

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel (East) 15th September 2015
Planning Application Report of the Planning and Development Manager

Application address: 488-496 Portsmouth Road, Southampton			
Proposed development: Re-development of the site. Demolition of the existing buildings and erection of two and three-storey buildings to provide 20 dwellings (two x two-bedroom, eight x three-bedroom houses and 10 x four-bedroom houses) with associated access, parking and other facilities).			
Application number	15/01158/FUL	Application type	FUL
Case officer	Jenna Turner	Public speaking time	15 minutes
Last date for determination:	01.09.2015	Ward	Sholing
Reason for Panel Referral:	Major application with objections	Ward Councillors	Cllr Wilkinson Cllr Jeffery Cllr Hecks

Applicant: Crestland Homes Ltd	Agent: Tony Oldfield Architects
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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. Other material considerations including parking pressure, impact on neighbouring amenity, design and character; and the loss of the post office and gym on the site have been considered and are not judged to have sufficient weight to justify a refusal of the application, and where applicable conditions have been applied in order to satisfy these matters. The scheme is judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012). "Saved" Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, CLT5, CLT6, H1, H2, and H7 of the City of Southampton Local Plan Review – Amended 2015 as supported by the adopted LDF Core Strategy (amended 2015) Policies CS3, CS4, CS5, CS7, CS13, CS15, CS16, CS18, CS19, CS20 and CS25 and the Council's current adopted Supplementary Planning

Guidance. The guidance within the National Planning Policy Framework (2012) is also relevant to the determination of this planning application.

Appendix attached
1. Development Plan Policies

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. Financial contributions towards Solent Disturbance Mitigation Project (SDMP) in accordance with the Conservation of Habitats and Species Regulations 2010 (as amended), saved policy SDP12 of the City of Southampton Local Plan Review (as amended 2015), CS22 of the Core Strategy (as amended 2015) and the Planning Obligations SPD (September 2013).
 - iv. 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.
 - vi. The submission, approval and implementation of a Carbon Management Plan setting out how 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 2 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 The site and its context

- 1.1 The application site comprises the former Dairy Crest and two frontage residential properties. The site is currently vacant and the buildings on it falling into disrepair. The authorised planning use of the site is industrial.
- 1.2 At the front of the site, no. 488 Portsmouth Road is a two-storey, detached building which was last used as two flats. No. 496 Portsmouth Road is a flat-roof, two-storey building which appears to have been last used as offices in connection

with the previous dairy use of the site. The vehicular access to the rear of the site is positioned between the two frontage buildings. The main part of the site is entirely developed by buildings and hard-surfacing; the vacant buildings comprise single-storey, pitched roof industrial style structures with associated parking areas previously used for delivery vehicles. There is an oak tree adjacent to the south-west of the site, which over-hangs part of the site. This tree is subject to a Tree Preservation Order.

- 1.3 The site is bounded by residential buildings and gardens with the exception of the southern part of the site, which abuts the secondary school of Mayfield Academy. The site directly adjoins the parking and vehicular access associated with the school. The character of the area is mixed, incorporating single and two-storey detached and semi-detached dwellings.

2 Proposal

- 2.1 The application proposes the demolition of all existing buildings and hard-surfaced areas on the site and the development of the site for residential purposes. The scheme has been amended since originally submitted. The application initially proposed 25 units of accommodation, which included a three-storey block of flats to the front of the site. The changes to the scheme see the replacement of the flatted block with two pairs of two-storey, semi-detached houses and the total number of units proposed has, therefore, reduced to 20. There have also been some changes to the layout at the southern end of the site and 11 additional car parking space have been provided.
- 2.2 The application proposes the provision of a mixture of detached and semi-detached dwellings comprising two, three and four bedrooms. These would be served by a total of 42 car parking spaces. All dwellings would be two-storey in scale, although some dwellings have single-storey elements to their rear elevations.
- 2.3 A single access into the site is provided from Portsmouth Road, broadly in the same location as the existing point of access. Six dwellings provided at the northern end of the site front Portsmouth Road, with the remaining dwellings positioned to form a traditional street layout, facing the new internal access road.
- 2.4 The dwellings have a pitched roof design, finished in red brick with elements of tile hanging throughout.

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 site is not identified for development within the adopted Development Plan and lies within an area identified as Band 2 for Public Transport Accessibility (low accessibility). Major developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.

- 3.3 The National Planning Policy Framework (NPPF) 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 There are no recent or relevant planning applications relating to the site.

