 Amended plans have been received showing the western side extension being set back from the main front building line by 1m. The roof is also set lower than the roof of the main building. This is considered acceptable to ensure that the extensions are subordinate to the original building. The Heritage and Conservation Group Leader does not oppose the proposed design.
- 6.12 The increased soft landscaping to the rear of the block will also improve the setting of the building and will reduced the amount of hard surfacing proposed for the site thus improving the design and appearance of the overall development.
- 6.13 The development seeks to work with and restore the architectural quality and character of the building to the benefit of Southampton's local heritage. This proposal will enhance local distinctiveness and can be supported on design grounds. The re-use of this attractive building is welcomed and supported.

Impact on neighbouring residential amenity

- 6.14 The scale, height, bulk and massing of the extensions are not judged to be significantly harmful to the amenity of the neighbouring residents. The improved design of the two storey side extension will also respect the visual qualities of the area. The proposal will also not cause excessive shading or appear dominant or overbearing from neighbouring residential properties and privacy is maintained owing to the separation distances and boundary treatment. The application is therefore compliant with LPR Policy SDP1 (i).

Solent Recreation Mitigation Project

- 6.15 The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites. The Solent coastline supports a number of Natura 2000 sites including the Solent and Southampton Water SPA, designated principally for birds, and the Solent Maritime SAC, designated principally for habitats. Research undertaken across south Hampshire has indicated that current levels of recreational activity are having significant adverse effects on certain bird species for which the sites are designated. A mitigation scheme, known as the Solent Disturbance Mitigation Project (SDMP), requiring a financial contribution of £176 per unit has been adopted. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity. This application has complied with the requirements of the SDMP as payment has already been made, and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

- 7.1 The proposal involves the re-use of previously developed land within urban Southampton and will result in both a more efficient use of land.
- 7.2 Whilst the site is not within a high accessibility area good access to public transport and local facilities including shops, schools, and public open space is achieved by the development making the reliance on private transport not essential for day to day living. Accordingly the reduced car parking proposed for the site (as a result of amended plans requested to improve the quality of the residential environment created) is judged to be an acceptable and appropriate response to the conflicting planning requirements placed on the development.
- 7.3 The proposed scheme provides an acceptable residential environment for future occupiers without significantly affecting neighbouring amenity or the character of the local area. 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 is not judged to lead to harmful levels of traffic, congestion or overspill parking having regard to the Council's maximum car parking standards. Furthermore significant weight is given to the merits of housing delivery on this site.

8 Conclusion

- 8.1 The planning application is recommended for approval subject to recommended 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), 2 (f), 3 (a), 4(f), 4(g), 4(vv), 6(a), 6(b),

MP3 for 25/10/16 PROW Panel

PLANNING CONDITIONS

1 APPROVAL CONDITION Full Permission Timing Condition - Physical works

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

Reason:

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

2. APPROVAL CONDITION Approved Plans [Performance Condition]

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

Reason:

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

3. APPROVAL CONDITION Details of building materials to be used [Pre-Commencement Condition]

Notwithstanding the information shown on the approved drawings and application form no above ground development works shall be carried out unless and until a written schedule of external materials and finishes has been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented only in accordance with the agreed details. These shall include full details of the manufacturers, types and colours of the external materials to be used for external walls, windows, doors and the roof of the proposed buildings including refuse and cycle stores.

Reason:

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

4. APPROVAL CONDITION Boundary fence [Pre-Occupation Condition]

Before occupation of the development hereby approved, details of the design and specifications of the boundary treatment of the site shall be submitted to and approved in writing by the Local Planning Authority. The agreed boundary enclosure details shall be subsequently erected prior to the occupation of any of the units provided under this permission and retained thereafter.

Reason:

In the interests of the visual amenities of the area and to protect the amenities and privacy of the occupiers of adjoining property.

5. 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) details of any proposed retaining walls; and
- (iv) 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

6. 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.

7. 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.

8. APPROVAL CONDITION Refuse & Recycling (Performance)

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

Reason: In the interest of visual and residential amenity.

Note to applicant: In accordance with para 9.2.3 of the Residential Design Guide (September 2006): if this development involves new dwellings, the applicant is liable for

the supply of refuse bins, and should contact SCC refuse team at Waste.management@southampton.gov.uk at least 8 weeks prior to occupation of the development to discuss requirements.

