

Planning and Rights of Way Panel 10th January 2017
Planning Application Report of the Service Lead, Planning, Infrastructure and Development

Application address: Former Oasis Annexe Mayfield, Porchester Road, Southampton			
Proposed development: Redevelopment of the site. Demolition of existing building and construction of 15 x two-storey houses (10 x three bed and 5 x four bed), a part two-story part three-storey block of 35 apartments (9 x one bed and 26 x two bed) with associated parking and formation of public open space.			
Application number	16/01605/FUL	Application type	FULL
Case officer	Anna Lee	Public speaking time	15 minutes
Last date for determination:	Major - 28.02.2017 (Extension of Time Agreement)	Ward	Woolston
Reason for Panel Referral:	Five or more letters of objection have been received	Ward Councillors	Cllr Blatchford Cllr Hammond Cllr Payne

Applicant: Radian	Agent: HGP Architects
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Recommendation Summary	Delegate to Service Lead, Planning, Infrastructure and Development 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, highway safety, impact on neighbouring amenity, design and character have been considered and are not judged to have sufficient weight to justify a refusal of the application for the reasons given in the report to the Planning and Rights of Way Panel on 10th January 2017, 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, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP15, SDP16, SDP17, SDP22, HE6, H1, H2, H3, and H7 of the City of Southampton Local Plan Review (March 2015) and as supported by the adopted Residential Design Guide SPD (2006) and policies - CS4, CS5, CS6, CS11, CS13, CS15, CS16, CS18, CS19, CS20, CS22 and CS25 of the Local Development Framework Core Strategy Development Plan Document (March 2015)

Appendix attached			
1	Development Plan Policies	3	Plans for 14/00101/R3OL
2	Plans for 14/00101/R3OL	4	Site Plan

Recommendation in Full

1. Delegate to the Service Lead, Planning, Infrastructure and Development to grant planning permission, subject to the planning conditions recommended at the end of this report and to the completion of a S.106 Legal Agreement to secure:
 - i. Financial contributions and/or s.278 works towards site-specific transport contributions for highway improvements in the vicinity of the site (including local footpaths) with any associated Traffic Regulation Orders, in line with Policy SDP4 of the City of Southampton Local Plan Review (as amended 2015), Policies CS18 and CS25 of the adopted LDF Core Strategy (as amended 2015), and with the adopted SPD relating to Planning Obligations (September 2013);
 - ii. Submission of a highway condition survey to ensure that any damage to the adjacent highway network attributable to the construction process is repaired by the developer.
 - iii. Provision of affordable housing, in accordance with Policies CS15, CS16 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015), and with the adopted SPD relating to Planning Obligations (September 2013).
 - iv. Financial contributions towards an employment and skills delivery of agreed actions by the Council identified within the Employment & Skills Plan and the submission of an employment and skills plan in accordance with Policies CS24 & CS25 of the Local Development Framework Core Strategy Development Plan Document - Adopted Version (as amended 2015) and the adopted SPD relating to Planning Obligations (September 2013).
 - v. The submission, approval and implementation of a Carbon Management Plan setting out how the carbon neutrality will be achieved and/or how remaining carbon emissions from the development will be mitigated in accordance with policy CS20 of the Core Strategy and the Planning Obligations SPD (September 2013).
 - vi. 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.
 - vii. Financial contributions to tree replacement off-site and the submission of a tree replacement plan.

In the event that the legal agreement is not completed within three months of the decision of the Planning and Rights of Way Panel, the Service Lead, Planning, Infrastructure and Development be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

2. That the Service Lead, Planning, Infrastructure and Development be given delegated powers to add, vary and /or delete relevant parts of the Section 106 agreement and/or conditions as necessary. In the event that the scheme's viability is tested prior to planning permission being issued and, following an independent assessment of the figures, it is no longer viable to provide the full package of measures set out above, then a report will be bought back to the Planning and Rights of Way Panel for further consideration of the planning application.

1.0 The site and its context

- 1.1 The site lies on the corner of Porchester Road, Station Road and Portsmouth Road and has historically been occupied by a school for the last 80 years (both primary and, lately, secondary). The site is no longer in use as a school, but has recently been used by the Council as a storage area for building materials (LPA ref: 13/01915/FUL). The site lies within a predominately residential area, though with some commercial units on Station Road.
- 1.2 The existing buildings on site are imposing and are in a perimeter block formation, which is three storey along Porchester Road. On the main frontage (Station Road and Portsmouth Road) the height increases by half a metre to 6.5m to eaves height. However, one building adjacent is 9m to eaves and the corner block on Porchester Road is 12m high. Access to the site is via Porchester Road, where the internal part of the site is currently laid out for parking and a school playground.
- 1.3 There are a number of trees within the site and a group of mixed deciduous trees form a Tree Preservation Order (TPO) within the south-western corner of the site. A single TPO has been placed on a large London Plane fronting Porchester Road. The desire to successfully retain these protected trees has rightly constrained and informed the proposed redevelopment of the site.

