

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 15th November 2016
Planning Application Report of the Service Lead, Planning, Infrastructure and
Development Manager

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| Application address: 305 Wimpson Lane, Southampton | | | |
| Proposed development: Erection of a two storey building to contain 3 x 1-bed flats with associated parking and bin/cycle stores - description amended following validation to remove 1 flat | | | |
| Application number | 16/00568/FUL | Application type | FUL |
| Case officer | Anna Lee | Public speaking time | 5 minutes |
| Last date for determination: | 10/06/2016 | Ward | Redbridge |
| Reason for Panel Referral: | Request by Ward Member | Ward Councillors | Cllr McEwing Cllr Pope Cllr Whitbread |
| Referred to Panel by: | Cllr Pope | Reason: | Overdevelopment, lack of parking and loss of privacy |

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| Applicant: Ms Erica Williams | Agent: Kalotec Limited |
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| Recommendation Summary | Delegate to Service Lead, Planning Infrastructure 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 such as the impact on the character of the area, loss of trees and site history 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, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, H1, H2, H6 and H7 of the City of Southampton Local Plan Review (Amended 2015) and CS4, CS6, CS13, CS16, CS18, CS19, CS20 and CS22 of the Local Development Framework Core Strategy Development Plan Document (Amended 2015).

| Appendix attached | |
|--------------------------|-----------------------------------|
| 1 | Development Plan Policies |
| 2 | Site History inc. Appeal Decision |
| 3 | PINS Appeal Notice |
| 4 | Site Plan |

Recommendation in Full

1. Delegate to the Service Lead, Planning Infrastructure and Development Manager to grant planning permission subject to the planning conditions recommended at the end of this report and subject to the submission of the following;
 - i. Financial contributions towards Solent Disturbance Mitigation Project 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 Solent Disturbance Mitigation Project contributions are not received authority be delegated to the Service Lead, Planning Infrastructure and Development Manager to refuse the application for failing to mitigate its direct impacts upon the Special Protection Area of the Solent Waters.

1.0 The site and its context

- 1.1 The application site occupies an area of 0.04 ha and is currently the side garden area of 305 Wimpson Lane. There is a dense vegetation boundary along Crabwood Road and the Wimpson Lane frontage. To the rear of the site there are two garages with parking to the front. The far garage belongs to the existing unit at 305 Wimpson Lane, the garage and parking space to the front will remain for the use of the existing property.
- 1.2 The area is characterised by mainly semi-detached two storey properties along that side of Wimpson Lane and Crabwood Road. There is a four-storey flatted block opposite and a bungalow to the rear.

2.0 Proposal

- 2.1 The initial application proposed four one-bed units with four parking spaces. Officers raised concerns relating to the number of units, footprint and overall design. The scheme has been reduced in scale to provide three one-bed units within a single block that reads as a single detached unit. The proposal has been redesigned to pick up features from the existing properties; for instance a chimney and bay window, as well as a gable front, have been added.
- 2.2 The amended scheme now provides three parking spaces (1 space per flat) and the provision of cycle and refuse storage to the rear of the site. Access is also provided to the rear of the existing property on site. The materials proposed are brickwork and tile hanging similar to other properties within the vicinity.
- 2.3 Each unit has its own separate access with one on the elevations fronting Wimpson Lane and two fronting Crabwood Road. Flat 1 and 2 are one-bed units with a bathroom and lounge/kitchen, and flat 3 (to the rear) is a duplex unit with the lounge/kitchen at ground floor and the bedroom at first floor.

3.0 Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (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 All developments are expected to meet high sustainable construction standards in accordance with Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) came into force on 27th March 2012 and replaces the previous set of national planning policy guidance notes and statements. The Council has reviewed the Core Strategy to ensure that it is in compliance with the NPPF and are satisfied that the vast majority of policies accord with the aims of the NPPF and therefore retain their full material weight for decision making purposes, unless otherwise indicated.

4.0 Relevant Planning History

- 4.1 The existing semi-detached pair on site were approved in 1977 under planning permission 1523/W5. The most relevant site history following that is for the redevelopment of a wider site (301-305 Wimpon Lane) that was approved at Panel on 24th June 2008. The application (08/00447/FUL) sought the demolition of the existing houses and erection of a part two-storey and part three-storey building to provide 24 flats (14 x one bedroom and 10 x two bedroom - resubmission). The rest of the planning history is set out in **Appendix 2**. An earlier appeal decision (which predates the approved scheme for 24 flats) is appended at **Appendix 3**.

