

Southampton City Planning & Sustainability
 Planning and Rights of Way Panel meeting 22 December 2009
 Planning Application Report of the Head of Division

Application address	330 Bursledon Road		
Proposed development	Redevelopment of the site with three-storey buildings to provide 8 three-bedroom houses and 6 two-bedroom flats, with associated car parking and vehicular access from Bursledon Road		
Application number	09/00860/FUL	Application type	Full detailed
Case officer	Andy Amery	Application category	Q13 - major small

Recommendation Summary	Delegate to Development Control Manager to grant planning permission subject to criteria listed in report
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Reason for Panel consideration	Major development (small scale) requiring completion of legal agreement under Section 106 of the 1990 Act
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Applicant	Mr B Prebble	Agent	HGP Planning Consultancy
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Date of receipt	04/08/2009	City Ward	Sholing
Date of registration	04/08/2009	Ward members	Cllr Dick
Publicity expiry date	10/09/09		Cllr Fitzgerald
Date to determine	03/11/09		Cllr Blatchford

Site area	0.19ha (1920sqm)	Usable amenity area	shown: 600 sq.m.
Density - whole site	70 d.p.h	Landscaped area	shown: 600 sq.m.
Site coverage (developed area)	1 120 sq m		

Residential mix	nos	size sqm	Other land uses	class	size sqm
Studio / 1-bedroom			Commercial use	-	-
2-bedroom	6	65sq m	Retail use	-	-
3-bedroom	8	135sq m	Leisure use	-	-
other	-	-	other	-	-

Accessibility zone	medium	Policy parking max	12.5 spaces
Parking Permit Zone	no	existing site parking	6 spaces
Cyclist facilities	no	car parking provision	14 spaces
motor & bicycles	42 cycles	disabled parking	0 spaces

Key submitted documents supporting application			
1	Design and Access Statement	2	Ecological Report
3	Sustainability Checklist	4	Arboricultural Report
5	Pre-application public consultation report	6	Transport Assessment
Appendix attached			
1	Local Plan Policy schedule	2	Planning History
3	Suggested Planning Conditions		

Recommendation in full

Delegate to Development Control Manager to grant planning permission subject to

1. the applicant entering into a Section 106 Legal Agreement to secure:
 - a A financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT5 & IMP1 of the adopted City of Southampton Local Plan and applicable SPG.
 - b A financial contribution towards the provision of a new children's play area and equipment in accordance with policy CLT6 & IMP1 the adopted City of Southampton Local Plan and applicable SPG.
 - c A financial contribution towards site specific transport contributions for highway improvement in the vicinity of the site in accordance with IMP1 the adopted City of Southampton Local Plan and appropriate SPG to encourage sustainability in travel through the use of alternative modes of transport to the private car.
 - d A financial contribution towards strategic transport contributions for highway network improvements in the wider area as set out in the Local Transport Plan and appropriate SPG.
 - e A highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
 - f A bio-diversity management plan
 - g A refuse management plan
 - h A routing agreement for construction vehicles

And that in the event that the legal agreement is not been completed with a 3 month period following the date of Panel resolution the D C Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Agreement.

Proposed Development & Surrounding Context

The application seeks to construct 8 three bedroom family houses and 6 two bedroom flats. The buildings take on the form of an L-shaped terrace comprising two sections of four houses linked by a 3-storey block of flats in the lowest corner of the site. The buildings are orientated to front a landscaped courtyard parking area with ramps and steps down to the residential units and provides south and west facing private gardens which have outlook over the greenway valley. The periphery of the site would be designed and managed as a bio-diversity habitat with appropriate indigenous planting to ensure an appropriate transition between the residential site and the adjacent area of open space.

The well screened site is located on the southern side of Bursledon Road opposite the recently re-developed Antelope House site.

The land levels are such that the buildings would sit below the level of Bursledon Road as the site slopes down to the south and west from the proposed vehicular access in the eastern corner of the site. The southern and western boundaries adjoin the Weston

Common Greenway from which it is currently screened by a row of large, poorly managed conifer trees which were put in as a privacy screen by the previous owner of the site and which is somewhat at odds with the indigenous tree planting along the greenway. There is public access along the Greenway and proposals to provide a continuous cycle link the Weston Shore for which contributions are sought from this scheme.

