

Planning, Transport & Sustainability Division
Planning and Rights of Way Panel 20 November 2012
Planning Application Report of the Planning and Development Manager

Application address: 84-88 Millbrook Road East			
Proposed development: Redevelopment of the site. Demolition of the existing buildings and erection of 6 part two, part three-storey houses (comprising 4 x four bed and 2 x three bedroom) and erection of a three-storey block of 8 x 2-bed flats.			
Application number	12/00862/FUL	Application type	FUL
Case officer	Jenna Turner	Public speaking time	15 minutes
Last date for determination:	20.09.12	Ward	Freemantle
Reason for Panel Referral:	Major application with objections	Ward Councillors	Cllr Moulton Cllr Shields Cllr Parnell

Applicant: Tab Projects Ltd + Eh Lawson + Sons Ltd	Agent: Tony Oldfield Architects
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Recommendation Summary	Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report
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Reason for granting Permission

The development is acceptable taking into account the policies and proposals of the Development Plan and other guidance as set out below. Other material considerations such as those listed in the report to the Planning and Rights of Way Panel on the 20.11.12 do not have sufficient weight to justify a refusal of the application. The proposal closely follows the indicative plans approved by the outline planning permission and would be in keeping with the site and surrounding properties and would not have a harmful impact on the amenities of the neighbouring properties. Where appropriate planning conditions have been imposed to mitigate any harm identified. In accordance with Section 38 (6) of the Planning & Compulsory Purchase Act 2004, Planning Permission should therefore be granted taking account of the following planning policies:

“Saved” Policies – SDP1, SDP4, SDP5, SDP7, SDP9, SDP10, SDP11, SDP12, SDP13, H1, H2, and H7 of the City of Southampton Local Plan Review - Adopted March 2006 as supported by the adopted LDF Core Strategy (2010) policies CS3, CS4, CS6, CS13, CS15, CS16, CS18, CS19, CS20, CS21, CS22 and CS25 and the Council’s current adopted Supplementary Planning Guidance. The guidance within the National Planning Policy Framework (2012) is also relevant to the determination of this planning application.

Appendix attached			
1	Development Plan Policies		

Recommendation in Full

1. Delegate to the Planning and Development Manager to grant planning permission subject to the completion of a S.106 Legal Agreement to secure:

- i. Financial contributions towards site specific highway improvements in the vicinity of the site in line with Policy SDP4 of the City of Southampton Local Plan Review (March 2006), policies CS18 and CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended);
 - ii. A financial contribution towards strategic transport improvements in the wider area as set out in the Local Transport Plan and appropriate SPG/D;
 - iii. Financial contributions towards the relevant elements of public open space required by the development in line with policies CLT5, CLT6 of the City of Southampton Local Plan Review (March 2006), Policy CS25 of the adopted LDF Core Strategy (2010) and the adopted SPG relating to Planning Obligations (August 2005 as amended); Amenity Open Space (“open space”); Playing Field; and childrens’ playspace
 - iv. The provision of affordable housing in accordance with policies CS15, CS16 and CS25 of the Local Development Framework Core Strategy Development Plan Document and the Planning Obligations Supplementary Planning Guidance;;
 - v. Submission of a highway condition survey to ensure any damage to the adjacent highway network attributable to the build process is repaired by the developer.
 - vi. An obligation precluding future residents of the flats receiving car parking permits for the adjoining Controlled Parking Zones.
2. The submission of satisfactory amended plans to improve the proportions of the fenestration to the corner of the block of flats and houses.
 3. That the Planning and Development Manager be given delegated authority to add to, delete or vary planning conditions and relevant parts of the Section 106 agreement.

In the event that satisfactory amended plans **are** not submitted within two months of the Planning and Rights of Way meeting, the Planning and Development Manager be authorised to refuse permission.

In the event that the legal agreement is not completed within two months of the Planning and Rights of Way meeting, the Planning and Development Manager be authorised to refuse permission on the ground of failure to secure the provisions of the Section 106 Legal Agreement.