2.0 Proposal

- 2.1 This application is a full application similar to the approved outline application granted in 2015. The outline scheme sought the provision of 40 residential units comprising of 17 no. 1-bed units with one parking space each,, 10 no. 2-bed units with one car parking space each, 10 no. 3-bed units with two car parking spaces each and three no. 4-bed units with either one parking space and a garage or two parking spaces.
- 2.2 This application seeks to provide 50 units with, once again, a mix of flats and houses, comprising 10 no 3-bed houses, 5 no 4-bed houses, 9 no 1-bed flats and 26 no 2-bed flats. Each of the 4-bed houses has one garage and one parking space. Three of the 3-bed houses have two parking spaces (a garage and parking space or two spaces) and two of the 3-bed houses have one space in front of the property. There are 44 parking spaces plus 4 visitor parking spaces for the other 40 units, of which all but five (which are three bed houses) are one or two bed flats. The outline scheme provided 53 parking spaces while this current proposal provides 66 spaces.
- 2.3 The layout of the scheme is similar to the outline albeit an additional 10 units are proposed, and there is a change to the mix of units. The overall site density is 65 dwellings per hectare (dph) in an area where guidance suggests 50 to 100 dph is appropriate in principle. The approved outline scheme sought a density of 53 dph.
- 2.4 The majority of the proposed development is designed within a perimeter block with dwelling houses fronting Porchester Road and some dwelling houses located internally within the central area. The flatted units front Portsmouth Road, Station Road and Porchester Road. Pedestrian access through the site is provided via two footpaths from Porchester Road to the south west corner of the site and from Porchester Road straight down to the south of the site. The dwelling houses are two storey in height and the flatted development is split into blocks from A - D (A is along Portsmouth Road, B lies on Station Road, C is located on the corner and D is sited within Porchester Road). All the blocks bar block D (which is two-storey) are three-storey in height.

2.5 Vehicular access to the site is via Porchester Road, but the access has been designed to reduce the impact on the TPO'd Plane tree. The properties fronting Porchester Road have driveways accessed from the road, but the rest of the units' parking and vehicular access is via the access way, as two central parking areas are provided within the site. These are located behind the retained trees along Portsmouth Road (25 spaces), and within an "entrance square", which lies adjacent to public open space to the rear of the properties facing onto Station road and Porchester Road (23 spaces, including 4 for visitors). Both parking areas are clearly open to surveillance.

2.6 The application site lies within an area which has good public transport links and the scheme put forward provides a mix of unit sizes ideal for this accessible location.

3.0 Relevant Planning Policy

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

3.2 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

4.0 Relevant Planning History

4.1 **00/00402/FUL** **Conditionally Approved**
20.06.2000
Construction of new school buildings

4.2 **13/01915/FUL** **Conditionally Approved**
05.02.2014
Change of use of the building from a Training Centre to storage of builders' materials (Class B8)

4.3 **14/00101/R3OL** **Conditionally Approved**
14.07.2015
Redevelopment of the site, demolition of the existing buildings and erection of two, two and half and three-storey buildings to provide 40 dwellings (17 x one-bedroom, 10 x two-bedroom, 10 x three-bedroom and 3 x four-bedroom) with associated parking and vehicular access from Porchester Road (Outline application seeking approval for access, layout and scale).

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, erecting a site notice (11.10.2016) and by placing an advert in the paper (21.10.2016). At the time of writing the report, **26 objections** from surrounding residents (plus two objections from ward councillors) have been

received. The following is a summary of the points raised:

5.2 Concern regarding access, parking and transport problems that would arise from the increase in dwellings. In particular, with respect to lack of parking and overspill onto Porchester Road.

Response

The Council's Highways Development Management team have considered the concerns raised by residents and do not consider the proposed development to be detrimental to highway safety. Parking has been proposed to provide at least one for one (with 2 spaces for many of the larger units) and in this accessible location this is acceptable. The scheme complies with the Council's parking standards for this location, so there is no justifiable reason for refusal on these grounds.

5.3 Impact on highway and congestion

Response

No objection has been raised on highway safety grounds. All residential development has an impact on the highway network, and so a highway safety improvement package is being sought as part of the S106 legal agreement to help mitigate any potential highway safety issues.