Other than the existing detached dwelling on the site the closest residential properties are located to the east of the site in Alandale Road. These two storey semi-detached houses sit some 4m to 6m above the ground levels on which the proposed units are proposed and are separated in part by a narrow strip of land in third party ownership which does not form part of the application site. There is a structural retaining wall along this boundary.

Relevant Planning Policy

The planning policy to be considered as part of this proposal is scheduled in **Appendix 1** to this report.

The adopted Local Plan Review is the current development plan document for Southampton. However, the emerging Core Strategy has recently been ratified by Government and its policies should also be afforded significant weight as a material consideration. The proposed development is compliant with emerging policies contained within the Core Strategy (as amended by the Inspector's report, October 2009) as it provides affordable family housing on previously developed land to a high design and sustainable standard.

The Family Housing SPD is not applicable to schemes less than 15.

Relevant Planning History

The history of the site is attached in **Appendix 2** to this report.

Consultation Responses & Notification Representations

A publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement and erecting a site notice. **5** representations were received from residents of Alandale Road following the initial consultation procedure and a further **3** objections were received as a result of the re-consultation exercise following receipt of amended plans .

Summary of Representations made

Objections to initial consultation exercise

- Overdevelopment - too many units being squeezed onto the site.
- Increase in noise and disturbance including shape of building deflecting noise from Antelope House towards Alandale Road houses.
- Buildings too close to rear boundary of houses in Alandale Road - 1.2m at it's closest point.
- Concern about the impact on the retaining wall between the site and the houses in Alandale Road and possible subsidence.
- Three storey would result in loss of light and outlook.

- Impact on wildlife - belief that protected species such as bats and slow worms are present on the site in addition to other wildlife.
- Concern about loss of trees.
- Dangerous Access
- Potential land stability.
- Encroachment onto land over which residents of Alandale Road have a right of access.
- Lack of security on site - especially the parking area.
- Concern about the impact on the existing drainage system and additional surface water run-off.
- Boundary treatment between the site and Alandale Road should be robust and of an appropriate height - minimum 2m.
- Lack of public consultation by the developer.
- The site was refused to be developed for one additional house in 1979 due to highway safety reasons and the impact on the greenway adjacent to the site.

Objections received to amended plans

Additional comments made that

- the re-siting of the bin store at the entrance of the site close to the rear boundary of houses in Alandale Road will encourage fly-tipping, dumping of litter from the A3 uses opposite the site, odours and vermin. Each house should have it's own individual bin store not a large communal facility.
- All previous grounds for objection remain.

Summary of Consultation comments

Highways Officer - The principle of the access in this location is acceptable subject to conditional controls for the design and layout to be agreed. There is a clear sight line exceeding 120m to the brow of the hill to the right of the site when exiting and there is no record of injury accidents in the close proximity of the site onto Bursledon Road. The bus lane operational during the morning peak period has been taken into account.

One for one parking spaces have been provided for this development. The site is on the boundary of medium/low accessibility, and the parking provision exceeds the requirement of the medium zoning, and complies with that of the low accessibility.

The bin store is located adjacent to the highway so that a refuse vehicle can easily collect the bins, without the need to provide on site turning for the refuse vehicle. The carry distance for bins from the flats exceeds to usual maximum distance of 30m by 11m using the ramped access route and the houses along northern boundary would have to use steps to get to the bin store or have a carry distance of 50m. Whilst this is not ideal it is a better design solution than the creation of a turning circle within the site for a refuse lorry.

SCC Ecologist - The ecology report includes acceptable proposals for bio-diversity enhancements. The creation of a bio-diversity strip within the site is welcomed as a buffer between the site and the adjacent greenway. A management plan will be required for this area.

SCC Sustainability Officer - The development will meet Code for Sustainable Homes level 2/3. If a condition is agreed to be put on requiring level 3 to be achieved this would be

acceptable. However if not, a code level 2 condition and suitable measures condition requiring submission of further details will be required.

SCC Tree Officer - There are no trees of any importance on the site. The coniferous tree belt around the site is in poor condition and subject to appropriate re-planting with indigenous species no objection would be raised to the loss of these trees.

Environmental Health Officer – The historical land uses (a brick works on adjacent land to the East) are associated with potential land contamination hazards. There is the potential for these off-site hazards to migrate from source and present a risk to the proposed end use, workers involved in construction and the wider environment. The site should be assessed for land contamination risks and, where appropriate, remediated to ensure the long term safety of the site.