1. The site and its context

- 1.1 The application site comprises a part two-storey, part three-storey industrial building which is located on the corner of Millbrook Road East and Cracknore Road. The building was built in the 1950's in the Art Deco style and replaced an earlier factory building. The building is constructed from red brick and has a flat roof appearance. The Millbrook Road East frontage of the building is tarmac and provides car parking. The site also has a vehicular access from Cracknore Road into a service yard to the rear of the property. The site is 100% developed by building and hard surfacing.
- 1.2 The site is immediately neighboured by two-storey dwellings, although in the immediate area is a mix of uses which includes a public house, retail, depot and offices. The architectural style of buildings vary but buildings are typically two

and three storeys in height.

2. Proposal

- 2.1 The application proposes to redevelop the site to provide a block of 8 flats which provides two bedroom accommodation and 6 houses which contain three and four bedrooms.
- 2.2 The scheme has been amended since originally submitted. The block of flats now has a flat roof design. The block is now entirely detached from the proposed houses on site. A communal garden of 92 sq.m in area would be provided to the rear of the site and each flat would also be served by a private balcony. Overall, each flat would be served by approximately 16sq.m. of amenity space. The main entrance to the building would be from Cracknore Road. Integral cycle and refuse storage would also be provided which is directly accessible from the building itself. The block would be served by 5 off-road car parking spaces to the front of the building.
- 2.3 The proposed terrace of three dwellings on the Millbrook Road frontage have been also been amended since originally submitted to be all three storey in height with identical plot widths. The dwellings on the Cracknore Road frontage step up from two to three storeys in height. Each dwelling would be served by private rear gardens which range from 34sq.m to 79sq.m in area. Each dwelling would also be served by an off-road car parking space and purpose built cycle and refuse storage. The dwellings have a pitched roof design and elevations constructed from facing brick.

3. Relevant Planning Policy

- 3.1 The Development Plan for Southampton currently comprises the “saved” policies of the City of Southampton Local Plan Review (March 2006) and the City of Southampton Core Strategy (January 2010). The most relevant policies to these proposals are set out at **Appendix 1**.
- 3.2 The site is allocated for residential within the Local Plan Review and is identified within the Strategic Housing Land Availability Assessment (SHLAA) as a site suitable for residential development with an indicative yield of 13 dwellings. The site also lies within an area of High Accessibility for Public Transport (Public Transport Accessibility Level Band 6).
- 3.3 Major developments are expected to meet high sustainable construction standards in accordance with the City Council’s adopted and emerging policies. In accordance with adopted Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.4 The policies of the South East Plan, Southampton’s Core Strategy and Local Plan Review have been taken into account in the consideration of this application. The Core Strategy is in general conformity with the South East Plan, and it is not considered that the policies in the South East Plan either conflict with or add particular weight to the policies in the Core Strategy for this application. Consequently only the local statutory development plan policies (Core Strategy and Local Plan Review) have been cited in this report.

4. **Relevant Planning History**

- 4.1 There have been no recent or relevant planning applications relating to this property. Planning permission was originally granted for the partial reconstruction of the previous factory in 1950 (reference 209/957/5).

5. **Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was also undertaken which included notifying adjoining and nearby landowners, placing a press advertisement (05.07.12) and erecting a site notice (28.06.12). At the time of writing the report **27** representations have been received from surrounding residents. Following the receipt of amended plans a further neighbour notification exercise was carried out. The following is a summary of the points raised to date and a verbal update of any further responses received will be provided at the meeting:

- 5.2 ***The proposal is designed with insufficient car parking which would result in overspill car parking, exacerbating car parking issues in the surrounding area.***

5.3 **Response**

The adopted Car Parking Standards Supplementary Planning Document permits a maximum of 20 off-road car parking spaces to serve the development. The provision of 11 car parking spaces is therefore in accordance with the adopted standards. The surrounding streets are permit controlled and it is recommended that the section 106 legal agreement includes a clause to prevent occupants of the development from being eligible for parking permits. As such, the Highways Team have raised no objection to the application and the scheme is considered to be acceptable in this respect.