5.0 Consultation Responses and Notification Representations

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners and erecting a site notice (22.04.2016). At the time of writing the report **4** representations have been received from surrounding residents and one Panel request from Ward Councillor Pope. The following is a summary of the points raised:

5.2 Loss of amenity to neighbouring occupiers including privacy, outlook and light

Response

The proposal does result in windows fronting Crabwood Road but the distance between the proposal and the nearest property at 307 Crabwood Road, across a public road, is approximately 16 metres. There are no habitable windows in the side elevation of 307 Wimpon Lane. It is noted that the occupiers will have views into the rear garden area but the separation is sufficient. Furthermore, a larger development with windows in a similar location was approved by the Council in 2008 and was also found to be compliant with the adopted Residential Design Guide (2006).

5.3 **Loss of on-road parking/lack of parking for the development**

Response

Three parking spaces are provided for the development, which is sufficient for one-bed units and in compliance with the maximum parking standards. The Highway Officer is satisfied that the access and parking arrangements would not cause any adverse impact on road safety. A parking survey has also been provided to demonstrate that (on the survey dates of 12th September 8pm-10pm and 16th September 5am-7am) there was on street parking capacity of between 34 and 37% in the local area, equating to some 50 available spaces.

5.4 **Loss of a mature tree**

Response

The proposal will result in a loss of an unprotected mature tree within the street scene but no objection has been raised by the Council's Tree Team. The tree could be felled without the need for Council approval. Furthermore five additional trees are proposed as part of the application. The provision of these trees will be secured via a condition.

5.5 **Impact on the existing occupiers of 305 in terms of outlook from windows on the side elevation**

Response

The side window of 305 serves a dining room but the room also benefits from a further window to the front allowing good levels of light and outlook. The windows at first floor serve a bathroom and toilet, therefore the occupier's outlook and light is not detrimentally harmed by the siting of a new building alongside.

Consultation Responses

5.6 **SCC Highways – No objection raised**

The proposed development is acceptable in principle. There is a new parking area proposed with 3 parking spaces, which is acceptable in terms of the level and design. They are set back slightly from the footway creating a safety buffer zone which allows for both drivers and pedestrians to see vehicular movements before they conflict. I can confirm that the parking survey is considered acceptable and the results indicate that there is sufficient capacity to accommodate any potential parking overspill in the local roads.

5.7 **SCC Sustainability Team – No objection raised**

Conditions are recommended in order to ensure compliance with Policy CS20 which relate to energy and water restrictions.

5.8 **SCC Tree Team – No objection raised**

The tree team raises no objection to the proposed development provided that conditions are secured to request an Arboricultural Method Statement and landscaping plan to be approved prior to development.

5.9 **SCC Environmental Health (Contaminated Land) – No objection subject to conditions.**

5.10 **Southern Water – No objection raised**

No objection subject to an informative requiring connection to the public sewerage system.

6.0 Planning Consideration Key Issues

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

- Principle of development;
- Design and amenity;
- Parking and Highway safety;
- Loss of trees and shrubs; and
- Development Mitigation

6.2 Principle of Development

6.2.1 The LDF Core Strategy identifies the Council's current housing need and this scheme would assist the Council in meeting its targets. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the City between 2006 and 2026. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable housing development, and the use of previously developed land. The redevelopment of this site for residential use is acceptable in principle (as previously agreed by the Planning Inspectorate and the Council – see previous approvals at **Appendix 2**) and accords with the policies within the development and central government's guidance (through the NPPF) to promote sustainable and efficient use of land for housing development providing the character of an area is not compromised.

6.2.2 The development does result in the development of garden land but the resultant plot sizes are comparable to those which already exist within the area. The level of development of 75 dwellings per hectare (dph) is higher than the guide of 35-50 dph for the site having regard to criteria 1 of policy CS5 of the Core Strategy. However, when assessing this density against the history of the site, and more importantly the proximity to transport links, the proposal is acceptable. Policy CS5 indicates that the development density should have regard to the character and appearance of the existing neighbourhood and this proposal achieves this by providing a detached building containing 3 flats each with garden and parking provision.

6.3 Design and amenity

6.3.1 The design of the building has been altered since validation and now picks up on the local vernacular provided by the existing properties in the area. The area itself is not uniform in design as there are properties of varying design and height. The materials proposed mimic the existing dwelling on site but with a modern finish. The proposal will result in an impact on the street scene but the principle of redevelopment has already been approved.

6.3.2 The proposal results in the subdivision of the plot and the introduction of a unit close to the road altering the building line along Crabwood Road. In terms of the erosion of space between the proposed side elevation and the corner of Crabwood Road and Wimpson Lane the dominating hedge already removes the sense of space. 307 Wimpson Lane already brings development closer to this junction and the scheme is, therefore, character compliant. A detached building is also appropriate given the pattern of development within the locality where detached buildings pepperpot an otherwise semi-detached street pattern. A scheme for 24 units was approved on the site (and the adjacent 303 and 301 Wimpson Lane), which followed a similar line.