5.4 There is concern over the scale/ height of the buildings in relation to neighbouring properties and loss of light

Response

The proposed height of the dwelling houses along Porchester Road is 4.7m to eaves and 8.7m to ridge. With respect to the flats, the highest part of the building is 13.6m at ridge height but, on average, the ridge height is 11.7m, due to the proposed articulation of the blocks. The existing buildings on site range in height from 6m (eaves) through to 12m at the junction of Station Road and Porchester Road. The existing neighbouring houses have a higher eaves and are approximately 9m in height, so they are taller than the proposed dwelling houses. The proposed dwelling adjacent to 118 Porchester Road, and in the North-West corner of the site complies with the 45 degree rule. The redevelopment of the site results in a betterment to the existing situation where there are two-storey buildings close to the shared boundary with this property.

5.5 Loss of the school

Response

The loss of the school was assessed, and accepted, during the previous outline application and therefore the principle of the redevelopment for housing has been accepted. The Council's education department stated that the school was no longer needed and that future school growth can be accommodated using existing (and planned) capacity, despite the increase in population in Woolston following the implementation of the CQ development.

5.6 Overdevelopment

Response

The scheme provides a density of 65 dph and therefore the proposal is in line with policy, as 50 – 100 dph is accepted in principle within this location.

5.7 Concern over noise

Response

All residential properties have the potential to generate noise. However, the Council's Environmental Health team has not objected on these grounds and the delivery of housing should not be held up due to concerns that some

residents may be unneighbourly. The planning system should plan for reasonable behaviour. Planning conditions can be used to minimise disturbance during the construction phase.

Consultation Responses

5.8 SCC Highways – No objection

5.8.1 No objection is raised to this proposal subject to conditions relating to cycle storage, refuse storage, details of the construction of the roads and footpaths and parking courts. The parking areas shall be completed, marked out and made available for use prior to occupation of the development and the extent of adoption of the highway to be agreed. The footway surrounding the site shall be a minimum of 2m wide and shall be subject to reconstruction under a Section 278 agreement where vehicle dropped crossings are to be installed. The design of the proposed access onto Porchester Road and its associated sight lines are to be agreed prior to commencement of development.

5.8.2 Therefore, the proposed development is acceptable in principle, subject to securing the matters above and the refuse management details for the site, in terms of a waste management plan. Conditions securing the construction of the Eurobins storage and restricting refuse bins being left out only on collection day only are requested. A communal refuse area has been provided which will aid refuse collection and a waste management plan will secure its provision. The provision of refuse storage should include a glass recycling pod for the whole site, a condition is suggested to secure this.

5.8.3 Double yellow lines should be provided to aid highway safety by restricting parking along the Porchester Road frontage, in order to safeguard the passing area around the pinch point and also along the highway in front of Block C, so that refuse vehicles can access the bin store. There should also be a dropped kerb to safely transfer the Eurobins on and off the carriageway.

5.9 SCC Housing – No objection

As the scheme comprises 50 dwellings in total, the affordable housing requirement from the proposed development is 35%. The affordable housing for this level of development is therefore 18 dwellings. The S106 agreement will ensure that the affordable dwellings are provided.

5.10 SCC Trees – No objection

5.10.1 Several trees on the site are protected by The Southampton (Former Oasis Annexe Mayfield) Tree Preservation Order 2014 and, as such, they are considered to be a material consideration to this application. The information that has been submitted to support this application is lacking in arboricultural detail, and therefore further information will be required via conditions. Conditions should be secured to provide details that show the trees to be retained, provide an arboricultural method statement and an arboricultural impact assessment. A condition is proposed to ensure both protection of trees and their roots during construction. Further to these, a detailed landscaping plan and information with regard to subsequent maintenance and replacement, as necessary will be required to be submitted.

5.10.2 The landscaping plan shows the location of replacement trees, but the planting density does not meet the requirement of a two for one replacement. The landscaping plan shows that a total of 17 trees will be removed and a total of 23 will be planted, therefore there will be a requirement for an additional 10 trees. There is limited space available on site and further planting within the developable area would have a detrimental impact to the development of the

plotted trees. On this basis, the replacement ten trees required will be located elsewhere within the city, this provision is to be secured via the S106 agreement.

5.11 SCC Flooding Team – No objection

5.11.1 Subject to a condition requiring a drainage system. The proposed drainage strategy for the redevelopment proposals for this site is reliant solely on a positive drainage system which does not include any form of SuDS. This proposed drainage strategy is not acceptable and therefore a condition is required to secure a better drainage scheme.

5.11.2 Further information on the surface details of car parks and other open areas should be submitted and approved by the flooding team, to demonstrate that the increase in surface water run-off is limited, if not reduced from the present levels, by the use of permeable materials.

5.12 SCC Sustainability Team – No objection Subject to the imposition of conditions securing energy and water restriction.

5.13 SCC Environmental Health (Pollution & Safety) – No objection subject to conditions securing, a construction environment management plan, no bonfires (not secured as can be dealt with under separate legislation) demolition suppression and working hours.