- 5.4 ***The number of units proposed is excessive and would add to the pressure of services and open space within the locality.***

5.5 **Response**

The proposed residential density is 100 dwellings per hectare which is in accordance with the density standards set out by policy CS4 of the Core Strategy which requires densities in excess of 100 dwellings per hectare in high accessibility locations such as this. The applicant's are required to enter into a legal agreement to mitigate the direct local impacts of the development and have indicated their willingness to do so.

- 5.6 ***The proposal would create disruption during the construction process.***

5.7 **Response**

Conditions are suggested to secure a Construction Management Plan and to control the hours of construction in order to minimise the disruption to neighbouring residents during the construction process.

- 5.8 ***The proposal would result in overlooking of the neighbouring properties***

5.9 **Response**

The proposed layout ensures that there would be no less than 15 metres

between the rear elevations of the proposed buildings and the boundaries with neighbouring properties. This is sufficient separation to ensure that no harmful overlooking would occur as a result of the development.

5.10 ***The site should be used for community purposes.***

5.11 Response

The site is identified for residential purposes within the Development Plan and there is no requirement to provide a community facility on the site. A community provision cannot therefore, be required in this instance.

5.12 ***The existing building is of architectural significance being one of the only surviving Art Deco buildings within the area and subject to significant archaeology. As such, the building should be retained. An application to list the building has been lodged with English Heritage.***

5.13 Response

The existing building does not benefit from statutory protection; it is neither locally or nationally listed. The policies within the Development Plan support the redevelopment of previously developed sites to provide residential development. Options to retain and convert the existing building have been explored by the applicant but were found not to meet the density requirements of the Core Strategy nor would enable the provision of family housing or amenity space to serve residents. Furthermore, the Historic Environment Team have raised no objection to the proposal. As such the principle of redevelopment is considered to be acceptable.

5.14 ***Reversing onto and off of the proposed car parking spaces so close to the junction of Cracknore Road would create a highway safety issue.***

5.15 Response

The vehicular access points being created are not onto a classified road and as such there is no requirement to provide on site turning. Highways are satisfied that there is sufficient separation between the proposed vehicular accesses and the junction and that adequate sight lines can be achieved to ensure that the development does not constitute a highway safety issue.

5.16 ***The proposed development would appear out of character with the other properties within the surrounding area.***

5.17 Response

There is a degree in variation in the style of dwellings in the surrounding area which includes terraced housing, flatted developments and commercial uses. The proposal introduces a plot series which is more reflective of the character of the area and the scale and massing of the development is also considered sympathetic. It is therefore considered that the proposal would not appear out of character.

5.18 **SCC Highways** - No objection.

5.19 **SCC Housing** – No objection. The requirement is to provide 3 affordable units and the preference is for this to be provided on site.

- 5.20 **SCC Sustainability Team** – No objection. Suggests conditions to secure the required sustainability measures.
- 5.21 **SCC Architect’s Panel** – Considered that the scheme as originally submitted needed simplification, particularly in relation to the roof design and the treatment of the corner. Suggests the amendments are an improvement but would recommend further negotiation in terms of the fenestration and roof pitches of the houses.
- 5.22 **SCC Environmental Health (Contaminated Land)** - No objection. Suggest conditions to secure a land contamination investigation and any necessary remediation.
- 5.23 **SCC Ecology** – No objection or conditions suggested
- 5.24 **SCC Historic Environment Team** – No objection subject to conditions to secure archaeological investigations.
- 5.25 **Southern Water** – No objection. Suggests condition to secure details of foul and surface water disposal.
- 5.26 **City of Southampton Society** - No objection

6. Planning Consideration Key Issues

- 6.1 The key issues for consideration in the determination of this planning application are:
 - i. The principle of development;
 - ii. The design of the proposal together with the impact on the character of the area and the loss of the existing building;
 - iii. The impact on residential amenity;
 - iv. The quality of the residential environment proposed;
 - v. Parking and highways and;
 - vi. Mitigation of direct local impacts and Affordable Housing.

