

**Planning, Transport & Sustainability Division**  
**Planning and Rights of Way Panel 15<sup>th</sup> November 2016**  
**Planning Application Report of the Planning and Development Manager**

<b>Application address:</b> Highfield Farm, Hilldown Road, Southampton			
<b>Proposed development:</b> Convert 2 x existing buildings to residential (Use Class C3) to create 1 x three bed dwelling and 1 x two bed dwelling including a single-storey side extension to the barn and dormer window to the front of the annexe and additional windows and doors.			
<b>Application number</b>	16/01590/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Anna Coombes	<b>Public speaking time</b>	5 minutes
<b>Last date for determination:</b>	21/11/2016	<b>Ward</b>	Portswood
<b>Reason for Panel Referral:</b>	More than five letters of objection have been received	<b>Ward Councillors</b>	Cllr Savage Cllr Claisse Cllr O'Neill
<b>Applicant:</b> Mr Jason Webb		<b>Agent:</b> Knight Architectural Design	

<b>Recommendation Summary</b>	Delegate to Service Lead, Planning Infrastructure and Development Manager to grant planning permission subject to criteria listed in report
<b>Community Infrastructure Levy Liable</b>	<b>Yes</b>

**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 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 therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. 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). Policies - SDP1, SDP5, SDP7, SDP9, SDP10, SDP12, H1, H5 and H7 of the City of Southampton Local Plan Review (Amended 2015) and CS4, CS5, CS13, CS16, CS18, CS19, CS20, CS22 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

<b>Appendix attached</b>	
1	Development Plan Policies

## **Recommendation in Full**

1. Delegate to the Service Lead Planning, Infrastructure and Development Manager to grant conditional planning permission subject to the completion of a Habitats Mitigation Agreement or Unilateral Undertaking to secure:
  - i. Financial contributions towards Solent Disturbance Mitigation in accordance with policy CS22 (as amended 2015) of the Core Strategy and the Conservation of Habitats and Species Regulations 2010.
2. In the event that the legal agreement is not completed within two months of the Service Lead Planning, Infrastructure and Development Manager be authorised to refuse permission following consultation with the Chair of the Planning & Rights of Way Panel on the ground of failure to secure the provisions of the Habitats Mitigation Agreement or Unilateral Undertaking.

### **1. The site and its context**

- 1.1 This application site consists of a builder's yard, on a sloping site, which contains two detached, 2-storey buildings. The site has been used for the storage of building materials since the 1990s and, at the time of the site visit, a car sales use was also operating on site. The site is closely surrounded by residential dwellings on all sides. The buildings on site are mostly screened by the existing surrounding dwellings, but there are views from above the site, looking down the access from the top of Hilldown Road; level with the site between The Farmhouse and No.1 Hilldown Road; and looking up towards the site from the lower level of Hilldown Road, from No. 5, and between No's 7 and 5.
- 1.2 The site is located within Portswood Ward, close to the University of Southampton Highfield Campus. Hilldown Road consists of a mix of detached and semi-detached dwellings with a mix of two-storey dwellings and chalet bungalows in a range of styles. The majority of the frontage has been hard-surfaced.

### **2. Proposal**

- 2.1 The application proposes to convert the 2 existing buildings on site from storage for building materials and ancillary offices into new dwellings. The existing large 'Barn' building, which currently hosts offices and storage, will be converted into a 3 bedroom dwelling, with a modest 2-storey side extension to the northern elevation. The existing smaller 'annexe' building, which currently hosts storage and further offices, will be converted into a 2 bed dwelling with only a small dormer window extension to the north-western front elevation.
- 2.2 In addition to the small extensions described above, the works will involve changes to the arrangement of windows and doors on the front elevations of both buildings, which face into the site, and the installation of a ground floor patio door to the south-western side elevation of the annexe building. The existing hard surfacing to the north of the buildings will be retained to provide 3 parking spaces, bin storage and access.
- 2.3 The existing hard surfacing between the two buildings will be laid to lawn and enclosed to provide private amenity space for each of the new dwellings. The total garden amenity space provided is 170m<sup>2</sup> excluding a pathway to the front door of the annexe building. Details of the subdivision of this garden area and further details about landscaping treatments are to be secured by condition.