6.3.3 The proposal provides sufficient amenity space for the existing unit on site as a 14m garden depth is still maintained. In terms of amenity space for the proposed units, the scheme provides an area of approximately 30 sq.m to the rear for the 3 flats; whilst this is approximately half that recommended in the RDG guidance (of 20 sq.m per flat) the area provided is usable and not shaded. Furthermore, there is an area to the front of the site, which has not been included within this calculation. Although it is not private it does allow an area for sitting out and provides a private area for flat 1. Finally, the Panel will note that the development is for single bedroom flats, unlikely to be suited to families, and is only a short walk (600m) to Mansel Park.

6.3.4 In terms of the impact on the existing property on site the proposal is less deep in terms of its footprint, so there will be no loss of light to the rear of the property. The windows on the side elevation are a secondary window on the ground floor and bathroom/toilet windows at first floor. Therefore, the proximity of the building to these windows would not adversely affect the existing occupiers. With respect to the occupiers of 307 Wimpson Lane, the proposal does introduce habitable windows on the side elevation at first floor that have views onto Crabwood Road. The windows of flat 2 would have views onto the side elevation of 307 Wimpson Lane and the windows serving the bedroom and lounge/kitchen of flat 3 would have views facing the garden area of 307 Wimpson Lane. However, due to the distance to the neighbouring boundary of 12 metres and the boundary treatment no detrimental overlooking will occur. The 2008 approved scheme for 24 flats (albeit lapsed) approved a similar relationship with additional windows and there has been no material change to the neighbouring properties such that a different verdict should be reached for this proposal. It was concluded by both the Planning Panel and the Planning Inspector that the redevelopment of site in that manner would be acceptable. Therefore, the proposal for a lesser scheme does not warrant a reason for refusal on residential amenity grounds in terms of amenity space, outlook, loss of light and/or privacy.

6.4 Parking and Highway Safety

6.4.1 The application site is within an area that is easily served by public transport. The level of parking provision proposed needs to be assessed against the parking standards set out in the adopted Local Plan and Parking Standards SPD, which are maximums. Therefore, careful consideration needs to be made of the implications of the proposed number of parking spaces. The scheme proposes one space per unit, which accords with the Councils standards. There is no national or local policy requirement for the developer to design in visitor parking.

6.4.2 The level of parking provision and access arrangement will not detrimentally prejudice highway safety. A parking survey has been provided which was carried out outside of School / Public holidays. The first of the surveys was carried out on a Monday evening between the hours of 8 and 10pm. The second survey was carried out on a Friday morning between the hours of 5 and 7am. The provision of 47 available parking spaces were found during the evening survey within the area, and 52 available space were found during the early morning survey. The results of the survey indicate that there is sufficient capacity to accommodate any potential parking overspill in the local roads. Therefore on this basis the proposal is considered to address the concerns relating to parking and highway safety.

6.4.3 It should also be noted that the previous Inspector commented on this issue (albeit in 2008) as follows:

'I am aware that, among other matters raised, local residents are concerned that the proposed flats would increase parking pressures on the locality. I note that double yellow lines operate on Wimpson Lane in the vicinity and also apply at the junction with Crabwood Road. On-street parking further along the latter is not precluded. At the time of my visit, there was little evidence of parking on this road but I have no reason to doubt that more intensive parking may occur at other times. The proposed flats have been designed as a car-free scheme with the agreement of the Council as planning and highway authority as a means of encouraging less reliance on private car usage in favour of other modes, including walking, cycling, and public transport. In these circumstances, I do not find the lack of parking provision in the scheme would be grounds for refusing permission'.

6.5 Loss of trees and shrubs

6.5.1 The proposal does result in the loss of a mature tree that fronts Wimpson Lane and the removal of the hedging around the front of the site. However, neither of these landscape features are protected and nor has an objection been raised by the Council's Tree Officer. The character of the area will be altered by the loss of the vegetation but it could be removed without permission. Therefore, subject to the planting of five additional trees of a size and species to be agreed and a landscaping condition (that also secures an attractive means of enclosure to Crabwood Road such as a wall rather than a timber fence) the proposal is considered to be acceptable.