6.2 Principle of Development

- 6.2.1 The site is identified within the Development Plan for residential development and since the existing building is not Listed nor within a Conservation Area, the principle of redevelopment for residential is acceptable. The development would incorporate 42% as family housing which exceeds the requirements of policy CS16 of the Core Strategy. The proposed residential density of 100 dwellings per hectare is in accordance with policy CS5 which requires densities of in excess of 100 dwellings per hectare in this location. In addition to this, the existing building has a historic industrial planning use which is unfettered by planning conditions. Saved policies of the Local Plan support the redevelopment of un-neighbourly commercial uses within residential areas to provide housing.

6.3 Design, Character and Loss of Existing Building

- 6.3.1 The existing building is not nationally or locally listed and does not lie within a Conservation Area, as such there is no statutory protection for the existing building. It is recognised that the corner section of the existing building, in

particular does have visual interest as an example of an Art Deco style industrial building. In such instances, the impact of the loss of the existing building has to be balanced against the merits of the redevelopment proposal.

- 6.3.2 The scheme has been amended since originally submitted to address comments raised by the Architects Panel and the City Design Team. In particular, a simpler, flat-roof design approach has been taken to the proposed flats on the corner of the site and this block is now entirely separate to the proposed houses. The design of the corner of the site has also been strengthened. These amendments have improved the relationship of the proposed flats with the proposed houses as well as reduced the massing of the building.
- 6.3.3 The staggered building line and variations in the parapet height of the flatted block successively articulate the building and also help to reduce the massing. It is recommended that further amended plans are secured which improve the arrangement of the fenestration to the corner of the site, to provide a more conventional residential glazing pattern and proportioning. A condition is also suggested to secure detailed plans of the window recessing, capping to the parapet of the building and balcony details to ensure a quality finish to the appearance of this block.
- 6.3.4 The proposed houses would establish a more traditional pattern of development on the site, with a plot series which reflects the character of the area. The simple, pitched roof appearance of the dwellings provide a contemporary interpretation of the traditional terraced houses to be found within the street.
- 6.3.5 Currently, the street frontage is dominated by a large, tarmac car parking area but the scheme proposes permeable areas of parking broken up with elements of soft landscaping to provide a more domestic character which is typical of the residential character of the street.
- 6.3.6 The proposed three-storey scale of the development is considered to be acceptable given the corner position of the site and the presence of other three-storey development within the surrounding area. Subject to securing amended plans to improvement the fenestration proportions, it is considered that the application proposes an acceptable design solution to the redevelopment of the site.

6.4 Impact on Residential Amenity

- 6.4.1 In terms of the use of the site, it is important to note that it currently benefits from an industrial planning permission which is not restricted by planning conditions. It is therefore possible to use the site more intensively for industrial purposes in the future. As such, the removal of the industrial usage by residential development is considered to represent an improvement in residential amenity terms.
- 6.4.2 In addition to this, currently the existing building is constructed up to the boundaries with the neighbouring properties, projecting along the boundaries with the neighbouring gardens. The proposal would incorporate rear gardens and amenity space to the centre of the site which would improve outlook to the immediate neighbours of the site.
- 6.4.3 The proposed layout would respect the rear building lines of neighbouring

properties and the rear elevations of buildings would not be less than 15 metres from the boundaries with neighbouring properties. No habitable room windows are proposed on the side elevations of the proposed buildings. It is therefore considered that the proposed development would have an acceptable relationship with the existing residential properties which neighbour the site.

6.5 Quality of the Residential Environment

- 6.5.1 There would be defensible space between ground floor habitable room windows and the public highway ensuring privacy to the ground floor accommodation within the development. The main entrances to the buildings would be from the street and car parking would benefit from natural surveillance providing a safe and secure residential environment. Integral cycle and refuse storage would be provided and this is located conveniently in relation to the proposed flats and dwellings.
- 6.5.2 All of the proposed flats would have access to a private balcony as well as an area of communal amenity space to the rear of the site which would be marginally less than the 20 sq.m per unit suggested by the Residential Design Guide. However, the communal area would provide a useable and good quality space which is directly accessible from all of the flats. The proposed dwellings to the south of this space have been reduced in height towards the rear to also ensure the communal area is not unduly enclosed.
- 6.5.3 Two of the proposed dwellings would have private gardens which do not meet the garden size standards recommended by the Residential Design Guide. This is partly due to the provision of parking to the frontages of the properties and an access path to rear garden storage, which also contributes to creating a positive residential environment. The gardens would be suitably private, south facing and directly accessible from the dwellings. As such, it is considered that in this instance, the smaller gardens for two of the houses would not result in a compromised residential environment and are therefore acceptable.

