

**Planning, Transport & Sustainability Division**  
**Planning and Rights of Way Panel 11 December 2012**  
**Planning Application Report of the Planning and Development Manager**

<b>Application address:</b> Park Hotel, 90 Shirley Road			
<b>Proposed development:</b> Erection of two-storey extensions to both sides of the building and conversion to provide 11 Flats (7 x one bedroom and 4 x two bedroom) with associated parking and storage facilities.			
<b>Application number</b>	12/01482/FUL	<b>Application type</b>	FUL
<b>Case officer</b>	Mathew Pidgeon	<b>Public speaking time</b>	15 minutes
<b>Last date for determination:</b>	31/12/2012	<b>Ward</b>	Freemantle
<b>Reason for Panel Referral:</b>	Major planning application subject to objection	<b>Ward Councillors</b>	Cllr Parnell Cllr Shields Cllr Moulton

<b>Applicant:</b> Orchard Homes Ltd	<b>Agent:</b> Tony Oldfield Architects
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<b>Recommendation Summary</b>	<b>Delegate to Planning and Development Manager to grant planning permission subject to criteria listed in report</b>
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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 the impact on the character of the non-designated heritage asset, surrounding character and amenity, along with the living environment provided for the residents and lack of the inclusion of family dwellings, have been considered and are not judged to have sufficient weight to justify a refusal of the application. Where applicable conditions have been applied in order to satisfy these matters. The scheme is therefore judged to be in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and thus planning permission should therefore be granted. In reaching this decision the Local Planning Authority offered a pre-application planning service and has sought to work with the applicant in a positive and proactive manner as required by paragraphs 186-187 of the National Planning Policy Framework (2012)

Policies - SDP1, SDP4, SDP5, SDP6, SDP7, SDP8, SDP9, SDP10, SDP11, SDP12, SDP13, SDP14, SDP16, SDP17, H1, H2, H5 and H7 of the City of Southampton Local Plan Review (March 2006) and CS4, CS5, CS13, CS14, CS15, CS16, CS19, CS20, CS22 and CS25 of the Local Development Framework Core Strategy Development Plan Document (January 2010).

<b>Appendix attached</b>	
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 children’s play space.
  - 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.
- 2) In the event that the legal agreement is not completed within two months of the Panel 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.
  - 3) That the Planning and Development Manager be given delegated powers to vary relevant parts of the Section 106 agreement and to remove, vary or add conditions as necessary.

**1. The site and its context**

- 1.1 The site is located on the corner of Shirley Road and Sir George’s Road. Shirley Road provides excellent transport links to the city centre and also provides a route out of the city to the North West. Throughout the day there is a large amount of traffic movement along Shirley Road.
- 1.2 The site is currently occupied by a vacant Public House named The Park Hotel. The current building makes a positive contribution to the streetscape.
- 1.3 The surrounding area to the site is mixed use, but predominantly residential, comprising a mix of terraced houses, semi-detached houses, flats (on the opposite side of Shirley Road), shops (car sales, general store, funeral office) and shops currently under renovation adjacent to the site again on Shirley Road.
- 1.4 The surrounding houses and shops are generally two storeys high with pitched roofs; however there are also a number of three storey blocks of flats within the immediate locality. Materially the character of the area is comprised of redbrick and white / pale render with grey or brown interlocking tiles / slates on the roof.
- 1.5 Controlled Parking Zone 8 is in operation along Sir George’s Road. The parking restriction in place only allows permit holders to park on the road between 8am and 6pm Monday - Saturday. Otherwise non-permit holders are allowed to park on the

street during those times stated for only one hour with no return within 2 hours.

## **2. Proposal**

- 2.1 The proposal would result in the incorporation of 11 residential units within the existing and extended elements of the building occupying the site. The scheme seeks to provide a mixture of residential unit types, seven one bed flats and four two bed flats, along with associated refuse and cycle parking facilities. The proposal does not provide a family unit (defined as a unit with three bedrooms and direct access to private amenity space).
- 2.2 Two vehicular parking spaces are also provided. Amenity space in the form of small private balconies for two of the units and a shared garden space will be available.
- 2.3 The existing building would be retained, improved and extended. The additions to the existing building extend across the two road frontages of Shirley Road and Sir Georges Road. Fronting Shirley Road there would be a first floor extension over the single storey element of the host building and a single storey element to the north adjacent to the neighbour at 92 Shirley Road. Addressing Sir Georges Road there would be an extension towards the neighbour at number 1. The extension will be two storeys in height and formed of two visually different sections.