### **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 Saved Policy SDP1 (Quality of development) of the Local Plan Review allows development, providing that it does not unacceptably affect the health, safety and amenity of the city and its citizens. Policy SDP7 (Context) and SDP9 (Scale, Massing, and Appearance) allows development which will not harm the character and appearance of the local area, and seeks high quality building design which respects the surrounding area in terms of scale and massing. Policy CS13 (Fundamentals of Design) assesses the development against the principles of good design.
- 3.3 Policies H5 and H7 state that the conversion of non-residential dwellings for housing purposes will be acceptable provided that the level of parking accords with our standards, the location is sustainable, surrounding land uses are compatible and the residential environment is of good quality.
- 3.3 Policy CS4 acknowledges that new homes will generally need to be built at higher densities. New dwellings coming forward on suitable windfall sites will contribute towards delivering the Council’s strategic target for housing supply.
- 3.4 Policy CS5 acknowledges that there is continuing pressure for higher densities in order to deliver development in Southampton, thereby requiring the efficient and effective use of land. However, the policy confirms that development should still be an appropriate density for its context, and protect and enhance the character of existing neighbourhoods.
- 3.5 Policy CS16 of the Core Strategy supports a mix of dwellings sizes and the proposed 170m<sup>2</sup> amenity space is only 10m<sup>2</sup> short of our 180m<sup>2</sup> standard garden size for 2x detached dwellings (90m<sup>2</sup> per dwelling). It is worth noting that the 2 bed annexe building does not fit the traditional definition of a detached dwelling and that the local building pattern on adjacent plots suggests smaller than average garden areas. The subdivision of the amenity space can provide convenient, accessible and private garden areas for both the 3 bed and 2 bed dwellings.
- 3.6 Policy CS19 of the Core Strategy (Car and Cycle Parking) of the Core Strategy sets out the Council’s approach to car and cycle parking standards for new developments in the city, as supported by the guidance and standards set out in section 4.2 of the Parking Standards Supplementary Planning Document (formally adopted September 2012).
- 3.7 The National Planning Policy Framework (NPPF) came into force on 27<sup>th</sup> 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 891225/W – Continued use of first floor as offices and associated facilities for the established builders yard on the site, retention of alterations to roof including a dormer window on the south east elevation and 3 rooflight windows and retention of two oil storage tanks – Conditionally approved 14.02.1990

## **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 (on 30/09/2016). At the time of writing the report 7 representations have been received from surrounding residents. The following is a summary of the points raised:

### **5.1.1 Increased traffic movements and on-street parking pressure, due to insufficient parking on site.**

Response: 3 car parking spaces will be provided on site. This is 1 less than the maximum standards for parking permits for a 3 bed and a 2 bed dwelling in this location. The provision of less than the maximum standards is permissible and it is worth noting that the Highways Team recognise that there is capacity on site for tandem parking to provide an additional space, if necessary, so the risk of overspill parking is minimised. The Highway Officer has no concerns regarding the impact on highway safety from the change in traffic movements and access from Hilldown Road.

### **5.1.2 Out of character, over-development.**

Response: The works to facilitate the conversion will have minimal impact on the appearance of the buildings within the street scene. The extension to the Barn is modest in size and the dormer window to the annexe is very low profile, minimising the visual impact. The remaining alterations involve the arrangement of existing doors and windows. The proportions of the proposed dwellings and amenity space are in character with the surrounding dwellings, particularly No's 5 and 7 Hilldown Road, which have smaller garden areas with non-standard layouts. Furthermore, the resultant residential density at 34 dwellings per hectare is slightly less than the range of 35-50 dwellings per hectare that is usually sought in such locations.

### **5.1.3 Loss of amenity to neighbouring occupiers including privacy, outlook and light**

Response: The size and orientation of the proposed extension is sufficiently set back from neighbouring property at No.7 to ensure that, although it will be partially visible from this neighbouring property, any loss of light and outlook will be minimised and there would be no loss of privacy for these neighbouring occupiers.

The additional gable-end windows to the Barn, and the new dormer window to the Annexe will not cause an increase in overlooking for neighbouring properties No's 1 and 5 Hilldown Road, due to the line of sight being at oblique angles and similar to the existing overlooking situation. It is also worth noting that the rear windows of No.1 serve a non-habitable workshop and the windows of No. 5 are mostly screened by the existing brick boundary wall. The existing rooflight to the south-west elevation of the Barn is currently obscure glazed and set at minimum of 1.7m above internal floor level, so the existing opportunity for overlooking the first floor bathroom window of No.5 is restricted and this can be secured further by condition.