6.6 Parking and Highways

- 6.6.1 The policies within the Core Strategy and Local Plan Review as supported by the Parking Standards Supplementary Planning Document seek to reduce the need to travel by private car and set out that controlling the level of car parking is a key factor in ensuring more sustainable modes of travel. As the site lies within an area of High Accessibility to public transport (Public Transport Accessibility Level 6), the provision of 11 on-site car parking spaces is in accordance with the adopted maximum car parking standards. Having regard to the location of the site which is within walking distance of services and facilities and good access to public transport, the proposal is therefore considered to be acceptable in this respect. An obligation in the Section 106 agreement would preclude the issue of car parking permits to future residential occupiers to prevent exacerbating parking pressure on the surrounding streets.

6.7 Direct Local Impacts and Affordable Housing

- 6.7.1 The development triggers the need for a S.106 Legal Agreement to secure appropriate off-site contributions towards open space and highway infrastructure improvements and 20% affordable housing units in accordance with Core

Strategy policies CS16 and CS25. The applicants have confirmed their willingness to enter into the necessary obligations to mitigate against the scheme's direct local impacts and have also indicated that the scheme is likely to be delivered, as subject to the completion of the legal agreement, the proposal is therefore considered to be acceptable.

7. Summary

7.1 The proposed development would make good use of this identified housing site to deliver a mix of residential accommodation which includes family houses. Whilst, the corner feature of the existing building does have some visual interest, a conversion proposal would not deliver a scheme which would meet the Development Plan policies and guidance in terms of density, the provision of family homes and sufficient amenity space. As well as addressing these policy requirements, the proposed redevelopment also offers benefits in terms of an improved relationship with the immediate residential neighbours of the site, the provision of soft landscaping and amenity space and a domestic pattern of development which reflects the character of the area.

8. Conclusion

8.1 Subject to the imposition of the suggested conditions attached to this report and the receipt of amended plans, the proposal would be acceptable. The application is therefore recommended for approval.

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

1 (a), (b), (c), (d), 2 (b), (c), (d), 3(a), 4 (f), (vv) 6 (a), (c), (f), (i), 7 (a)

JT for 19/11/12 PROW Panel

PLANNING CONDITIONS

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

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

Reason:

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

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

Notwithstanding the information shown on the approved drawings and application form no development works shall be carried out unless and until a written schedule of external materials and finishes has been submitted to and approved in writing by the Local Planning Authority. Development shall be implemented only in accordance with the agreed details. These shall include full details of the manufacturers, types and colours of the external materials to be used for external walls, windows, doors and the roof of the proposed buildings. It is the Local Planning Authority's practice to review all such materials on site. The developer should have regard to the context of the site in terms of surrounding building materials and should be able to demonstrate why such materials have been chosen and why alternatives were discounted. If necessary this should include

presenting alternatives on site.

Reason:

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

03. APPROVAL CONDITION - Landscaping, lighting & means of enclosure detailed plan [Pre-Commencement Condition]

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

- i. proposed finished ground levels or contours; means of enclosure; car parking layouts; other vehicle pedestrian access and circulations areas, hard surfacing materials, structures and ancillary objects (refuse bins, lighting columns etc.);
- ii. planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/planting densities where appropriate;
- iii. an accurate plot of all trees to be retained and to be lost. Any trees to be lost shall be replaced on a favourable basis (a two-for one basis unless circumstances dictate otherwise);
- iv. details of any proposed boundary treatment, including retaining walls; and
- v. a landscape management scheme.