9. APPROVAL CONDITION Cycle storage facilities (Pre-Commencement Condition)

Before the development hereby approved first comes into occupation, secure and covered storage for bicycles shall be provided in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The storage shall be thereafter retained as approved.

Reason:

To encourage cycling as an alternative form of transport.

10. APPROVAL CONDITION On site vehicular parking [Pre-Occupation Condition]

The approved vehicular parking spaces shall be constructed in accordance with the approved plans and allocated on a basis of at least one parking space per flat; and made available for use prior to the first occupation of any of the hereby approved flats.

Furthermore parking spaces 2.10 and 2.11 shall be allocated to flat 9, parking space 2.12 shall be allocated to flat 11 and parking space 2.13 shall be allocated to flat 12. Such facilities as approved shall be permanently retained for that purpose.

Reason:

To avoid congestion of the adjoining highway which might otherwise occur because the parking provision on site has been reduced as a result of amended plans and in the interests of highways safety.

11. APPROVAL CONDITION Archaeological watching brief [Performance Condition]

No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with the approved written scheme of investigation: Southampton City Council Archaeology Unit – Seymour House WB WSI.

Southampton City Council Archaeology Unit, Written Scheme of Investigation for an Archaeological Watching Brief on land off Seymour Road, Southampton.

16/01120/FUL, Version 2 6/9/16.

Reason:

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

12. APPROVAL CONDITION Archaeological watching brief work programme [Performance Condition]

The developer will secure the completion of a programme of archaeological work in accordance with the approved written scheme of investigation: Southampton City Council Archaeology Unit – Seymour House WB WSI. Southampton City Council Archaeology Unit, Written Scheme of Investigation for an Archaeological Watching Brief on land off Seymour Road, Southampton.

16/01120/FUL, Version 2 6/9/16.

Reason:

To ensure that the archaeological investigation is completed.

13. APPROVAL CONDITION Tree Retention and Safeguarding (Pre-Commencement Condition)

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. Details of the specification and position

of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

Reason:

To ensure that trees to be retained will be adequately protected from damage throughout the construction period.

14. APPROVAL CONDITION Unsuspected Contamination (Performance)

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

Reason:

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

15. APPROVAL CONDITION Use of uncontaminated soils and fill (Performance)

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

Reason:

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

16. APPROVAL CONDITION Ecological Mitigation Statement (Pre-Commencement)

The development shall be carried out in accordance with the submitted and approved programme of habitat and species mitigation and enhancement measures, [as set out in the submitted Seymour House, Phase 1 Ecological Survey, Ecosupport limited, September 2016, Tristanna Cornwall (BSc (Hons))].

Reason:

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

17. APPROVAL CONDITION Bat protection (Performance)

Any works to or affecting the roof of the existing building shall be carried under the supervisions of a suitably licenced (Natural England Bat Licence) Ecological Clerk of Works.

Reason:

In the interests of preserving and enhancing biodiversity.

18. APPROVAL CONDITION - Protection of the public sewers and public water mains. Prior to the commencement of development. The developer must advise the local planning authority (in consultation with southern water) of the measures which will be undertaken to protect/divert the public sewers and public water mains.

Reason:

To protect/divert the public sewers and public water mains.

19. APPROVAL CONDITION - Foul and Surface Water Drainage (Pre-commencement Condition)

Unless existing foul and surface water drainage is being utilised by the development no development shall commence, until details of the proposed means of foul and surface water sewerage disposal has been submitted to, and approved by, the Local Planning Authority in consultation with Southern Water. The development shall be carried out in accordance with these approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied that the development would not increase the risk of flooding in the area.

POLICY CONTEXT

SDP1, SDP4, SDP5, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP22, NE4, HE6, H1, H2, and H7 of the City of Southampton Local Plan Review (as amended 2015) and CS4, CS5, CS13, CS16, CS19, CS22 and CS25 of the City of Southampton Core Strategy (as amended 2015).