## **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 Major developments are expected to meet high sustainable construction standards in accordance with adopted Core Strategy Policy CS20 and Local Plan “saved” Policy SDP13.
- 3.3 The National Planning Policy Framework (NPPF) came into force on 27 March 2012 and replaces the previous set of national planning policy guidance notes and statements. Having regard to paragraph 214 of the NPPF the local policies and saved policies listed in this report retain their full material weight for decision making purposes.

## **4. Relevant Planning History**

- 4.1 The building first appears on the 1869 map and is extended into its present form by 1897. There is no relevant planning history.

## **5. Consultation Responses and Notification Representations**

- 5.1 Following the receipt of the planning application a publicity exercise in line with department procedures was undertaken which included notifying adjoining and nearby landowners, placing a press advertisement 11/10/2012 and erecting a site notice 08/10/2012. At the time of writing the report 9 representations have been received from surrounding residents/interested bodies including a local ward councillor and a local residents group.
- 5.2 Three letters of support have been provided. The remaining six letters have raised

the following objections to the scheme:

- 5.3 **Concerns raised in respect of the potential additional number of vehicles which would be parked in Sir George's Road. The number of people trying to park in the street may cause increased tension and friction. The amenity space could be used as a mixed amenity/parking area.**

Response

The new flats may well impose some additional parking pressure on Sir Georges Road. The replacement of the amenity space within the site by a parking area is not practical. As a consequence the quality of the residential environment proposed for the occupants is likely to be reduced. Whilst car ownership cannot be predicted with accuracy it is noteworthy that the site is located within a high accessibility area where car ownership is not necessary to access shops and amenities associated with Town/City Centres. Whilst the car parking situation is acknowledged the positive aspects of the proposal outweigh the negative.

- 5.4 **No consideration has been given to the relationship between the proposed extension and number 1 Sir Georges Road although there has been a reduction to the width of the building at first floor to reduce the impact on number 92 Shirley Road.**

Response

The mass of the first floor has been reduced since the original submission to improve the definition between the two buildings which has improved the street scene. The relationship between the extended section of the building and the neighbour at number 1 Sir Georges Road is considered typical of separation distances between buildings along Sir Georges Road and in urban Southampton.

- 5.5 **The height of the building proposed will be greater than the height of number 1 Sir Georges Road. The increased height close to 1 Sir Georges Road will result in reduced light to the front door, kitchen/back door at ground floor level and bathroom and side bedroom on the first floor.**

Response

Since the submission of the objection letter amended plans have been received in response to this issue. The height of the extended element adjacent to number 1 Sir Georges Road has now been reduced. Notwithstanding the reduced height of the building; neighbouring properties which overlook vacant sites shouldn't preclude development. The ground floor windows affected are not to habitable rooms. The small bedroom on the first floor will be affected to some extent but not to a degree which would justify refusal of permission given the relationship to the boundary.

- 5.6 **The neighbouring property at 1 Sir Georges Road will be overlooked and the occupants will have reduced privacy.**

Response

At first floor level windows facing the neighbour at number 1 Sir Georges Road will be obscurely glazed. The neighbouring garden at 1 Sir Georges Road and the rear facing first floor windows of the proposed development would not have an

uncommon relationship given the urban nature of the local environment where there exists a degree of overlooking of neighbouring amenity spaces. The proposal is not judged to be significantly harmful.

**5.7 Loss of chimneys would be detrimental to character.**

Response

The chimneys are now proposed to be retained.

**5.8 SCC Architects Panel - No objections:**

- Given surrounding materials a pale buff or yellow brick is suggested.
- Flat roofed areas would benefit from a parapet detail or corbelled brickwork detailing.
- Window details with reveals etc should be reserved by condition.

Response. Many of the suggestions have been incorporated into the latest revision and conditions can be used if necessary to secure specific aspects of the scheme.