Any trees, shrubs, seeded or turfed areas which die, fail to establish, are removed or become damaged or diseased, within a period of 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 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.

Reason:

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

04. APPROVAL CONDITION - Construction Method Statement [Pre-commencement condition]

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 Statement (CMS) for the development. The CMS shall include details of: (a) parking of vehicles of site personnel, operatives and visitors; (b) loading and unloading of plant and materials; (c) storage of plant and materials, including cement mixing and washings, used in constructing the development; (d) treatment of all relevant pedestrian routes and highways within and around the site throughout the course of construction and their reinstatement where necessary; (e) measures to be used for the suppression of dust and dirt throughout the course of construction; (f) details of

construction vehicles wheel cleaning; and, (g) details of how noise emanating from the site during construction will be mitigated. The approved CMS 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.

05. APPROVAL CONDITION - Measures to Protect the Public Sewer [performance condition]

Unless otherwise agreed in writing by the Local Planning Authority, no development or new tree planting shall be located within 3 metres either side of the centreline of the public sewer and all existing infrastructure should be protected during the course of the construction works. Furthermore, no new soakaway should be located within 5 metres of a public sewer.

Reason:

To protect the existing public sewer from damage

06. APPROVAL CONDITION - Foul and Surface Water Disposal [pre-commencement condition]

Prior to the commencement of the development hereby approved, full details of foul and surface water disposal shall be submitted to and approved in writing by the Local Planning Authority. The development shall proceed in accordance with the agreed details.

Reason:

To secure a satisfactory form of development.

07. APPROVAL CONDITION - Code for Sustainable Homes [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 Level 4 of the Code for Sustainable Homes in the form of post construction assessment and certificate as issued by a legitimate Code for Sustainable Homes certification body, 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).

08. APPROVAL CONDITION - Archaeological 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.

09. APPROVAL CONDITION - Archaeological 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.

10. APPROVAL CONDITION - 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.

11. APPROVAL CONDITION- Land Contamination investigation and remediation [Pre-Commencement & Occupation Condition]

Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved by the Local Planning Authority. That scheme shall include all of the following phases, unless identified as unnecessary by the preceding phase and approved in writing by the Local Planning Authority:

1. A desk top study including;
historical and current sources of land contamination
results of a walk-over survey identifying any evidence of land contamination
identification of the potential contaminants associated with the above
an initial conceptual site model of the site indicating sources, pathways and receptors
a qualitative assessment of the likely risks
any requirements for exploratory investigations.
2. A report of the findings of an exploratory site investigation, characterising the site and allowing for potential risks (as identified in phase 1) to be assessed.
3. A scheme of remediation detailing the remedial actions to be taken and how they will be implemented.

On completion of the works set out in (3) a verification report shall be submitted to the Local Planning Authority confirming the remediation actions that have been undertaken in accordance with the approved scene of remediation and setting out any measures for maintenance, further monitoring, reporting and arrangements for contingency action. The verification report shall be approved by the Local Planning Authority prior to the occupation or operational use of any stage of the development.

Any changes to these agreed elements require the express consent of the local planning authority.

Reason:

To ensure land contamination risks associated with the site are appropriately investigated and assessed with respect to human health and the wider environment and where required remediation of the site is to an appropriate standard.

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

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

Reason:

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

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 - Cycle Storage [performance condition]

Cycle storage shall be laid out with a level approach prior to the first occupation of the development hereby approved in accordance with the plans hereby approved. The cycle storage shall be thereafter retained.

Reason:

In the interests of the visual appearance of the building and the area in general and to promote alternative modes of travel to the private car.

16. APPROVAL CONDITION - Refuse & Recycling Bin Storage [Performance condition]

Bin storage shall be laid out with a level approach prior to the first occupation of the development hereby approved in accordance with the plans hereby approved. The facilities shall include accommodation for the separation of waste to enable recycling. The approved refuse and recycling storage shall be retained whilst the building is used for residential purposes.

Reason:

In the interests of the visual appearance of the building and the area in general.