5.14 SCC Historic Environment – No objection.

5.14.1 The site lies within Area 16 of the Local Areas of Archaeological Potential (Rest of Southampton). An archaeological watching brief was undertaken in 2001 on the construction of the new extension (due to be demolished under these proposals). Evidence from the watching brief suggests the presence of minor roman occupation, and the possibility that the site was part of the infield system of a small High Medieval settlement. This settlement may have only lasted a few years, and may have been deserted as a result of the Black Death in the 14th century.

5.14.2 If planning permission is granted an archaeological evaluation should be commissioned for the site as secured by conditions. Part of the site comprises the original Infant school building. The building, while not Listed or Locally Listed, is an important part of the street scene and makes a valuable contribution to the character of the street and the local area. It would be preferable if the façade of this locally valued building at least could be retained. In the event that consent is granted to demolish the building, it should be recorded to an appropriate standard, to be secured by the condition suggested. Officer Response – Whilst officers agree with these sentiments the buildings are not listed and there is no control to prevent the loss of these buildings. Furthermore, the loss of the buildings façade was accepted at the outline stage

5.15 SCC Design – No objection

Request a condition to secure a stronger/biodiverse approach to the whole landscaping of the site to provide soft planting to reduce the appearance of hard landscaping.

5.16 SCC Environmental Health (Contaminated Land): No objection

No objection subject to conditions to secure a contaminated land assessment and any required remediation measures.

5.17 Southern Water – No objection subject to an informative requiring connection

to the public sewerage system.

5.18 **City of Southampton Society – Objection**

- 5.18.1 This application should be rejected on the grounds of overdevelopment. A revised application would provide for fewer properties and take into consideration the area's already congested roads. To encourage the use of public transport, there is the opportunity to provide a bus lay-by at /near the current bus stop in Portsmouth Road and adjacent to the New Footpath as illustrated in the plans.

Officer Comment - The proposal complies with policy in terms of density for the area and no highway objection has been raised. A S106 legal agreement is required and will seek a package of highway measures, which would include means of encouraging use of public transport.

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;
- Highway Safety and Parking;
- Landscaping and tree protection;
- Development Mitigation

6.2 Principle of Development

The principle of development is acceptable as the site has not been a school for some time, and the redevelopment for housing has been previously accepted under the recent outline planning permission. Therefore, the proposal complies with policy CS11 of core strategy.

- 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. The city has a housing need. As detailed in Policy CS4 an additional 16,300 homes need to be provided within the city between 2006 and 2026 for the city to address its own requirements. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable housing development, the use of previously developed land and therefore the principle of the proposal is generally supported, if it is agreed that it meets design and environmental policies.
- 6.2.2 Policy CS5 seeks to ensure that development within medium accessibility areas have a density of between 50 and 100 dph. Therefore, the proposed density of 65dph is acceptable. The development would create additional housing stock for Southampton (with affordable units) as well as bringing the vacant site back into use whilst providing a mixed housing offer. Trees are proposed along the frontage as well as the retention of the large plane tree thereby maintaining and enhancing part of the road's existing character. The requirement for additional tree planting cannot be met under the present layout, and planting elsewhere in the City would be necessary (and secured through the s.106 legal agreement).
- 6.2.3 The proposal provides a range of accommodation types and would therefore contribute to the creation of a mixed and balanced community. The proposal is therefore considered to accord with the provisions of policy CS16 of the Core Strategy as the proposal provides family housing. In addition, the principle of making more efficient use of previously developed land to provide residential

development is acceptable. Furthermore, the proposal provides 18 affordable units. These 18 units with the addition of four extra units will be for affordable rent and shared ownership. The remaining 28 units will be constructed for private sale and market rent. This number meets policy requirements, but would need to be secured and enforced through a legal agreement.

6.2.4 The surrounding area is, with the exception of the existing buildings on site, predominantly residential and characterised by two storey dwelling houses. The most appropriate use of this previously developed site is considered to be residential housing, of a similar scale and type as that within the immediate area as supported by the approval of the previous outline application.

6.2.5 This objective is met, as the new units close to existing houses would be two-storey, with the three-storey units being focussed on the eastern part of the site, where the additional height would contribute positively to the street scene.

6.3 Design and amenity

The proposed development would make efficient use of previously developed land whilst retaining its spacious and verdant character. This is achieved largely through the plot sizes proposed, the separation of the proposed buildings from the site boundaries and the retention of the mature screening to the southern west boundary of the site. The provision of car parking spaces in front of some of the dwellings and for the rest of the units within two central areas ensures the development would not appear to be dominated by hard standing when viewed from public vantage points. The splitting up of car parking areas reduces the appearance of hardstanding and enables more landscaping strips to soften the scheme. The perimeter block form of development is welcomed as it provides frontages to both Station road, Porchester Road and Portsmouth Road. The materials chosen for the development are red brick with grey tiles to match materials found in the surrounding area.