The new ground floor patio doors to the south-west elevation of the Annexe will be mostly screened by the existing boundary wall and fence, so there would be no issues of overlooking to No's 1, 12 and 14 Hilldown Road.

5.1.4 **Noise disturbance through domestic occupation and car movements**

Response: Although the nature of occupation of the buildings on site will change, and that there would be more out of hours movements on site, it is worth noting that the current lawful Builders Yard use is unfettered by conditions on operating hours and that domestic usage is considered to cause less disturbance than the storage and movement of building materials.

5.1.5 **Lack of privacy between the proposed dwellings**

Response: Whilst we recognise that the relationship on site is tight, there are clear benefits to the conversion to residential use on site, and it is worth noting that we have no front-to-front minimum separation distances in our Residential Design Guide. The distance between the two buildings is approximately 8m at its closest point. This is very similar to the front to front relationships in smaller roads within the city, for example the nearby Highcrown Mews and Highcrown Street which have 8.5m and 9m respectively. Furthermore, appropriate boundary treatment will ensure privacy to ground floor rooms within the dwellings.

5.1.6 **Lack of detail on the submitted plans, particularly regarding the attachment of the Annexe to The Farm House; the location of the boundary wall between No.7 and the application site; the location of windows and doors on the rear elevation facing No.7; and the proposed drainage arrangements.**

Response: The Farm House is attached to the Annexe building on the south-eastern boundary. This is shown correctly on the site plan and was clearly visible on the site visit. The way in which the buildings join does not affect the provision of the proposed internal layout of the annexe and no alterations are proposed to the external wall or roof to this elevation.

The location of the boundary wall to No.7 is shown correctly on the site plan in relation to the position of the proposed extension and was clearly visible on the site visit. In addition, the windows and doors referred to have been historically blocked up with brickwork internally, as viewed on the site visit, and there is no proposal to re-open these. This situation can be further secured by an Approved Plans condition.

The proposed alterations to the drainage provision on site can be agreed and secured at a later stage by condition and will be further secured via the subsequent approval process for Building Regulations.

5.1.7 **The conversion of the Annexe to a dwelling will compromise the 'detached' status of The Farm House and therefore devalue this neighbouring property.**

Response: The external appearance of the Annexe in relation to The Farm House will remain unchanged. Although the nature of occupation will change, the way in which the buildings are joined will not increase. In addition, the value of a property is not considered to be a material consideration for planning applications.

5.1.8 **Oil tanks on site (historic and current)**

Response: The safe removal of the existing oil tank and the investigation of possible historic contamination from previous oil tanks on site can be secured by condition. It is also worth noting that the current and historic oil tanks were self-contained units and there is no superficial visual evidence of previous contaminant leakage on site.

### 5.1.9 **Lack of detail and poor location for bin and cycle storage**

Response: The location of the bin storage is considered appropriate and further details will be sought by condition to ensure that the storage is enclosed to minimise visual impact and odour. There is sufficient amenity space to provide secure and convenient cycle storage on site and the detail of this can be secured by condition.

### 5.1.10 **Potential for future use as two independent units and HMO use.**

Response: Although the applicant is currently intending the 2 bed conversion as an annexe to the main 3 bed Barn conversion, this application is being assessed as two separate dwelling units, to ensure that the amenity of occupants and neighbouring residents is not harmed. Only the 3 bed conversion of the Barn could meet the definition of an HMO property and a future HMO use would require a separate application for planning permission.

## 5.2 **Consultation Responses**

5.2.1 **SCC Highways** – No objection. Recommend conditions to secure parking layout, further details on bin storage and collection arrangements and for secure cycle storage.

5.2.2 **SCC Environmental Health** – No objection, subject to conditions restricting bonfires on site and restricting hours for construction / demolition on site.

5.2.3 **SCC Contamination** – No objection, but requested a condition for investigation by desktop study, due to lack of information about how historic oil tanks were removed. Also requested conditions for unsuspected contamination and use of uncontaminated soils.

5.2.4 **SCC Historic Environment** – No objection.

5.2.5 **SCC Sustainability** – No objection.

5.2.6 **SCC Trees Team** – No objection, but request condition to require consultation if tree roots of more than 25mm diameter are found during excavation for the proposed extension.