**5.9 SCC City Design - No objections:**

- The new flat roofed upper floors should have a string course detail just below the parapet to add interest to the elevations. This would also benefit the ground floor to continue the string course detail along the frontage;
- The set back two storey element fronting the side road should have a pitched roof of similar height and detailing to the existing one,
- Fenestration should be in the same proportions to the existing and set out in pairs or equally spaced to similar to the existing (windows should have a reasonable amount of brickwork between if in pairs so as not to look pinched)
- The return to the main road frontage should be square to the frontage, stepping out if required to the rear retain the floor space Red brick to match existing context.

Response. Many of the suggestions have been incorporated into the latest revision.

**5.10 SCC Sustainability Team – Add relevant Code 4 conditions.**

**5.11 City of Southampton Society - No objection.**

**5.12 SCC Environmental Health (Pollution & Safety) - Suggest relevant conditions.**

**5.13 SCC Environmental Health (Contaminated Land) - Suggest relevant conditions.**

**5.14 Southern Water – Apply standard informative.**

**5.15 SCC Ecology – Site has no intrinsic biodiversity value. The bat survey is now out of date however, whilst the condition of the building has deteriorated since the survey was undertaken the quality of the surrounding environment has not improved. It is unlikely that bats are present in the building. The presence of bats can however never be ruled out. Work affecting areas that could be used by bats, for example soffits, weather boards, roof tiles etc, should be undertaken by hand. No objection.**

**5.16 SCC Historic Environment – The current building makes a positive contribution to**

the streetscape, and, although in need of some attention, it would be possible to convert the existing building rather than demolishing it and constructing something new which may be out of character with the streetscape. Although not listed, the building can be regarded as a heritage asset and we would strongly recommend its retention and conversion rather than allowing it to be demolished.

- 5.17 **SCC Archaeology** - Provision should be made for the building to be recorded prior to its conversion. Recommend this is carried out to Level 2 standard as outlined in the English Heritage document "Understanding Historic Buildings, A Guide to Good Recording Practice". Add relevant condition.
- 5.18 **SCC Development Co-ordinator, Environment and Economy** - No Employment and Skills Plan requirement for the Section 106 agreement.
- 5.19 **SCC Highways Development Management** - Incorporation of three parking spaces results in highways safety (in particular pedestrians) being compromised. The number of parking spaces should be reduced to two.

Response: Amended plans reduce the number of parking spaces to two.

## **6.0 Planning Consideration Key Issues**

- 6.1 The key issues for consideration during the determination of this planning application are:
- the principle of the development;
  - the impact of the design of the building on the character of the area;
  - the quality of the residential environment produced for prospective residents;
  - the impact on the amenities of neighbouring and surrounding residents;
  - parking issues.
- 6.2 Principle of Development
- 6.3 The existing building is in a prominent position and is of local interest although it is currently in poor condition. The re-use of the building is to be commended. The extension of the building and use for residential purposes is supported by national and local policy.
- 6.4 Policy H2 of the Local Plan encourages the maximum use of derelict, vacant and underused land for residential development. Policy H8 of the Local Plan Review Policy sets a minimum density of 100 dwellings per hectare for new residential development in high accessibility areas. The area of the site proposed for development is 0.065 hectares. With 11 dwellings the density would be 169 units per hectare. The scheme therefore meets the council's density requirements.
- 6.5 Policy CS16 seeks a target of 30% family housing on sites where 10 or more residential properties are proposed. The scheme does not include family housing however given the constraints of the site; namely the re-use of this commercial building, the location on a busy road and limited available garden space, it is considered that the site is not conducive to family housing.

6.6 The impact of the design of the building on the character of the area

6.7 It is noteworthy that the developer Orchard Homes have worked closely with Freemantle Triangle Residents Association whilst investigating the potential residential development of the site. As result of discussions Orchard Homes have:

- Moved from their initial proposal of redeveloping the site.
- Agreed to retain the facades on Shirley Road and Sir Georges Road.
- Agreed to keep the original roof line and to re-slate as appropriate.
- Proposed to have pitched roofs on the new sections, ridge height to come in just below existing ridge height.
- Agreed to retain the chimney pots.