Southern Water - Foul sewage disposal can be provided by connection to the existing foul sewer. Surface drainage should be reviewed by the Council's Building Control Service.

Planning Consideration Key Issues

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

- The development proposal needs to be assessed in terms of its design, scale and massing within the street scene and the adjacent Greenway;
- its impact on neighbouring residential amenities;
- whether or not adequate amenity space is provided and if it is acceptable in terms of highway matters including the layout of the site access, car parking and access to refuse storage.
- Additionally measures to mitigate the schemes impact on ecology, land-stability and surface water drainage need to be adequately addressed.

1. Principle of Development

The site is adjacent to but not within the designated Greenway/open space. It has an existing residential usage and is therefore considered previously developed land. There is no specific policy allocation for the site. In principle therefore, subject to compliance with other relevant policies of the Development Plan there is no objection to residential re-development.

2. Whether the scheme represents an over-development of the site

The proposals equate to 70dpha which is within the range of Policy H8 of the adopted Local Plan Review. The proposals provide car parking to maximum standards and amenity space, cycle storage and refuse storage to adopted standards which incorporating a buffer zone between the site and the adjacent greenway. The scheme does not exhibit any features normally associated with over-development.

3. Whether there is an mix of units

The proposals provide a mix of family houses and flats which is in full accordance with the principles of Policy H12 of the Local Plan Review (although this policy is aimed at schemes of 15 units and more), the emerging Core Strategy policies on family housing and the adopted supplementary guidance on family housing.

4. Whether the proposals are out of scale and character with the area.

The proposals will change the character of this particular site which visually and physically projects into the valley through which the greenway runs. Being at a lower level than the adjacent housing of Alandale Road to the south the proposals would not relate visually to them. Instead the development would create its own sense of place and character. It is considered to successfully respond to the constraints and opportunities of the site in terms of the scale and height of the buildings and in terms of the layout which allows all units to have private south and west facing amenity space with an outlook across the greenway and a central courtyard style parking area to the front with good natural surveillance. The scheme would be visible from within the greenway but additional planting is to be undertaken and the existing trees along the Bursledon Road frontage will continue to provide an effective screen from the public highway.

5 Whether the proposals are acceptable in highway safety terms

The site would only be able to be accessed from the east as the central barrier would prevent right turns into the site from the city centre. Likewise, there would be no right turn out of the site requiring all traffic to leave in the direction of the city centre. Whilst this is not the most ideal or convenient solution for future occupiers it does ensure that the traffic movements to and from the site access are controlled and, due to the full sightlines being available, the access is safe. It should be noted that the access arrangements have been modified to allow a refuse vehicle to collect from the site without having to enter the site and also to ensure the safety of pedestrians using the footway crossing the site frontage is safeguarded. A routing agreement for construction vehicles will be required.

6. Whether the proposals adequately safeguard the amenities of neighbouring occupiers.

The proposals will be immediately adjacent to the rear gardens of Nos 14 and 15 Alandale Road but will be set off the rear gardens of 11, 12 and 13 Alandale gardens by the width of the existing access track which is in separate ownership and does not form part of the site.

It is recognised that improved retaining structures will be required to be provided in addition to the existing retaining walls along this boundary. However, discussions with the building control department have highlighted that a solution is to be achieved without affecting the proposed layout of the site or encroaching onto third party land. Land stability is not considered to be a major problem and can be dealt with by condition.

The new development would be north-west of the houses in Alandale Road and at a lower level. It will not therefore result in loss of light or over-shadowing of those houses.

The upper floors and roofs of the buildings would be visible from rear habitable rooms and the gardens of houses in Alandale Road the occupiers of which currently enjoy relatively uninterrupted outlook over the greenway. However, the layout of the site means that only one flank elevation of one new house would be in close proximity to this boundary. It is not considered that this relationship is over-bearing or dominant and whilst there will be a visual impact it will not be harmful.

The additional activity associated with the site will have an impact on occupiers of Alandale Road, including car movements, lights and general day to day noise associated with residential activity. However the scale of the scheme and the degree of separation between the sites is not considered likely to cause undue disturbance.