17. APPROVAL CONDITION - Amenity Space Access [performance condition]

The amenity space areas shown on the plans hereby approved, and pedestrian access to it, shall be made available as amenity space prior to the first occupation of the dwelling hereby permitted and shall be retained with access to it at all times for the use of the occupiers of the development .

Reason:

To ensure the provision of adequate amenity space in association with the approved dwelling.

18. APPROVAL CONDITION - Hours of Construction [Performance condition]

In connection with the implementation of this permission any demolition, conversion and construction works, including the delivery of materials to the site, shall not take place outside the hours of 8am and 6pm Mondays to Fridays and 9am and 1pm on Saturdays. Works shall not take place at all on Sundays or Public Holidays without the prior written approval of the Local Planning Authority. Any works outside the permitted hours shall be confined to the internal preparation of the buildings without audible noise from outside the building, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To protect local residents from unreasonable disturbances from works connected with implementing this permission.

19. APPROVAL CONDITION - Removal of permitted development [performance condition]

Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (as amended), or any Order revoking or re-enacting that Order, no development permitted by classes A (extensions), B (roof alterations), C (other roof alterations), D (porches), F (hard surfaces) of Part 1 of Schedule 2 of the Order, shall be carried out without the prior written consent of the Local Planning Authority for the houses hereby approved.

Reason:

In order to protect the amenities of the locality and to maintain a good quality environment and in order to ensure that sufficient private amenity space remains to serve the houses.

20. APPROVAL CONDITION - No other windows [performance condition]

Unless the Local Planning Authority agree otherwise in writing and notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 1995 (as amended), or any Order revoking or re-enacting that Order, in relation to the development hereby permitted, no windows, doors or other openings shall be constructed in the side elevations of the dwellings above ground floor level other than those expressly

authorised by this consent.

Reason:

In order to protect the amenity and privacy of neighbouring properties.

21. APPROVAL CONDITION - Parking and Access [pre-occupation condition]

Prior to the occupation of the development hereby approved both the access to the site and the parking spaces for the development shall be provided in accordance with the plans hereby approved. The parking shall be retained for that purpose and not used for any commercial activity.

Reason:

To ensure a satisfactory form of development

22. APPROVAL CONDITION - Construction Details [pre-commencement condition]

Prior to any development commencing details of the following elements of the scheme shall be to and approved in writing with the Local Planning Authority at not less than 1:20 scale:

1. The roof parapet details
2. Balustrading, glazing specification and handrail details to balconies
3. Under-balcony supports
4. Window specifications including window recesses

The development shall proceed in accordance with the agreed details, unless otherwise agreed in writing by the Local Planning Authority.

Reason:

To ensure the development is undertaken in a satisfactory manner.

23. APPROVAL CONDITION - Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans listed in the schedule attached below, unless otherwise agreed in writing with the Local Planning Authority.

Reason:

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

POLICY CONTEXT

Core Strategy - (January 2010)

CS4	Housing Delivery
CS6	Housing Density
CS13	Fundamentals of Design
CS14	Historic Environment
CS15	Affordable Housing
CS16	Housing Mix and Type
CS18	Transport: Reduce-Manage-Invest
CS19	Car & Cycle Parking
CS20	Tackling and Adapting to Climate Change
CS22	Promoting Biodiversity and Protecting Habitats
CS25	The Delivery of Infrastructure and Developer Contributions

City of Southampton Local Plan Review – (March 2006)