5 Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application, a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (12.06.15) and erecting a site notice (09.06.15). At the time of writing the report **five** representations have been received from surrounding residents and interested parties. The following is a summary of the points raised:

- 5.2 *The three storey flats would impact on light to neighbouring properties, appear oppressive and out-of-character.*

Response:

The three-storey flats have been omitted from the scheme, meaning the development is now entirely two-storey in scale.

- 5.3 *Concern that there will be disruption during the construction process.*

Response:

Conditions are recommended to limit the hours of construction and to manage the construction process to minimise the impact on neighbouring occupiers.

- 5.4 *The buildings at the front of the site do not respond to the established building line on Portsmouth Road.*

Response:

The existing buildings on site are positioned slightly closer to Portsmouth Road than the site's immediate neighbours. The proposed layout achieves between 7 metres and 13 metres set back from the edge of Portsmouth Road. This strikes an appropriate balance between making efficient use of the site and ensuring that the suburban character of the street is retained.

- 5.5 *Insufficient car parking provision is made which will exacerbate on-street car parking pressure in The Grove.*

Response:

The number of car parking spaces has been increased from as originally proposed from 31 to 42 spaces and the density of the development has also reduced by 5 units. The level of parking provision accords with the Council's adopted Car Parking Standards and is, therefore, considered to be acceptable for this location.

- 5.6 *The development could lead to the overlooking of neighbouring properties and gardens.*

Response:

In general, the Council seeks to ensure that there is 10 metres separation between the rear elevations of dwellings and the boundaries with neighbouring residential gardens. Whilst 10 metre deep back gardens are not achieved in the layout, the dwellings are designed to avoid first floor habitable accommodation over-looking the neighbouring properties and gardens. As such, it is considered that no harmful overlooking would occur as a result of the development.

- 5.7 *Concern that the development will impact on the protected Oak Tree.*

Response:

The layout of development has been designed to ensure that no dwellings are constructed within the root protection area of the adjacent protected tree. The application is accompanied by a Tree Report which demonstrates the development can be constructed without causing damage to the protected tree. The proposed dwelling closest to the protected tree is designed to avoid first floor accommodation facing it and with dual aspect ground floor accommodation to ensure that the unit is not unduly shaded by the tree. The Council's Tree Officer has been consulted and a verbal update of their comments will be provided at the Panel meeting.

Consultation Responses

- 5.8 **SCC Highways** –.No objection subject to conditions. The proposed development is served from the A3025 Portsmouth Road, a principle 2 lane road providing access into the city via Woolston and the Itchen Toll Bridge, with a 30mph speed limit. The nature of the road is predominantly residential, with a pocket of industrial and commercial uses to the east, adjacent to the city boundary. The site has previously operated as a dairy, with associated traffic movements. Although the type of trips associated with a residential use are different to the dairy use, it is unlikely that the number of vehicles using the access will increase, although pedestrian and cycle trips will be greater. There are bus stops nearby, and a convenience store a short walk to the west. Schools are located nearby, with the Mayfield Academy being the closest, behind the development.

The proposed layout offers two parking spaces per three and four bedroomed houses, and one space for the two bedroom houses. In addition there are four visitor/casual spaces within the development. The layout is fairly traditionally designed with a turning head with dimensions suited to a refuse vehicle. Bin stores and cycle stores are designed into the rear gardens, with access gates to allow movement of bins and cycles. It is necessary to impose some conditions to safeguard sight lines and other design elements, but these will not impact on the principle of development.

- 5.9 **SCC Heritage and Conservation** - No objection. Suggest conditions to secure an archaeological evaluation and work programme.
- 5.10 **SCC Sustainability Team** – No objection subject to conditions to secure energy and water efficiency measures.

- 5.11 **SCC Environmental Health (Pollution & Safety)** – No objection subject to conditions to minimise disruption to residents during the construction process.
- 5.12 **SCC Environmental Health (Contaminated Land)** - No objection subject to conditions to secure a contaminated land assessment and any required remediation measures.
- 5.13 **SCC Ecology** – No objection subject to conditions.
- 5.14 **SCC Housing** - The affordable housing requirement is eight dwellings, to be secured by a legal agreement.
- 5.15 **SCC City Design** – Initially raised concerns that the frontage 3 storey building was out-of-character. The scheme has been amended accordingly.
- 5.16 **SCC Design Advisory Panel** – Revised plans have taken account the comments made by the Design Advisory Panel and have resulted in a much improved development proposal.
- 5.17 **Southern Water** – No objection subject to conditions and informative.
- 5.18 **Hampshire County Council** – No objection. The site lies within a Mineral Consultation Area but due to the scale of the development, the proposal would not have a significant impact on waste processing sites.