7. Whether the scheme has a detrimental impact on the setting of the greenway and protected species

The proposals do not project into the greenway but will have an impact on its setting. This will change the character and appearance of this area of open space. However, mitigation can be provided through additional planting and the use of good quality materials/boundary treatment. On balance, subject to appropriate conditions it is considered that the development can be achieved without unduly harming the open character of the green space.

Summary

It is considered that the proposals are in accordance with both adopted and emerging policies in delivering family houses on previously developed land in a medium accessibility area of the city.

It is not considered that proposals represent over-development, or have an adverse impact on adjacent occupiers or on highway safety.

Appropriate additional planting of trees and management for bio-diversity is incorporated into the proposals.

The layout provides a good mix of housing types in a layout that maximises amenity for future occupiers.

The impact on the character and setting of the greenway can be mitigated against to some degree with the landscaping proposals and through the use of good quality materials and appropriate boundary treatment.

CONCLUSION

On balance the proposals represent an acceptable form of development.

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

(Andy Amery 14 October 2009)

Relevant Planning Policy

Adopted City of Southampton Local Plan Review Policies

SDP1	General Principles
SDP2	Integrating transport and Development
SDP3	Travel Demands
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Context
SDP9	Scale, Massing and Appearance
SDP10	Safety and Security
SDP12	Landscape and Bio-diversity
SDP13	Resource Conservation
NE3	Sites of Local Nature Conservation Importance
NE4	Protected Species
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment
H8	Housing Density
H12	Housing Type and Design
CLT3	Protection of Open Spaces
CLT5	Provision of Open Space
CLT6	Provision of Children's Play Space
IMP1	Provision of Infrastructure

Emerging Core Strategy

CS4	Housing Delivery
CS5	Housing Density
CS15	Affordable Housing
CS16	Housing, mix and type
CS19	Parking

Supplementary Planning Guidance

The following SPG also forms a material consideration in the determination of this planning application:

- Residential Design Guide (Approved - September 2006)
- Planning Obligations (Adopted - August 2005 as amended November 2006)

Planning Policy Statement PPS3 - Housing (2006)

The Government's guidance on housing confirms the need to make the best use of previously developed sites, whilst respecting a site's existing context. The PPS also re-emphasises the need for the planning system to create sustainable, inclusive, mixed communities with an improved choice of accommodation.

Planning Policy Guidance Note PPG13 - Transport (2001)

The Government is committed to reducing the need to travel by the private car as part of an integrated transport policy. Land use planning has a key role to play in delivering this strategy. PPG13 explains that by "influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel". One element of this approach is the implementation of maximum car parking standards, as set out at Policy SDP5 and Appendix 1 of the adopted City of Southampton Local Plan Review (2006).

Relevant Planning History

1979 Planning Application for: The erection of one dwelling (outline) at 330 Bursledon Road, Sholing. Code No 9036/1563/E14.

Application referred to the Planning and Transportation (Plans) Sub-Committee in November 1979 and refused for the following reasons:

- (1) The site is at present served by an access leading onto Bursledon Road at a point where visibility of approaching traffic is poor. Bursledon Road is at this point a straight, dual carriageway road, is very heavily trafficked, and vehicles are often travelling at or in excess of the maximum permitted speed of 40 m.p.h. Any increased use of the existing access would lead to additional hazards for road users, and would therefore be prejudicial to highway safety.
- (2) The application site is allocated for primarily residential use in the authority's Development Plan, but this allocation is intended merely to reflect the existing use of the site as the curtilage of one dwelling. The site projects into an area of proposed open space and a second dwelling on the site would form a visual intrusion into and would not relate satisfactorily to the proposed open space system.

CONDITIONS for 09/00860/FUL

01. APPROVAL CONDITION - Full Permission Timing Condition - Physical works

The development works hereby permitted shall begin not later than three years from the date on which this planning permission was granted.

Reason:

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

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

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

Class A (enlargement of a dwelling house), including a garage or extensions,
Class B (roof alteration),
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 and in the interests of the visual amenities of the area including the setting of the adjacent greenway.

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

Notwithstanding the information shown on the approved drawings and application form no development works shall be carried out unless and until a schedule of materials and finishes (including full details of the manufacturers, types and colours of the external materials) to be used for :

- i. the external walls and the roof of the proposed buildings
- ii. the hardsurfaced areas including parking spaces, vehicle turning areas pedestrian access routes including steps and ramps
- iii the external walls to all retaining structures
- iv all railings, fences and other means of enclosure within the site

have been submitted to and approved in writing by the Local Planning Authority. 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.