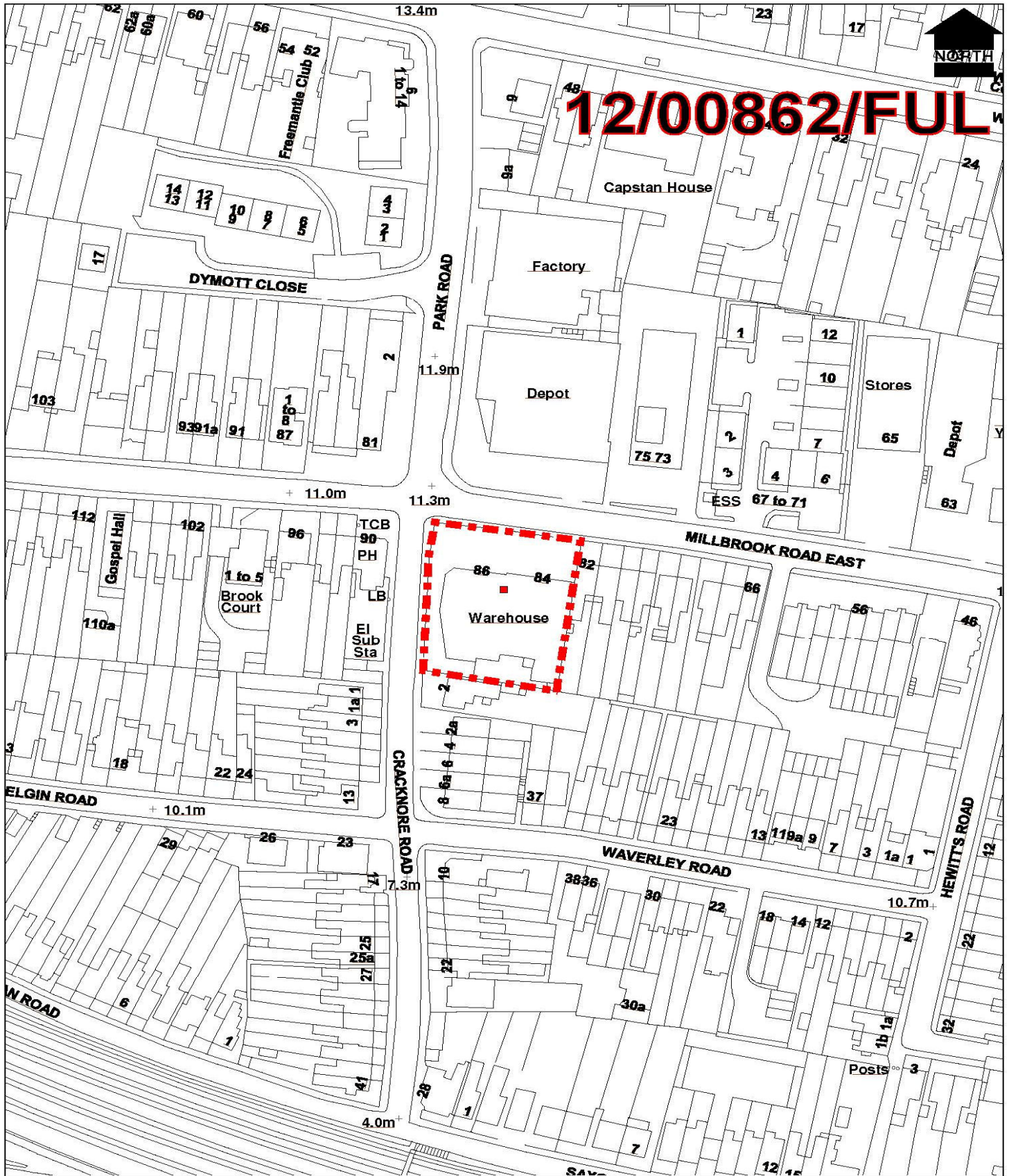
SDP1	Quality of Development
SDP4	Development Access
SDP5	Parking
SDP6	Urban Design Principles
SDP7	Urban Design Context
SDP8	Urban Form and Public Space
SDP9	Scale, Massing & Appearance
SDP10	Safety & Security
SDP11	Accessibility & Movement
SDP12	Landscape & Biodiversity
SDP13	Resource Conservation
SDP14	Renewable Energy
NE4	Protected Species
HE6	Archaeological Remains
CLT6	Provision of Children's Play Areas
CLT7	Provision of New Public Open Space
H1	Housing Supply
H2	Previously Developed Land
H7	The Residential Environment
TI2	Vehicular Access

Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)
Parking Standards Supplementary Planning Document

Other Relevant Guidance

The National Planning Policy Framework 2012



Scale : 1:1250

Date 07 November 2012

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