6 Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
- (i) The principle of this development;
 - (ii) The suitability of the design;
 - (iii) The impact on the living conditions of nearby residents;
 - (iv) Highways and parking and;
 - (v) The direct local impacts, including on protected habitats.
- 6.2 (i) Principle of Development
- 6.2.1 The development would make good use of a previously developed site to provide housing. The site is not safeguarded for employment purposes and the Council's adopted policies are supportive of the redevelopment of vacant commercial sites within residential areas, particularly when the authorised commercial use could be unneighbourly. Since the site is mainly neighboured by residential properties, the loss of industrial land is considered to be appropriate.
- 6.2.2 The application proposes a mix of dwelling types and sizes, including more than the requisite amount of family housing, for which there is an identified need in the city. A residential density of 44 dwellings per hectare (d.p.h) would be achieved, in accordance with the range of 35 to 50 d.p.h set out in Core Strategy policy CS5 as being appropriate in low accessibility areas such as this.

6.3 (ii) Suitability of the Design

- 6.3.1 The amendments to the scheme, which include omitting a three-storey block of flats at the front of the site, have resulted in significant improvements to the layout and design of the development. The proposal includes a row of houses, fronting Portsmouth Road, significantly enhancing the appearance of the site. The scale and massing of the development reflects the general character of the area and a consistent design approach is employed which is, however, sufficiently varied to provide visual interest. The dwellings would have a relatively contemporary appearance, particularly in terms of how materials will be used, however, the form of the dwellings would relate well to the context of the site.
- 6.3.2 The dwellings are designed to address the new internal street within the development, with active frontages onto the access. Front gardens of no less than two metres depth will be provided, which is sufficient to incorporate some landscaping to soften the appearance of the development.
- 6.3.3 The back gardens for the dwellings varies between approximately 50 sq. and 80 sq. m in area, which is generally less than the garden space standards set out in the Residential Design Guide (50 sq. for terraced dwellings, 70 sq. for semi-detached and 90 sq. for detached dwellings). However, the overall quality of the gardens is good, being regular in shape, relating well to the dwellings and generally enjoying good access to daylight and sunlight. Furthermore, the spacing between the proposed dwellings is not considered to be uncharacteristic of the surrounding area. As such, the amount of garden space provided is considered to be appropriate in this instance.
- 6.3.4 Good outlook from habitable rooms would be provided and the design incorporates acceptable refuse and cycle storage. Overall, it is considered that high-quality residential accommodation would be provided.

6.4 (iii) Impact on Living Conditions

- 6.4.1 Whilst the site is currently vacant, the authorised planning use is for general industrial (Use Class B2) which, since is a historic planning use, is unfettered by any planning controls. As such, the redevelopment for residential represents a significant improvement for nearby residents.
- 6.4.2 The existing industrial buildings on site, stretch almost continually down the eastern site boundary, meaning the development also offers improvement in terms of introducing breaks between buildings, reducing the sense of enclosure when viewed from residential properties to the east of the site.
- 6.4.3 The layout is designed to provide gardens in between the proposed dwellings and neighbouring properties to minimise the impact on the surrounding properties. As noted above, where buildings are positioned closer than 10 metres to the boundaries with neighbours, the design approach mitigates harm to residential amenity by reducing the height and massing of the rear elevations of buildings and avoiding overlooking of neighbouring residential properties or the adjacent school playing fields.
- 6.4.4 Overall, it is considered that the proposal would have an acceptable relationship with the site's existing neighbours.

6.5 (iv) Highways and Parking

6.5.1 The development would be served by a single point of access from Portsmouth Road, in the broad location of the existing access. The access itself is designed with good visibility onto Portsmouth Road and is sufficiently wide enough to enable two vehicles to pass ensuring that vehicles can enter and leave the site simultaneously. The internal access route is designed to ensure slow speeds within the development and a comfortable pedestrian environment. The level of car parking proposed meets the Council's adopted Parking Standards for low accessibility locations and includes some provision for visitor parking. The Council's Highways Team have not, therefore, objected to the proposal and the scheme is considered to be acceptable in this respect.

6.6 (v) Direct Local Impacts

6.6.1 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 £174 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 will comply with the requirements of the SDMP (when the legal agreement is completed) and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

6.6.2 In addition to this, the developer will need to enter into a section 106 legal agreement to secure improvements the local highway network; reductions in carbon emissions and to secure 8 affordable housing units.

7 Summary

7.1 The proposed redevelopment will result in a significant enhancement of the appearance of the site which is currently dominated by dilapidated industrial buildings and its associated servicing area. Furthermore, the contribution the development will make in meeting the city's housing need, in particular the provision of a good number of genuine family housing units, is welcome.