6.3.1 The flatted block fronting Station Road which turns the corner into Porchester Road, addresses the corner and would be three storey in height and then reduces down to a two storey height. The three storey height continues along Station Road to the end of the block on Portsmouth Road. The height increase is considered to be appropriate given the separation distance of buildings from boundaries, the distance from neighbouring properties and given the height of the existing buildings on site which establish height on this junction and Station Road as a whole. The highest part would be 1.6m taller than the existing building form along Porchester Road and Station Road. However, this height is only provided on a few elements, due to the articulation of the development on Station Road and part of Porchester Road. The development is broken up into two distinct parts; one block of flats fronting Station Road and Portsmouth Road, and two rows of houses. The houses are linked attached or semi-detached fronting Porchester Road and are terraced or semi-detached with one detached dwelling internally within the site. In design terms, the development is acceptable, as it provides a form of development that would be in keeping with the area in terms of height, bulk and materials chosen.

6.3.2 In terms of amenity, all the units proposed meet the privacy distance set out in the Council's adopted Residential Design Guide (RDG) between adjacent properties in terms of the relationship between the side elevation and rear elevation at Portsmouth Road. The distance between the side elevation of 113 Portsmouth Road and the nearest property is 12.5m, which complies with the required standards for gable to gable relationships. There is no adopted privacy distance

for front – front relationships, as seen on Porchester Road and Station Road, as privacy is already compromised by the roads. There are no windows on the side of 118 Porchester Road and the 45 degree rule is met with respect to the rear windows of the existing property. With regard to the privacy between the units within the site, the privacy distance between the two rows of houses is 21m at the shortest distance so therefore complying with RDG guidance. The distance between the internal dwellings and Porchester Road is approximately 33 metres and therefore the proposal complies with the RDG guidance of 21m.

6.3.3 Officers raised concern that inter-looking could occur within the scheme between the flat units on Station Road and Porchester Road on the corner, but the scheme has been altered to provide oriel windows to prevent direct overlooking. The rest of the units meet the privacy distances. The distance between the flats on the Portsmouth Road and the end house of the central row is 13.6m, but there are no front to front privacy distances set out in the guidance. Overall, the scheme provides a development that would not detrimentally harm neighbouring properties in terms of outlook, privacy and loss of light.

6.3.4 The central area within the perimeter block will be utilised for both parking and amenity space for the flats. The area provided would be private and usable, and landscaped areas would separate the parking from the amenity space. In terms of residential amenities for potential occupiers of the dwelling units, an appropriate provision of useable garden space has been set out for each dwelling unit. The area of private amenity space for the houses complies with the guidance set out in the RDG. The central amenity space is 205 sq.m and therefore provides 6 sq.m of amenity space per unit. This calculation does not include the areas provided to the rear of units, which provide defensible space, nor does it include the areas of open space along the south and south-west boundary. It is noted that the privacy is short of the required 20sq.m, but as each unit has access to this large very usable area and as many of the flats are one bed, it is accepted in this case. Each dwelling house accommodates storage of its own refuse and cycles. In terms of the flatted development an area for refuse collection is shown on the site, as a refuse strategy has been provided. Furthermore, integral cycle and refuse stores are provided. However, the management of the refuse collection is not clear with regard to the collection and replacing of the Eurobins to the refuse storage areas so the management of this will be conditioned.

6.3.5 All habitable rooms have an acceptable outlook and adequate light, and similar rooms for the flatted elements have been stacked to reduce noise transfer. All flats have a lounge/diner, one or two bedrooms and one or two bathrooms. In addition, all units have access to the shared amenity space and cycle and refuse storage. All the dwellings have a kitchen/diner, lounge and toilet on the ground floor and three or four bedrooms and one or two bathrooms at first floor.

6.4 Highway Safety and Parking

The site is accessed from Porchester Road, an unclassified residential road fronted by mature housing, with few properties benefitting from off street parking. The site has two other road frontages, onto Station Road and Portsmouth Road, both classified highways carrying larger numbers of vehicles, and double yellow lines restricting parking on the site boundaries. The site is adjacent to the traffic signal controlled junction of Station Road, St Annes Road and Portsmouth Road, Portsmouth Road being a commuter route into the city via the Itchen toll bridge.

6.4.1 Parking provision is provided in accordance with the adopted Parking Standards

SPD. Some of the proposed dwellings take direct access from Porchester Road. The main site access is between the flatted blocks and the row of proposed dwellings fronting Porchester Road. All of the four bed dwellings and half of the three bed dwellings have private parking. The other 44 spaces (not including 4 visitor spaces) within the two parking court areas are to serve the 40 remaining properties. Out of the 66 parking spaces provided, 4 of the spaces would be set aside for visitors' parking, and will be marked out to try to reduce the impact of overspill parking onto Porchester Road.