Core Strategy - (as amended 2015)

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS16	Housing Mix and Type
CS19	Car & Cycle Parking
CS22	Promoting Biodiversity and Protecting Habitats
CS25	The Delivery of Infrastructure and Developer Contributions

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

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP7	Urban Design Context
SDP8	Urban Form and Public Space
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP22	Contaminated Land
NE4	Protected Species
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment

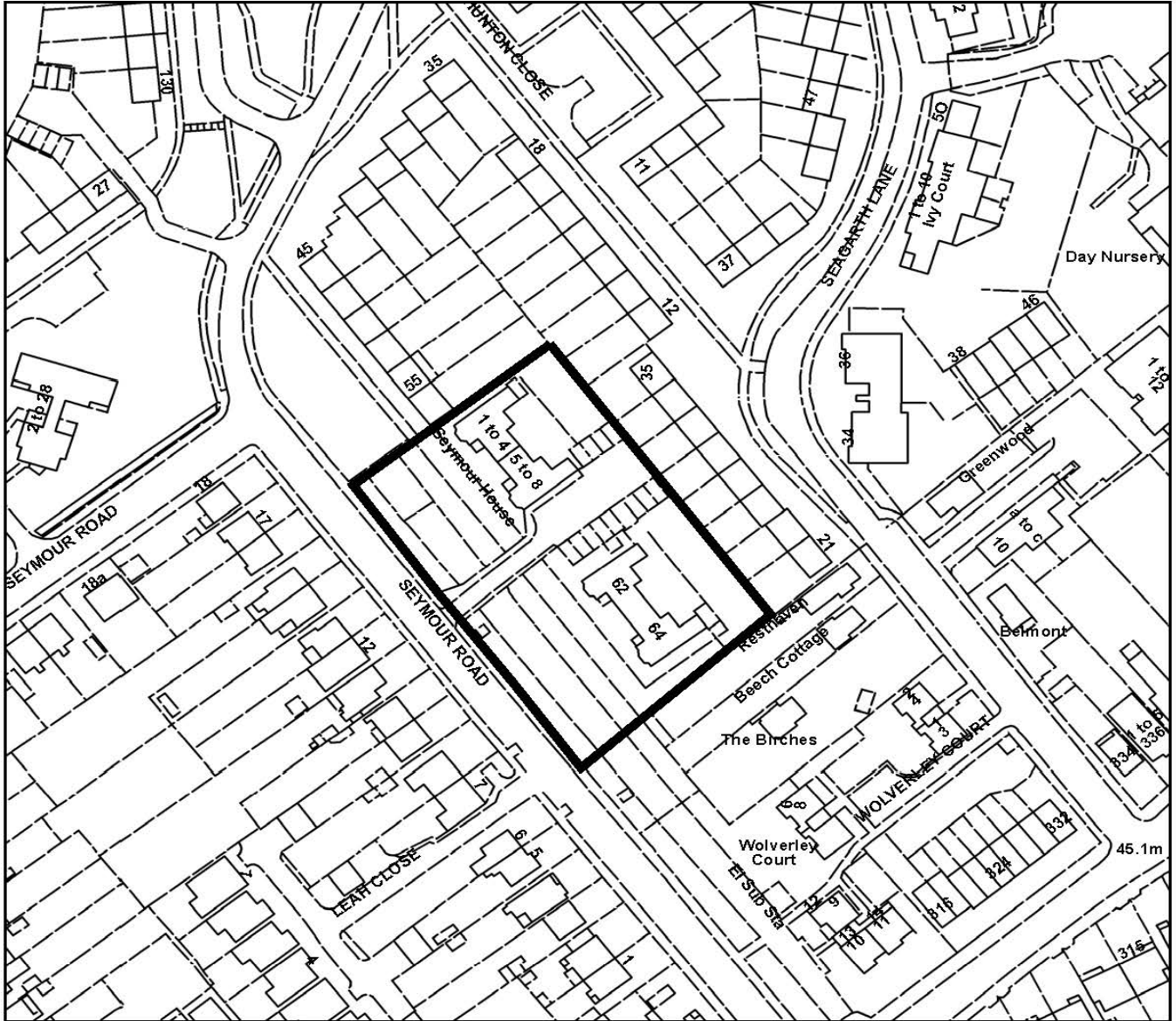
Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - September 2013)
Parking Standards SPD (September 2011)
Bassett Neighbourhood Plan (Adopted 2016)

Other Relevant Guidance

The National Planning Policy Framework (2012)
The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

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Scale: 1:1,250