04. APPROVAL CONDITION - Landscaping detailed plan [Pre-Commencement Condition]

Before the commencement of any site works a detailed landscaping scheme and implementation timetable, which clearly indicates the numbers, planting densities, types, planting size and species of trees and shrubs to be planted, means of enclosure, lighting and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority.

The landscaping scheme shall specify all trees to be retained and to be lost and shall provide an accurate tree survey with full justification for the retention of trees or their loss. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise) to ensure a suitable environment is provided on the site.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 5 years from the date of planting shall be replaced by the Developer in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent to any variation. The Developer shall be responsible for any replacements for a period of 5 years from the date of planting.

The approved scheme shall be carried out prior to occupation of the building or during the first planting season following the full completion of building works, whichever is sooner. The approved scheme implemented shall be maintained for a minimum period of 5 years following its complete provision.

REASON:

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

05. APPROVAL CONDITION - 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.

06. APPROVAL CONDITION - no storage under tree canopy [Performance Condition]

No storage of goods including building materials, machinery and soil, shall take place underneath the crown spread of the trees to be retained on the site. There will be no change in soil levels or routing of services through tree protection zones or within canopy spreads, whichever is greater. There will be no fires on site. There will be no discharge of chemical substances including petrol, diesel and cement mixings within the tree protection zones or within canopy spreads, whichever is greater.

REASON:

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

07. APPROVAL CONDITION - Arboricultural Protection Measures [Pre-Commencement Condition]

No works or development shall take place on site until a scheme of supervision for the arboricultural protection measures has been approved in writing by the LPA. This scheme will be appropriate to the scale and duration of the works and may include details of:

- Induction and personnel awareness of arboricultural matters
- Identification of individual responsibilities and key personnel
- Statement of delegated powers
- Timing and methods of site visiting and record keeping, including updates
- Procedures for dealing with variations and incidents.

REASON:

To provide continued protection of trees, in accordance with Local Plan Policy SDP12 and British Standard BS5837:2005, throughout the development of the land and to ensure that all conditions relating to trees are being adhered to. Also to ensure that any variations or incidents are dealt with quickly and with minimal effect to the trees on site.

08. APPROVAL CONDITION - Storage / Removal of Refuse Material [Pre-Occupation Condition]

Before any residential unit is first occupied the approved facilities to be provided for the storage and removal of refuse from the premises together with the provision of suitable bins accessible with a level approach from the collection point shall be provided and thereafter retained and maintained for that purpose.

REASON:

To ensure appropriate refuse storage facilities are provided for future occupiers.

09. APPROVAL CONDITION - Wildlife buffer corridor area [Pre-Commencement Condition]

The bio-diversity buffer zone area shown on the approved plans shall be fenced off and protected during the construction period and thereafter be provided and maintained in accordance with the requirements of the bio-diversity management plan following completion of the development or following first occupation of any of the units whichever is the sooner.

REASON:

To ensure provision of a bio-diversity transition area between the site and the adjacent greenway.

10. APPROVAL CONDITION - Pedestrian access gradient [Pre-Commencement Condition]

Other than the stepped routes provided the gradient of the pedestrian access routes through the site shall be no more than 8% (and where possible 5%) to conform to the Local Planning Authority's requirements. Further details of the alternative steps and accompanying handrails shall be shown on a plan at no less than 1:20 scale and shall be approved in writing before the development hereby permitted commences.

REASON:

To provide safe pedestrian access particularly for the disabled.

11. APPROVAL CONDITION - Wheel Cleaning Facilities [Pre-Use Condition]

During the period of the preparation of the site, excavation for foundations or services and the construction of the development, wheel cleaning facilities shall be available on the site and no lorry shall leave the site until its wheels are sufficiently clean to prevent mud being carried onto the highway.

REASON:

In the interests of highway safety.

12. APPROVAL CONDITION - Contractors Compound (Pre-Commencement Condition)

Detailed plans specifying the areas to be used for contractors vehicle parking and plant; storage of building materials, and any excavated material, huts and all working areas required for the construction of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before development commences on site. The development shall proceed in accordance with the agreed details

REASON:

For the avoidance of doubt and in the interests of the amenities of nearby residents.