6.4.2 The current school restriction road markings will be removed, and a traffic regulation order will be instigated to provide some parking restrictions locally, to ensure sight lines at the new junction are recognised. Within the site, the area for the refuse vehicle turning will remain unhindered by suitable marking.

6.4.3 The development provides for cycle parking for all the properties, and is located on a major bus corridor, adjacent to bus stops, and there are pedestrian facilities at the traffic signals on Portsmouth Road to aid pedestrians wishing to cross this road. Two footpaths are provided from the site directly onto Portsmouth Road to make walking routes more direct. The eastern cycle corridor is being introduced which runs adjacent to the site into the city, all of which means the site is sustainably located providing residents with alternative transport options to the car. Schools, shops and other facilities are all available within reasonable walking distance, via lit routes. Subject to the suggested conditions the layout is acceptable.

6.5 Landscaping & Trees

The site contains a large number of mature trees, most notably to its Southern boundary with Portsmouth Road and along Porchester Road where a TPO Plane Tree is located. Although insufficient information has been received to ensure the proposal will not result in development significantly encroaching on existing trees root protection zones, the Southampton City Council Trees Team is satisfied that development works can take place without harming the root protection areas of the retained trees. This can be secured by conditioning safeguarding and protection measures for the trees during development. The group TPO to the rear will not be harmed as the development is located a distance from these bar the introduction of the footpath. Therefore, subject to the conditions suggested the proposal is acceptable.

6.5.1 The site plan submitted shows a great deal of soft landscaping throughout the site and this is key to for a development of this size. Landscaping strips are proposed along the frontage of the flatted blocks and along Portsmouth Road as well as internally, adjacent to the car parking areas. The car parking areas are broken up to add interest and to reduce the impression of hardstanding. A landscaping condition is imposed to secure the provision of this as without soft landscaping the development would be stark. In addition to low level soft landscaping a number of trees have been added to soften the hard landscaping appearance. Subject to the conditions suggested by the Council's Tree Team the proposal will not result in any harm to the trees covered by the TPO.

6.6 Development Mitigation

As with all major development the application needs to address and mitigate the additional pressure on the social and economic infrastructure of the city, in accordance with Development Plan policies and the Council's adopted Planning Obligations SPD (2013). Given the wide ranging impacts associated with a development of this scale, an extensive package of contributions and obligations is proposed as part of the application. Significantly these measures would include 35% of the units being secured for affordable housing and

highway contributions to support improvements to the footway and junction at Pochester Road and Station Road. Also, footway improvements in the vicinity of the development, traffic regulation order and modification and improvement to the pedestrian crossing facilities at the traffic signals on Portsmouth Road with Station Road would be sought. In addition the scheme triggers the Community Infrastructure Levy (CIL).

- 6.7.1 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 £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. When the legal agreement is signed and actioned this application will have complied with the requirements of the SDMP and met the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended).

7.0 Summary

- 7.1 The principle of redevelopment of this site for housing is accepted, as approved under an outline application. The scheme has been designed around the site restrictions in terms of the TPOs on site. It also provides much need family housing and affordable units and is acceptable in parking and highways safety terms. The impact on neighbouring dwellings has been mitigated through the layout and proposed scale of dwellings. An appropriate residential environment to confirm with at least minimum standards has been provided. Therefore, the proposals are consistent with adopted local planning policies, subject to approval of detail and the achievement of objectives set out in the recommendation through the legal agreement.

8.0 Conclusion

- 8.1 As such, the application is recommended for approval, subject to securing the matters set out in the recommendations section of this report and the conditions set out below.

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

1(a), 1(b), 1(c), 1(d), 2(b), 2(d), 4(f), 4(qq), 6(c), 7(a), 9(a), 9(b).

ARL for 10/01/2017 PROW Panel

PLANNING CONDITIONS

01. Full Permission Timing Condition [Performance]

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. Residential - Permitted Development Restriction [Performance]

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 alteration),
Class C (other alteration to the roof),
Class E (curtilage structures), including a garage, shed, greenhouse, etc.,
Class F (hard surface area)

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.

03. Sightlines specification [Pre-Commencement Condition]

Pedestrian two metre by two metres forward visibility sight lines (measured from the back edge of the footpath) shall be provided for each parking space before the use of any dwelling hereby approved commences, and notwithstanding the provisions of the Town and Country Planning General Development Order 1988 no fences walls or other means of enclosure including hedges shrubs or other vertical structures shall be erected above a height of 600mm above carriageway level within the sight line splays unless agreed otherwise in writing by the Local Planning Authority.