8 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) (b) (c) (d) 2. (b) (c) (d) 3. (a) 4. (g) 6. (a) (c) (f) (i) 7. (a) 9. (a) (b)

JT for 15/09/2015 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 - 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.

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

Notwithstanding the information shown on the approved drawings and application form no 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. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include presenting alternatives on site.

Reason:

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

04. APPROVAL CONDITION – Refuse and Cycle Storage [Pre-Occupation Condition]

The cycle and refuse storage shall be provided in accordance with the plans hereby approved, before the dwellings, to which the facilities relate, are occupied. The storage shall thereafter be retained and made available for that purpose.

Reason:

In the interests of visual amenity, the amenities of future occupiers of the development and the amenities of occupiers of nearby properties.

05.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 to and approved in writing by the Local Planning Authority, 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; 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 five 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 five 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 five 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

06. 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.

07.APPROVAL CONDITION - Residential - Permitted Development Restriction [Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended), or any Order amending, revoking or re-enacting that Order, no building or structures within Schedule 2, Part 1, Classes as listed below shall be erected or carried out to any dwelling house hereby permitted without the prior written consent of the Local Planning Authority:-

Class A (enlargement of a dwelling house), including a garage or extensions,
Class B (roof extensions),
Class E (curtilage structures).

Reason:

In order that the Local Planning Authority may exercise further control in this locality given the small private garden and amenity areas provided as part of this development in the interests of the comprehensive development and visual amenities of the area.

8. 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.

9. APPROVAL CONDITION - Construction Method Statement (Pre-Commencement Condition)

The development hereby approved shall not commence until a method statement and appropriate drawings of the means of construction of the development has been submitted to and approved in writing by the Local Planning Authority. The method statement shall specify vehicular access arrangements, the areas to be used for contractor's vehicle parking and plant, storage of building materials and any excavated material, temporary buildings and all working areas required for the construction of the development hereby permitted. The building works shall proceed in accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect the amenities of neighbours and the wider environment

10 .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.

11. APPROVAL CONDITION - Road Construction [Pre-Commencement Condition]

No development hereby permitted shall be commenced until the Local Planning Authority have approved in writing:-

1. A specification of the type of construction proposed for the roads, cycle ways and footpaths including all relevant horizontal cross-sections and longitudinal sections showing existing and proposed levels together with details of street lighting, signing, white lining and the method of disposing of surface water.

2. A programme for the making up of the roads and footpaths to a standard suitable for adoption by the Highway Authority.
3. Should the developer not enter into a Section 38 Agreement there will be a requirement to provide details of a Management process which will maintain these areas in the future, and a bond will be required to support this process.

Reason:

To ensure that the roads and footpaths are constructed in accordance with standards required by the Highway Authority.

12. 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.

13. APPROVAL CONDITION - Reuse of uncontaminated soils [Performance Condition]

No soils, sub-soil or other spoil material generated from the construction must be re-used on the near-surface soils unless it can be validated as being fit for use (i.e. evidently undisturbed, natural soils or, if otherwise, tested to ensure it is free of contamination).

Reason:

The property is in an area where there land has been unfilled or reclaimed. It would be prudent to ensure any potential fill material excavated during construction is not reused in sensitive areas unless it is evident that it is unlikely to present a land contamination risk.

14. APPROVAL CONDITION - Use of uncontaminated soils and fill [Performance Condition]

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

Reason:

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

15. 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.

16. APPROVAL CONDITION - Protection of nesting birds [Performance Condition]

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

Reason:

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

17. APPROVAL CONDITION - Ecological Mitigation Statement [Pre-Commencement Condition]

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

Reason

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

18. APPROVAL CONDITION - Archaeological evaluation [Pre-Commencement Condition]
No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason:

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

19. APPROVAL CONDITION - Archaeological evaluation work programme [Performance Condition]

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

Reason:

To ensure that the archaeological investigation is completed.

20. APPROVAL CONDITION - Archaeological investigation (further works) [Performance Condition]

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

Reason:

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

21. APPROVAL CONDITION - Archaeological work programme (further works) [Performance Condition]

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

Reason:

To ensure that the archaeological investigation is completed.

22. APPROVAL CONDITION - Energy & Water [Pre-Commencement Condition]

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of a design stage SAP calculations and a water efficiency calculator shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

Reason:

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

23.APPROVAL CONDITION - Energy & Water [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 19% improvement over 2013 Dwelling Emission Rate (DER)/ Target Emission Rate (TER) (Equivalent of Code for Sustainable Homes Level 4 for Energy) and 105 Litres/Person/Day internal water use (Equivalent of Code for Sustainable Homes Level 3/4) in the form of final SAP calculations and water efficiency calculator and detailed documentary evidence confirming that the water appliances/fittings have been installed as specified shall be submitted to the Local Planning Authority for its approval.