5.2.7 **SCC CIL Officer** – The development is CIL liable as there is a net gain of residential units. The charge will be levied at £70 per sq. m (to be indexed) on the Gross Internal Area of the new units.

5.2.8 **Southern Water** – No objection, subject to a condition requiring details of surface water drainage.

## 6. **Planning Consideration Key Issues**

6.1 It is important to note that permitted development rights now exist for the conversion of buildings used for storage and distribution purposes, such as the application site, to residential use. These permitted development rights require the prior approval of the Local Planning Authority with respect to air quality for prospective occupiers, transport and highways, contamination, flooding, noise and the impact on service provision. Full planning permission is, however, required for the external works associated with the development.

Nonetheless, full planning permission has been sought for the development in its entirety and so the key issues for consideration, having regard to the permitted development options for the site, are:

- Principle of Development;
- Impact on Character and Amenity; and
- Impact on Highway Safety

## 6.2 Principle of Development

6.2.1 The proposal would make efficient use of a previously developed site to provide further residential accommodation to meet the city's needs. There is no specific designation for this site within the Local Plan and the conversion of this industrial site to residential use would be welcomed, given the surrounding residential properties. As such, there is no policy presumption against converting the existing buildings and, therefore, the proposal would be acceptable in principle. This is subject to the assessment of other planning considerations as set out below.

## 6.3 Impact on Character and Amenity

6.3.1 The size of the existing plot provides sufficient space for subdivision, where each dwelling would have access to good quality, private and usable amenity space and sufficient parking and access can be provided. The proposed scheme provides a 3 bed family dwelling and a smaller 2 bed dwelling in accordance with policy CS16, and national planning objectives to provide a mix and choice of homes. The scheme proposes conversion of the existing buildings with minor alterations to the external visual appearance, which is not considered to significantly alter the character and appearance of the local area.

6.3.2 As previously discussed in the responses above, although there will be an impact on the amenity of neighbouring occupiers, this is not judged to be significantly harmful and the overall benefits of converting this Builders Yard into residential accommodation are considered to outweigh any negative impacts of the proposal. In particular, there will be no significant increase in overlooking and the impact of the proposed extension to the Barn is not considered to be significantly harmful in terms of overshadowing, or creating an overbearing impact to No.7, due to the angle of view, the modest height and hipped roof design, and the fact that the extension is located away from the main patio area and rear elevation of No.7. It is also worth noting that the proposed extension is to the East of No.7, so would have a limited impact in terms of overshadowing.

## 6.4 Impact on Highway Safety

6.4.1 The Highway Officer has raised no concerns about the layout of the access and parking with regards to the impact on highway safety. The provision of 3 off street parking spaces is considered sufficient to serve the two dwellings and there is capacity on site for additional parking spaces in tandem, if necessary, without compromising vehicle movement on site. Therefore, although the 3 demarcated parking spaces would be below our maximum standard of 4 spaces, given the potential capacity for additional spaces on site, a parking survey was not considered necessary to support this application. As such, a refusal on the basis of the parking levels provided could not be justified given the nature of recent appeal decisions, where Inspectors have determined that it is the onus of the Council to demonstrate harm from the lack of off-street parking.

## 6.5 Other matters

6.5.1 The location of the bin storage is considered acceptable and further details of the enclosure and arrangements for collection day can be agreed by condition. There is ample space within the amenity area to provide secure and convenient storage for cycles, and the detail of this can also be secured by condition.

6.5.2 In addition, conditions can also be applied to secure details for the removal of the existing oil tank; investigation of potential contamination from historic oil tanks; the proposed drainage scheme for managing surface water and rainwater run-off;

protection of the Bay tree within the garden of No.7

- 6.5.3 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.
- 6.5.4 At the time of writing this report, the applicant has been made aware of the need to secure the necessary contribution towards SDMP.

## **7. Summary**

- 7.1 In summary, a balanced view has been taken, and the clear benefits of the scheme have been found to outweigh the negatives. Although it will have an impact on neighbouring amenity, the proposal is not judged to cause significant harm with regards to the considerations discussed above. In addition, the size of the site is considered to be able to accommodate a subdivision of the amenity space needed for the two new dwellings, which would contribute to the city's housing need.

## **8. Conclusion**

- 8.1 In conclusion, the proposal is considered to be acceptable in accordance with the Council's policies and guidance.