6.6 Development Mitigation

6.6.1 As with all new development the application needs to address and mitigate the additional pressure on the environmental, social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013). The area of contribution for this development, in order to mitigate against its wider impact, is only towards the Solent Disturbance Mitigation Project as the net addition of 3 flats does not trigger a further s.106 legal agreement. The application is delegated for approval subject to the payment of this contribution

6.6.2 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 in this case and £528 is required for this level of development. The money collected from this project will be used to fund measures designed to reduce the impacts of recreational activity. Following receipt of this payment this application has complied with the requirements of the

SDMP and meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

7.0 Summary

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

7.2 A suitable balance has been achieved between securing additional housing, parking, on-site amenity space and landscaping, whilst ensuring that existing residential amenity is protected. The development will not lead to harmful levels of traffic, congestion or overspill parking within Crabwood Road having regard to the Council's maximum car parking standards. Furthermore significant weight is given to the merits of housing delivery on this site.

8.0 Conclusion

8.1 It is recommended that planning permission be granted subject to 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), (d), 4(f), (g), (vv), 6(a), (b), 7(a)

ARL for 15/11/2016 PROW Panel

PLANNING CONDITIONS to include:

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. Details of building materials to be used (Pre-Commencement Condition)

Notwithstanding the information shown on the approved drawings and application form, with the exception of site clearance, demolition and preparation works, no development works shall be carried out until a written schedule of external materials and finishes, including samples and sample panels where necessary, has been submitted to and approved in writing by the Local Planning Authority. These shall include full details of the manufacturer's composition, types and colours of the external materials to be used for external walls, windows, doors, rainwater goods, 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. Development shall be implemented only in accordance with the agreed details.

Reason:

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

03. Landscaping & means of enclosure detailed plan

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. hard surfacing materials;
- 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 5 trees of suitable species and size in the locations shown on the approved plans - to be agreed;
- iii. details of any proposed boundary treatment (including a brick wall to Crabwood Road and around the parking area rather than timber fencing to replace the existing hedge) and;
- iv. a landscape management scheme.

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

04. Refuse & Recycling

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.

05. Cycle parking

Before the development hereby approved first comes into occupation, the storage for bicycles shall be provided and made available for use in accordance with the plans hereby approved. The storage shall thereafter be retained as approved.

Reason:

To encourage cycling as an alternative form of transport.

06. Land Contamination investigation and remediation

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 scene 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. Use of uncontaminated soils and fill (Performance)

Only 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.

8. 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.

9. 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).

10. 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).

11. Hours of work for Demolition / Clearance / Construction

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.

12. Construction Management Plan

Before any development or demolition works are commenced details shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Plan for the development. The Construction Management Plan shall include details of:

- (a) parking of vehicles of site personnel, operatives and visitors;
- (b) loading and unloading of plant and materials;
- (c) storage of plant and materials, including cement mixing and washings, used in constructing the development;
- (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary;
- (e) measures to be used for the suppression of dust and dirt throughout the course of construction;
- (f) details of construction vehicles wheel cleaning; and,
- (g) details of how noise emanating from the site during construction will be mitigated. The approved Construction Management Plan shall be adhered to throughout the development process unless agreed otherwise in writing by the local planning authority.

Reason:

In the interest of health and safety, protecting the amenity of local land uses, neighbouring residents, the character of the area and highway safety.

13. Parking

The development shall be served by 3 parking spaces that shall have been laid out in accordance with the approved plans prior to the first occupation of the development hereby approved. The parking shall be retained as approved for the parking of resident's vehicles and shall be allocated on a 1 space per flat basis.

Reason:

To ensure appropriate parking provision is made to serve the development in the interests of highway safety and the amenity of residents.

14. No storage under tree canopy (Performance)

No storage of goods including building materials, machinery and soil, shall take place within the root protection areas of the trees to be retained on the site. There will be no change in soil levels or routing of services through root protection zones. There will be no fires on site within any distance that may affect retained trees. There will be no discharge of chemical substances including petrol, diesel and cement mixings within or near the root protection areas.

Reason:

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

15. Replacement trees (Pre-commencement)

Any trees to be felled pursuant to this decision notice will be replaced with species of trees to be agreed in writing with the Local Planning Authority prior to the commencement of development at a minimum ratio of two replacement trees for every single tree removed. The trees will be planted within the site or at a place agreed in writing with the Local Planning Authority. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting. The replacement planting shall be carried out within the next planting season (between November and March) following the completion of construction. If the trees, within a period of 5 years from the date of planting die, fail to establish, are removed or become damaged or diseased, they will be replaced by the site owner / site developer or person responsible for the upkeep of the land in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason:

To improve the appearance of the site and enhance the character of the development in the interests of visual amenity, to ensure that the development makes a positive contribution to the local environment and, in accordance with the duty required of the Local Planning Authority by Section 197 of the Town and Country Planning Act 1990

16. 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.