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).

24.APPROVAL CONDITION - Foul and Surface Water Drainage (Pre-Commencement Condition)

No development shall commence, apart from demolition of the existing buildings, 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

Core Strategy - (Amended 2015)

CS4	Housing Delivery
CS5	Housing Density
CS6	Economic Growth
CS7	Safeguarding Employment Sites
CS13	Fundamentals of Design
CS15	Affordable Housing
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (Amended 2015)

SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
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
HE6	Archaeological Remains
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment

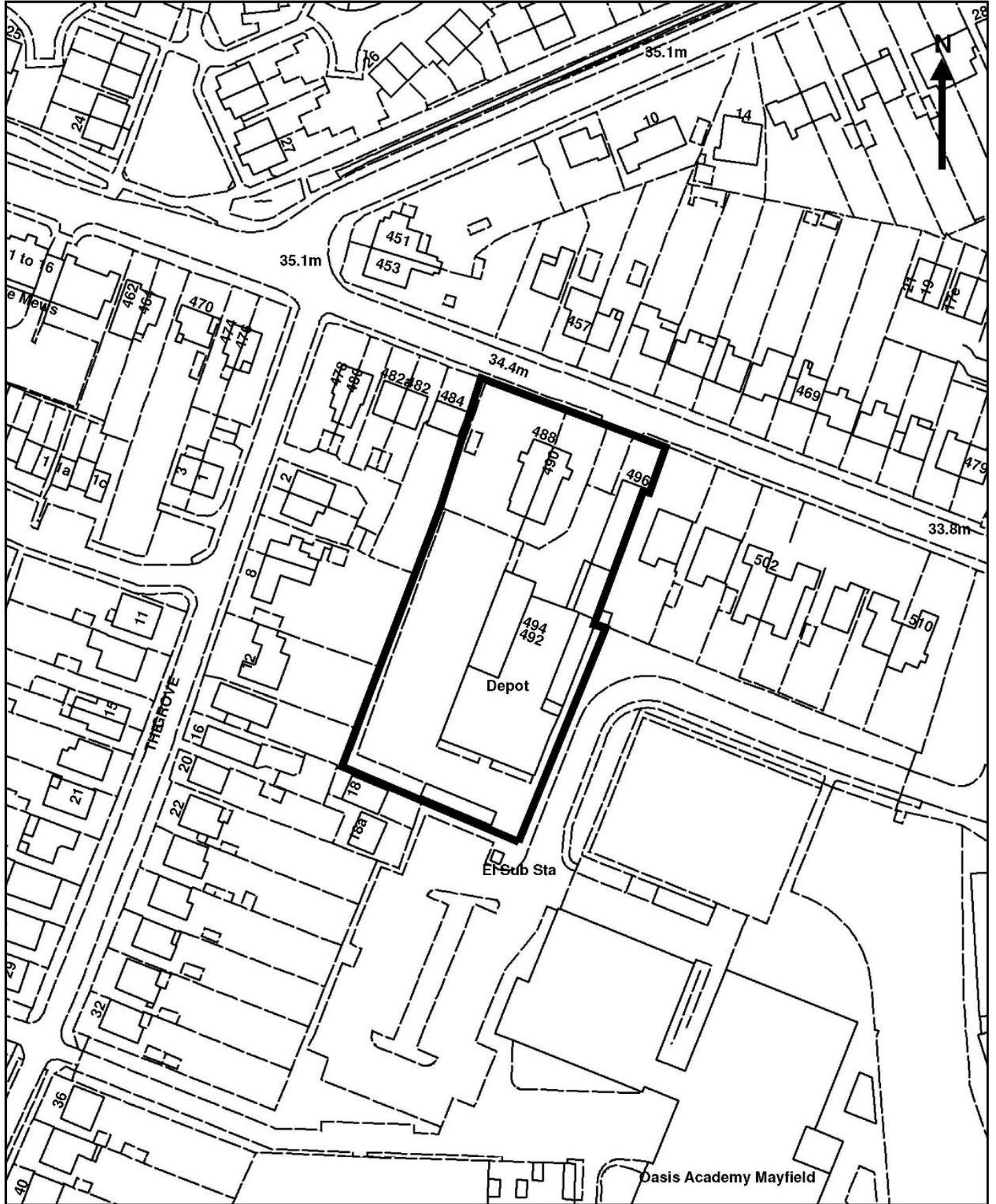
Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Planning Obligations (Adopted - August 2005 and amended November 2006)
Parking Standards 2011

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

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