**Local Government (Access to Information) Act 1985**  
**Documents used in the preparation of this report Background Papers**

1(a), (b), (c), (d), 2 (b), (d), 4(f), (g), (vv), 6(a), (b), 7(a)

**AC for 15/11/16 PROW Panel**

**PLANNING CONDITIONS**

**01. Full Permission Timing Condition**

The development 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).

**02. Materials to match (Performance)**

The materials and finishes to be used for the external walls, windows (including recesses), drainage goods and roof in the construction of the extension to the Barn and the dormer window to the annexe building hereby permitted shall match in all respects the type, size, colour, texture, form, composition, manufacture and finish of those on the existing building.

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 and satisfactory visual relationship of the new development to the existing.

**03. Parking (Pre-Occupation)**

The parking and access shall be provided in accordance with the plans hereby approved before the development first comes into occupation and thereafter retained as approved.

Reason: To prevent obstruction to traffic in neighbouring roads and in the interests of highway safety.

**04. Landscaping & means of enclosure detailed plan (Pre-Commencement)**

Notwithstanding the submitted details, before the commencement of any site works a detailed landscaping scheme and implementation timetable shall be submitted to and approved by the Local Planning Authority in writing, which includes:

- i. Means of enclosure, hard surfacing materials, car parking layouts, other vehicle and pedestrian access and circulations areas;
- 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. This shall include 2 trees of suitable species and size;
- iii. details of any proposed boundary treatment, including retaining walls.

The approved hard and soft landscaping scheme (including parking and boundary treatment) 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, with the exception of the boundary treatment which shall be retained for the lifetime of the development.

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.

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

#### **05. Surface / foul water drainage (Pre-Commencement)**

No development approved by this permission shall commence until a scheme for the disposal of foul water and surface water drainage have been submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details and be retained as approved.

Reason: To ensure satisfactory drainage provision for the area.

#### **06. Land Contamination investigation and remediation (Pre-Commencement & Occupation)**

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.

#### **07. Refuse & Recycling (Pre-Commencement)**

Prior to the commencement of development, details of storage for refuse and recycling, together with the access to it, shall be submitted to and approved in writing by the Local Planning Authority. The storage shall be provided in accordance with the agreed details before the development is first occupied and thereafter retained as approved. Unless otherwise agreed by the Local Planning Authority, except for collection days only, no refuse shall be stored to the front of the development hereby approved.

Reason: In the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties and in the interests of highway safety.

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](mailto:Waste.management@southampton.gov.uk) at least 8 weeks prior to occupation of the development to discuss requirements.

#### **08. Cycle storage facilities (Pre-Commencement)**

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.

#### **09. Hours of work for Demolition / Clearance / Construction (Performance)**

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 to 18:00 hours

Saturdays              09:00 to 13:00 hours

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.

#### **10. Bonfires (Performance)**

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.

### **11. 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.

### **12. 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.

### **13. Off-site Tree Protection (Performance)**

Upon commencement of excavation works on site for the extension to the Barn conversion hereby approved, the Local Authority must be notified. If tree roots above 25mm in diameter are found during excavation, then the Local Authority is to be consulted further to agree a working plan. Any roots of less than 25mm diameter found during excavation works can be cleanly cut with a saw.

Reason: To protect the amenity and privacy of the adjoining property.

### **14. Obscure Glazing (Performance)**

The rooflight window in the south-east elevation of the Barn conversion hereby approved shall be obscure glazed and shall be fixed shut up to a height of 1.7 metres from the internal floor level before the development is first occupied. The windows shall be thereafter retained in this manner.

Reason: To protect the amenity and privacy of the adjoining property.

### **15. Residential - Permitted Development Restriction (Performance)**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 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, and the installation of windows/fenestration,
- Class B (roof alteration),
- Class C (other alteration to the roof)

Reason: In order that the Local Planning Authority may exercise further control in this locality given the specific circumstances of the application site and in the interests of the comprehensive development and visual amenities of the area.

**16. Approved Plans (Performance)**

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.