13. APPROVAL CONDITION - Use of uncontaminated soils and fill [Pre-Commencement Condition]

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

REASON:

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

14. APPROVAL CONDITION- Unsuspected Contamination [Performance Condition]

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

REASON:

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

15. APPROVAL CONDITION - Land Stability Report Submission [Pre-Commencement Condition]

Within three months of the date of this permission and at least 14 days prior to any commencement of demolition works or the preparation of the site for such works to take place, full details of the following shall be submitted to and approved in writing by the Local Planning Authority:

1. a full investigation and survey of site ground conditions
2. a full assessment of on-site land stability problems
3. a full appraisal of off-site land stability and land slippage and transfer issues that could result from the demolition works
4. a full consideration of the impact of demolition works on the stability of adjacent highways together with suitable mitigation solution measures to counter any issues identified and an implementation programme for the employment of such mitigation measures which shall be agreed in writing by the Local Planning Authority.

REASON:

To ensure that the works are in full accordance with the need to protect the land stability of the locality.

16. 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.

17. APPROVAL CONDITION - Code for Sustainable Homes [Pre-Occupation Condition]

Written documentary evidence demonstrating that the development will achieve a minimum level 3 standard in the Code for Sustainable Homes (or equivalent ratings using an alternative recognised assessment method), shall be submitted to the Local Planning Authority and verified in writing prior to the first occupation of the development hereby granted consent.

REASON:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy SDP13 of the City of Southampton Local Plan (2006).

18. APPROVAL CONDITION - Drainage Details [Pre-Commencement Condition]

No development approved by this planning permission shall be commenced until details for the surface water drainage have been submitted and approved in writing by the local planning authority. Such details should ensure no net increase in surface water flows from the site and include provision for all surface water drainage from parking areas and areas of hard-standing to be passed through an oil and grit separator designed to have the capacity and details compatible with the site being drained.

REASON:

To minimise the potential for flooding in the vicinity of the site and to ensure no pollution of the adjacent greenway and watercourse.

19. APPROVAL CONDITION - Demolition - Removal of Debris [Performance Condition]

The existing building and/or structure shall be demolished (in accordance with the plans hereby approved) and all resultant materials removed from the site and disposed of at an appropriate authorised tip within 10 working days of the commencement of the demolition works relating to that structure and before the redevelopment hereby approved is commenced unless otherwise agreed in writing by the Local Planning Authority.

REASON:

To secure a satisfactory and comprehensive form of development and to safeguard the visual amenity of the locality.

00. Reason for granting Planning Permission

The development is acceptable taking into account the policies and proposals of the Development Plan as set out below. Other material considerations including highway safety, land stability, loss of trees, the impact on the setting of the greenway, the impact on wildlife and the amenities of nearby residents 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.

Policies - SDP1, SDP2, SDP3, SDP4, SDP5, SDP6, SDP7 , SDP9, SDP10, SDP12, SDP13, NE3, NE4, H1, H2, H7, H8, H12, CLT3, CLT5, CLT6 and IMP1 of the City of Southampton Local Plan Review (March 2006).

00. Note to Applicant - Pre-Commencement Conditions

Your attention is drawn to the pre-commencement conditions above which require the full terms of the condition to be satisfied before development commences. In order to discharge these conditions you are advised that a formal application for condition discharge is required. You should allow approximately 8 weeks, following validation, for a decision to be made on such an application. It is important that you note that if development commences in without the condition having been formally discharged by the Council in writing, any development taking place will be unauthorised in planning terms, invalidating the Planning Permission issued. Furthermore this may result in the Council taking enforcement action against the unauthorised development. If you are in any doubt please contact the Council's Development Control Service.

00. Note to Applicant - Footpath Diversion Order

No development shall be undertaken until a Traffic Regulation Order is in place to allow the temporary closure of the public right of way as shown on approved revised access drawing for purposes of public health and safety.

During the period the Traffic Regulation Order is in place a footpath diversion order must be made and be authorised and confirmed under sections 257 and 259 of the Town and Country Planning Act 1990. Prior to the expiry of the Traffic Regulation Order or any additional Traffic Regulation Order the new public right of way must be provided and made ready for use.

Unless the original right of way is to be re-opened the new right of way must be made available for use by the public immediately following the expiry of the relevant Traffic Regulation Order.