6.8 The proposed extension successfully complements the features of the existing building and accords with the principles set out in the residential design guide. The proposal has also managed to relate sufficiently to the rhythm of the street scene of both Sir Georges Road and Shirley Road; and provides a visual connection with the surrounding buildings in terms of storey height, eaves level, proportions and setbacks.

6.9 Conditions can be used to confirm details of the parapet design and window reveals.

6.10 The quality of the residential environment produced for prospective residents.

6.11 The proposed residential development is within walking and cycling distance of a range of local facilities and services with good access to public transport.

6.12 The privacy experienced by residents will be acceptable. Where windows are located on the pavement edge a lower section of obscure glazing shall be incorporated (controlled by condition) to prevent harmful inter-looking from the street. The cill height of the windows will also help to prevent significant loss of privacy enjoyed by the occupants. Where new windows will be added defensible space has been provided in front.

6.13 Whilst defensible space is not in front of each window at ground floor level the resulting situation is considered to be an acceptable compromise given that the proposal results in the reuse of the existing façade. The benefit of having habitable room windows on the external wall of the building ensures that natural surveillance of the street is achieved.

6.14 The amount of amenity space provided does not accord with the space requirements recommended in the residential design guide. To the rear approximately 96.25m<sup>2</sup> would be available as amenity space (turfed area on site plan therefore considered useable) where as the residential design guide recommends 220m<sup>2</sup> (20m<sup>2</sup> per flat). These deficiencies must be set against the advantages of living in a central location within easy walking distance of local shops and services. Planning Inspectors have supported this view in the recent past where similar situations have been proposed at other sites in the city.

6.15 Impact on the amenities of neighbouring and surrounding residents.

6.16 There will be some impact on the amenity enjoyed by the occupants of number 1 Sir George's Road. In particular the amount of light received to the Eastern side of the property; and outlook to the East, will be reduced. Since receiving the objection amended plans have been received which lower the height of the section of the building which is closest to the dwelling to reduce impact. The relationship now proposed is not uncommon in urban areas (two buildings in relative close proximity to one another) and the proposed building is set off the boundary by a similar distance to that of the the neighbour at number 1 Sir Georges Road.

6.17 The amended plans demonstrate that light received to the first floor windows will be acceptable given that the scheme now accords with the guidelines as set by the Building Research Establishment and adopted by the Council. A re-consultation exercise has taken place informing neighbours and objectors of the amended plans.

6.18 The position of the proposed windows at first floor level, and in part the use of obscure glazing, should ensure that neighbouring amenity (privacy) will not be significantly affected.

6.19 Parking

6.20 The dwelling is in a high accessibility area where greater than 20 buses per hour pass the site. Within a high accessibility area the adopted maximum parking standards would allow up to one parking space per residential unit. There is no requirement for the developer to provide any vehicular parking given that the standards are set at a maximum rather than minimum.

6.21 In order to determine the acceptability of the provision of two parking spaces as opposed to 11 (maximum permitted) one must balance the positive aspects of the scheme against elements which could be considered negative. When assessing the scheme weight should be attributed to the immediate proximity of the site to Shirley Road, associated public transport network and cycle storage provision. It should also be recognised that vehicular ownership cannot be pre-determined and it cannot be accurately predicted how many of the occupants, at any one time, will be car owners.

6.22 Additional parking provision on the site would also be considered to be an inefficient use of the land and may cause concern for highway safety. Additional car parking would also fail to encourage a modal shift towards more environmentally sustainable transport. In policy terms there is no specific reason to oppose the principle of the scheme owing to the level of parking provision.

6.23 In policy terms there is no specific reason to oppose the principle of the scheme owing to the parking provision. In terms of amenity Officers do not believe that all occupants of the flats will be car owners and whilst it is recognised that there maybe some overspill parking; and neighbouring residents may be inconvenienced by not being able to park outside their own homes, the harm caused by these changes are not judged to outweigh the aspects of the scheme which are supported.

**7.0 Summary**

7.1 The proposal involves the re-use of previously developed land within urban Southampton and will result in both a more efficient use of land and the reuse of an



important character building.