**POLICY CONTEXT**

Core Strategy - (as amended 2015)

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS19	Car and Cycle parking
CS20	Sustainability
CS22	Biodiversity
CS25	The Delivery of Infrastructure and Developer Contributions

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

SDP1	Quality of Development
SDP5	Parking
SDP7	Context
SDP9	Scale, Massing & Appearance
SDP10	Safety and Security
SDP12	Landscaping
NE4	Protected Species
H1	Housing supply
H2	Previously developed land
H5	Conversion to Residential Use
H7	Residential environment

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)

Planning Obligations (Adopted - September 2013)

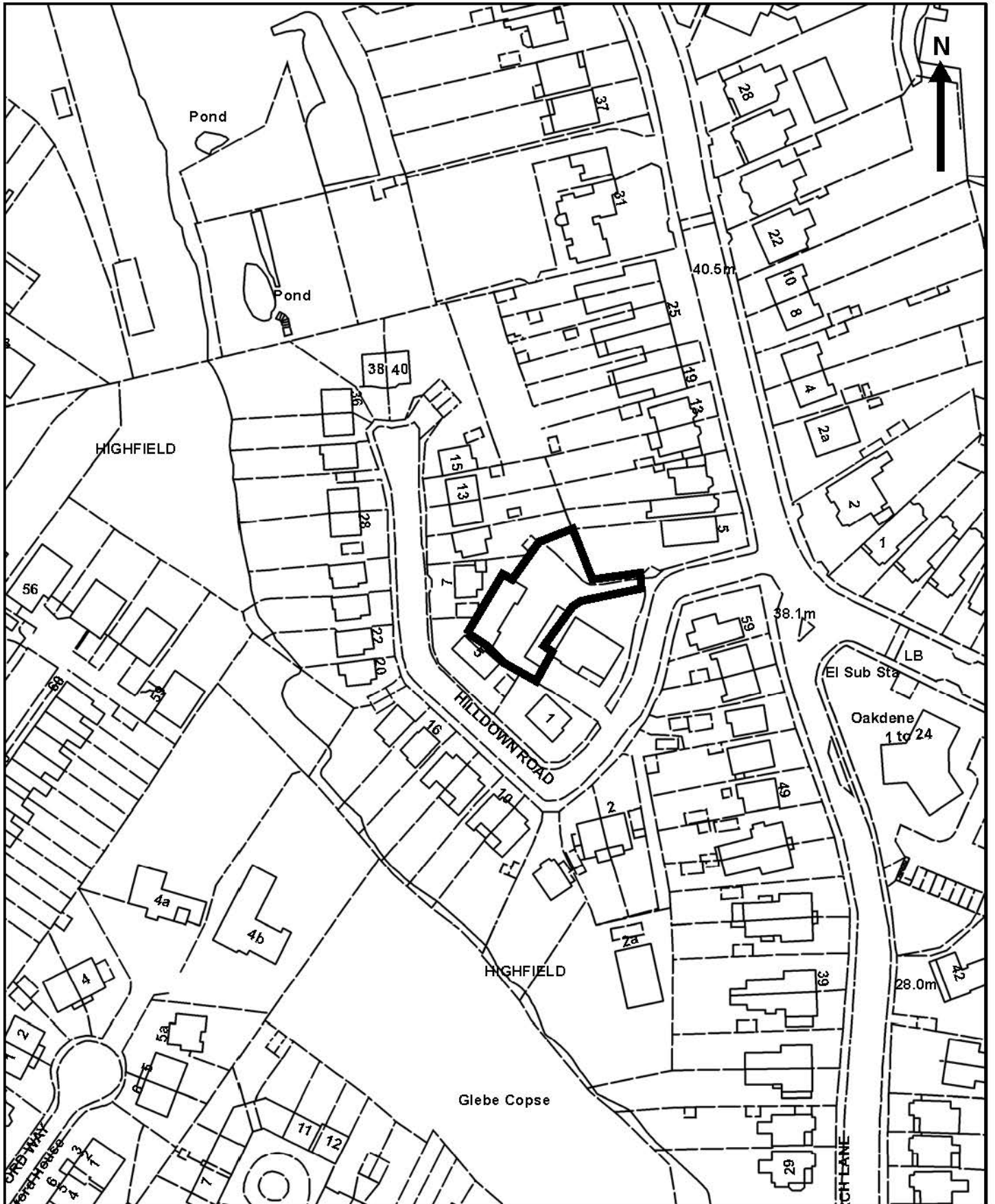
Parking Standards SPD (September 2011)

Other Relevant Guidance

The National Planning Policy Framework (2012)

The Southampton Community Infrastructure Levy Charging Schedule (September 2013)

# 16/01590/FUL



Scale: 1:1,250

©Crown copyright and database rights 2014 Ordnance Survey 100019679