Reason: To provide safe access to the development and to prevent congestion on the highway.

04. Elevational changes [Pre-commencement condition]

Prior to the commencement of development details of amended elevations which incorporate integral refuse storage, to the front elevations of the dwelling houses fronting Porchester Road hereby approved shall be submitted to and be approved in writing by the Local Planning Authority. The integral refuse stores shall be constructed and retained as set out in the approved plans unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and residential amenity and as the submitted layout will result in bins being left of the frontage to the detriment of the wider streetscene.

05. APPROVAL CONDITION - Amenity Space Access [Pre-Occupation Condition]

The external amenity space serving the development hereby approved, and pedestrian access to it, shall be made available as a communal area prior to the first occupation of the development hereby permitted and shall be retained with access to it at all times for the use of the flat units.

Reason: To ensure the provision of adequate amenity space in association with the approved flats.

06. Refuse management plan [Pre-Commencement Condition]

Prior to the first occupation of the development a refuse management plan shall be submitted to and be agreed in writing by the Local Planning Authority which sets out refuse strategy for the movement of the euro refuse bins from the units to the collection point and back to the internal storage areas. The collection point should be within 10m of either the public highway or the route of the refuse vehicle. The approved refuse management plan shall be implemented and retain unless agreed otherwise by the Local Planning Authority.

Reason: In the interests of highway safety.

07. Tracking Diagram for Refuse vehicle [Pre-Commencement condition]

Prior to commencement a tracking diagram for the refuse vehicle (minimum length of 10.86m) shall to be submitted and to be agreed upon in writing by the Local Planning Authority. Tracking speed of vehicle to be at least 5mph. The approved scheme shall be laid out and retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to ensure refuse can be collected adequately.

08. Turning Areas [Performance Condition]

The turning head as shown on the site plan (drawing no.15.112.SK101 Rev A) including the smaller turning head for unit 15, leading to its garage, must be kept clear at all times unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

09. Glass Recycling [Pre-occupation condition]

Prior to occupation details for glass recycling facilities (one pod) for the whole site shall be submitted and agreed by the Local Planning Authority. The installation of the facilities shall be implemented and retained in accordance with the approved detail unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of visual and residential amenity

10. Euro Bin Storage [Performance]

The bin store shall be constructed of masonry under a suitable weatherproof roof, with adequate ventilation. The collection doors are to be of sturdy construction and hinged to open outwards with a minimum opening of 1.4m wide, to have level access avoiding thresholds, and a lock system to comply with SCC standard lock requirements operated by a coded key pad. It must be possible to secure the doors open whilst moving the bins.

Internal lighting to operate when doors are open, and a tap and wash down gully to be provided, with suitable falls to the floor. Internal doors/walls/pipework/tap/conduits to be suitably protected to avoid damage cause by bin movements.

The access path to the bin store shall be constructed to footpath standards and to be a minimum width of 1.5m. Any gates on the pathway are not to be lockable, unless they comply with SCC standard coded keypad detail.

The gradient of the access path to the bin store shall not exceed 1:12 unless suitable anti-slip surfacing is used, and still shall not exceed 1:10.

A single dropped kerb to the adjacent highway will be required to access the refuse vehicle with the Euro bin.

The site management must contact SCC refuse team 8 weeks prior to occupation of the development to inspect the new stores and discuss bin requirements, which are supplied at the developer's expense. E mail waste.management@southampton.gov.uk

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.

11. Cycle parking [Performance Condition]

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.

12. Road Construction [Pre-Commencement]

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, cycleways and footpaths (showing a minimum width round the site of 2m) 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.

13. Parking area [Pre occupation Condition]

The parking areas shown on the approved shall be laid out and ready for use prior to the first occupation of development unless agreed otherwise in writing by the Local Planning Authority. These parking spaces shall be retained during the lifetime of the development for use by residents and their visitors only.

Reason: To prevent off site highway safety issues.

14. Use of garage [Performance Condition]

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 the garage hereby approved shall be made available and used at all times for the parking of domestic vehicles related to the residential use of the dwelling house and associated ancillary storage relating and incidental to the enjoyment of the

occupation of the dwelling house. At no time, shall the garage be used for the parking of commercial vehicles or used for any trade, business, manufacturing or industrial purposes whatsoever and shall not be incorporated into the house as part of the domestic living accommodation without first obtaining planning permission.

Reason: To ensure that sufficient off-street car parking is available in the interests of highway safety and to protect residential amenity.

15. Landscaping, lighting & 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, to include:

- i. proposed finished ground levels; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (lighting columns etc.);
- ii. planting plans; written specifications; 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 and agreed in advance);
- iv. details of any proposed boundary treatment, including low level boundary restrictions along the soft landscaped areas to prevent parking and;
- v. a landscape management scheme of all the landscaped areas within the site.