- 7.2 The site is appropriate for residential use given that it is located within a high accessibility area and accordingly has good access to public transport and local facilities such as shops, schools, employment and community facilities.
- 7.3 The façade of the building remains the focal point of the development and also of the street scene where it forms an important landmark.
- 7.4 Impact on local amenity, including the residential amenity enjoyed by the occupants of number 1 Sir Georges Road, has been considered and carefully minimised. The amenity enjoyed by the proposed occupants will be acceptable.

## **8.0 Conclusion**

- 8.1 The negative aspects of the scheme are judged to be outweighed by the positive and as such the scheme is recommended for approval subject to a Section 106 agreement and conditions.

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

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

### **MP3 for 11/12/12 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 - 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.

#### **03. APPROVAL CONDITION - Schedule of building materials to be used [Pre-Commencement Condition]**

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 external walls, windows, drainage goods and roof in the construction of the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority.

(Note: Render, roofing materials, drainage goods and window details should match as closely as possible the materials, design and finish of the property at present unless there

is a justifiable reason to alter it. Details of proposed down pipes to the extended element of the scheme should be included.

Reason:

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

#### **04. APPROVAL CONDITION - Details of building elements [Pre-Commencement Condition]**

Further details of building elements proposed are required and must be agreed in writing by the Local Planning Authority prior to the commencement of development.

A 1:20 scale drawing must be provided to illustrate window details including recess, sill projection/design and addition of obscure glazing treatment.

- o cills should be stone or pre-fabricated stone.
- o Window recess/relief should match that of the original Park Hotel building.
- o Details of obscure glazing treatment and position of the open-able section of windows fronting Shirley Road and Sir Georges Road (not to open outwards onto the pavement) shall be provided. The details should include section drawings of the ground floor fronting Shirley Road and Sir Georges Road, which details the relative positions of the pavement, position of ground floor windows and location of obscurely glazed treatment shall be provided. The obscure glazing treatment should demonstrate how the scheme would prevent loss of privacy from pedestrians on the pavement along with allowing outlook from habitable room windows.
- o Details of the parapet walls (string courses and corbelled brickwork) to the flat roof areas of the development and string course to the ground floor section adjacent to 91 Shirley Road are also required.

Reason:

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

#### **05. APPROVAL CONDITION - No other windows or doors other than approved [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 windows, doors or other openings including roof windows or dormer windows other than those expressly authorised by this permission shall be inserted into first floor level north and east facing walls; or the ground or first floor level walls facing Shirley Road or Sir Georges Road without the prior written consent of the Local Planning Authority.

Reason:

To protect the amenities of the adjoining residential properties.

**06. APPROVAL CONDITION - Glazing - soundproofing from external traffic noise [Pre-Commencement Condition]**

Works pursuant to this permission shall not be commenced until a scheme for protecting the proposed flats and houses from traffic noise from Shirley Road and Sir Georges Road has been submitted to and approved by the local planning authority in writing. Unless otherwise agreed in writing, that scheme shall specify either:- Outer pane of glass - 10mm

Air gap between panes - 12mm

Inner pane of glass - 6 mm

or, with secondary glazing with a -

Outer pane of glass - 6mm

Air gap between panes - 100mm

Inner pane of glass - 6.4 mm

There must be no trickle vents installed in any case. For ventilation purposes in all cases, provision of acoustically treated 'BBA' approved mechanically powered ventilation should be the preferred option. However, provision of acoustic trickle vents will be acceptable. Once approved, that glazing shall be installed before any of the flats are first occupied and thereafter retained at all times.

Reason:

In order to protect occupiers of the flats from traffic noise.

**07. APPROVAL CONDITION - Windows not to overhang pavement**

The windows serving the development hereby approved shall at no time open outwards onto the public highway.

Reason:

In the interests of highway safety

**08. APPROVAL CONDITION - Balcony privacy screening [Pre-Commencement Condition].**

Prior to the commencement of the development hereby approved details of the balustrade, and measures to prevent loss of privacy to neighbouring residents (privacy screen) shall be submitted to and approved in writing by the Local Planning Authority. Once approved the balustrade and privacy screen must be installed prior to the use of the roof terraces, fronting Shirley Road, in association with the building and retained in perpetuity.