The approved hard and soft landscaping scheme (including parking) for the whole site shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

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

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

All trees to be retained pursuant to any other condition of this decision notice shall be fully safeguarded during the course of all site works including preparation, demolition, excavation, construction and building operations. No operation in connection with the development hereby permitted shall commence on site until the tree protection as agreed by the Local Planning Authority has been erected. Details of the specification and position of all protective fencing shall be indicated on a site plan and agreed with the Local Planning Authority in writing before any site works commence. The fencing shall be maintained in the agreed position until the building works are completed, or until such other time that may be agreed in writing by the Local Planning Authority following which it shall be removed from the site.

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

17. No storage under tree canopy [Performance Condition]

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.

18. Overhanging tree loss [Performance Condition]

For the duration of works on the site no trees on or overhanging the site shall be pruned/cut, felled or uprooted otherwise than shall be agreed in writing by the Local Planning Authority. Any tree removed or significantly damaged, other than shall be agreed, shall be replaced before a specified date by the site owners /site developers with two trees of a size, species, type, and at a location to be determined by the Local Planning Authority.

Reason: To secure a satisfactory setting for the proposed development and to ensure the retention, or if necessary replacement, of trees which make an important contribution to the character of the area.

19. Arboricultural Method Statement [Pre-Commencement Condition]

No operation in connection with the development hereby permitted shall commence on site until a site specific Arboricultural Method Statement in respect of the protection of the trees during all aspects of work on site is submitted and agreed in writing by the Local Planning Authority. It will be written with contractors in mind and will be adhered to throughout the duration of the demolition and development works on site. The Method Statement will include the following:

1. A specification for the location and erection of protective fencing around all vegetation to be retained
2. Specification for the installation of any additional root protection measures
3. Specification for the removal of any built structures, including hard surfacing, within protective fencing areas.
4. Specification for the construction of hard surfaces where they impinge on tree roots
5. The location of site compounds, storage areas, car parking, site offices, site access, heavy/large vehicles (including cranes and piling rigs)
6. An arboricultural management strategy, to include details of any necessary tree surgery works, the timing and phasing of all arboricultural works and protection measures.
7. Specification for soft landscaping practices within tree protection zones or the canopy of the tree, whichever is greatest.

Reason: To ensure that provision for trees to be retained and adequately protected throughout the construction period has been made.

20. Construction Management Plan [Pre-Commencement]

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 demolition and construction;
 - (f) details of construction vehicles wheel cleaning;
 - (g) times of construction activities, to accord with the details submitted under Condition 34 and,
 - (h) 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.

21. Sustainable Drainage [Pre-Commencement Condition].

No building hereby permitted shall be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority. Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the non-statutory technical standards for SuDS published by Defra (or any subsequent version), and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To seek suitable information on Sustainable urban Drainage Systems as required by government policy and Policy CS20 of the Southampton Core Strategy (Amended 2015).

22. 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.

23. Energy & Water [Pre-Commencement Condition]

Before the development commences (excluding any site set up or demolition works) 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).

24. 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).

25. Demolition - Dust Suppression [Pre-Commencement Condition]

Measures to provide satisfactory suppression of dust during the demolition works to be carried out on the site shall be submitted to and approved in writing by the Local Planning Authority before the development commences. The agreed suppression methodology shall then be implemented during the demolition period.

Reason: To protect the amenities of users of the surrounding area.

26. 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.

27. 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.

28. 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.

29. Archaeological evaluation investigation [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.

30. 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.

31. 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.

32. 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.

33. Archaeological structure-recording [Pre-Commencement Condition]

No development shall take place within the site until the implementation of a programme of recording 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 recording of a significant structure is initiated at an appropriate point in development procedure.

34. 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.

35. 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. The oriel windows shown on the amended plans shall be provided prior to first occupation of the associated flat and retained thereafter.

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

Note to Applicant

Public Sewerage system and water supply

A formal application for connection to the public sewerage system is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk.

The applicant/developer should enter into a formal agreement with Southern Water to provide the necessary sewerage infrastructure required to service this development. The applicant/developer should contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk

Community Infrastructure Liability (Approval)

You are advised that the development appears liable to pay the Community Infrastructure Levy (CIL). Please ensure that you assume CIL liability prior to the commencement of the development (including any demolition works) otherwise a number of consequences could arise. For further information please refer to the CIL pages on the Council's website at: <http://www.southampton.gov.uk/planning/community-infrastructure-levy/default.aspx> or contact the Council's CIL Officer.

S106 Legal Agreement

Please note that a Section 106 agreement is to be completed as part of the land sale transaction and should be read in conjunction with this planning consent. A full copy of the Section 106 Agreement will be available to view on Public Access via the Southampton City Council website, once completed.