REASON

To protect the amenities of the occupiers.

**09. APPROVAL CONDITION - Code for Sustainable Homes [Pre-Commencement Condition]**

Before the development commences, written documentary evidence demonstrating that the development will achieve at minimum Level 4 of the Code for Sustainable Homes in the form of a design stage assessment, shall be submitted to the Local Planning Authority for its approval, unless an otherwise agreed timeframe is agreed in writing by the LPA.

REASON:

To ensure the development minimises its overall demand for resources and to demonstrate compliance with policy CS20 of the Local Development Framework Core Strategy Development Plan Document Adopted Version (January 2010).

**10. 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).

**11. APPROVAL CONDITION - Archaeological building-recording [Pre-Commencement Condition]**

No development shall take place within the site until the implementation of a programme of archaeological building 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 the building is initiated at an appropriate point in demolition procedure.

**12. 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, and treatment of hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority.

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.

**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

**13. APPROVAL CONDITION - Archaeological work programme [Performance Condition]**

The developer will secure the completion of a programme of archaeological building recording and assessment 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 building recording is completed.

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

The communal external amenity space serving the development hereby approved and pedestrian access to it shall be carried out in accordance with the approved plans and 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 occupants.

REASON:

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

**15. APPROVAL CONDITION - Cycle and Refuse Storage Facilities [Pre-Occupation Condition].**

The approved cycle and refuse storage facilities shall be constructed in accordance with the approved plans prior to the first occupation of the hereby approved development. Such facilities as approved shall be permanently retained for that purpose.

Reason:

To encourage cycling as an alternative form of transport and in the interests of visual amenity, the amenities of future occupiers of the development and the occupiers of nearby properties.

**16. APPROVAL CONDITION - Restricted use of flat roof area [Performance Condition]**

Other than the two terraces proposed to be added at the front of the building the remaining roof area of the development hereby approved, which incorporates a flat roof surface, shall not be used as a balcony, terrace, roof garden or similar amenity area without the grant of further specific permission from the Local Planning authority.

Reason:

In order to protect the privacy of adjoining occupiers.

**17. APPROVAL CONDITION, Protection of protected species [Performance Condition]**

The removal of parts of the existing building to facilitate the construction of the development hereby approved, such as fascia boards, bargeboards, soffits, etc., shall be carried out by hand and checked to ensure no individuals of a protected species are present (most likely bats).

Reason:

To ensure no harm is caused to any potential habitat of a protected wildlife species.

**18. 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.

**19. 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.

**20. 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.

**21. APPROVAL CONDITION - Construction Environment Management Plan (Pre-Commencement Condition)**

Prior to the commencement of any development a written construction environment management plan shall be submitted to and approved by the LPA. The plan shall contain method statements and site specific plans to prevent or minimise impacts from noise, vibration, dust and odour for all operations, as well as proposals to monitor these measures at the site boundary to ensure emissions are minimised beyond the site boundary. All specified measures shall be available and implemented during any processes for which those measures are required.

Reason:

To protect the amenities of the occupiers of existing nearby properties.

**22. 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.

## Note to Applicant

### 1. Informative:

A formal application for connection to the public sewage system is required in order to service this development. To initiate a sewer capacity check to identify the appropriate connection point for the development, please contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH (tel 01962 858688), or [www.southernwater.co.uk](http://www.southernwater.co.uk)

Southern Water's current sewerage records do not show any public sewer to be crossing the above site. However due to changes in legislation that came into force on 1st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, SO23 9EH (tel 01962 858688).

If a protected wildlife species is discovered during the removal of parts of the existing building required to facilitate the construction of the development hereby approved works should stop immediately and Natural England contacted for advice on how to proceed.

**POLICY CONTEXT**

Core Strategy - (January 2010)

CS4	Housing Delivery
CS5	Housing Density
CS13	Fundamentals of Design
CS14	Historic Environment
CS15	Affordable Housing
CS16	Housing Mix and Type
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
SDP16	Noise
SDP17	Lighting
H1	Housing Supply
H2	Previously Developed Land
H5	Conversion to residential Use
H7	The Residential Environment

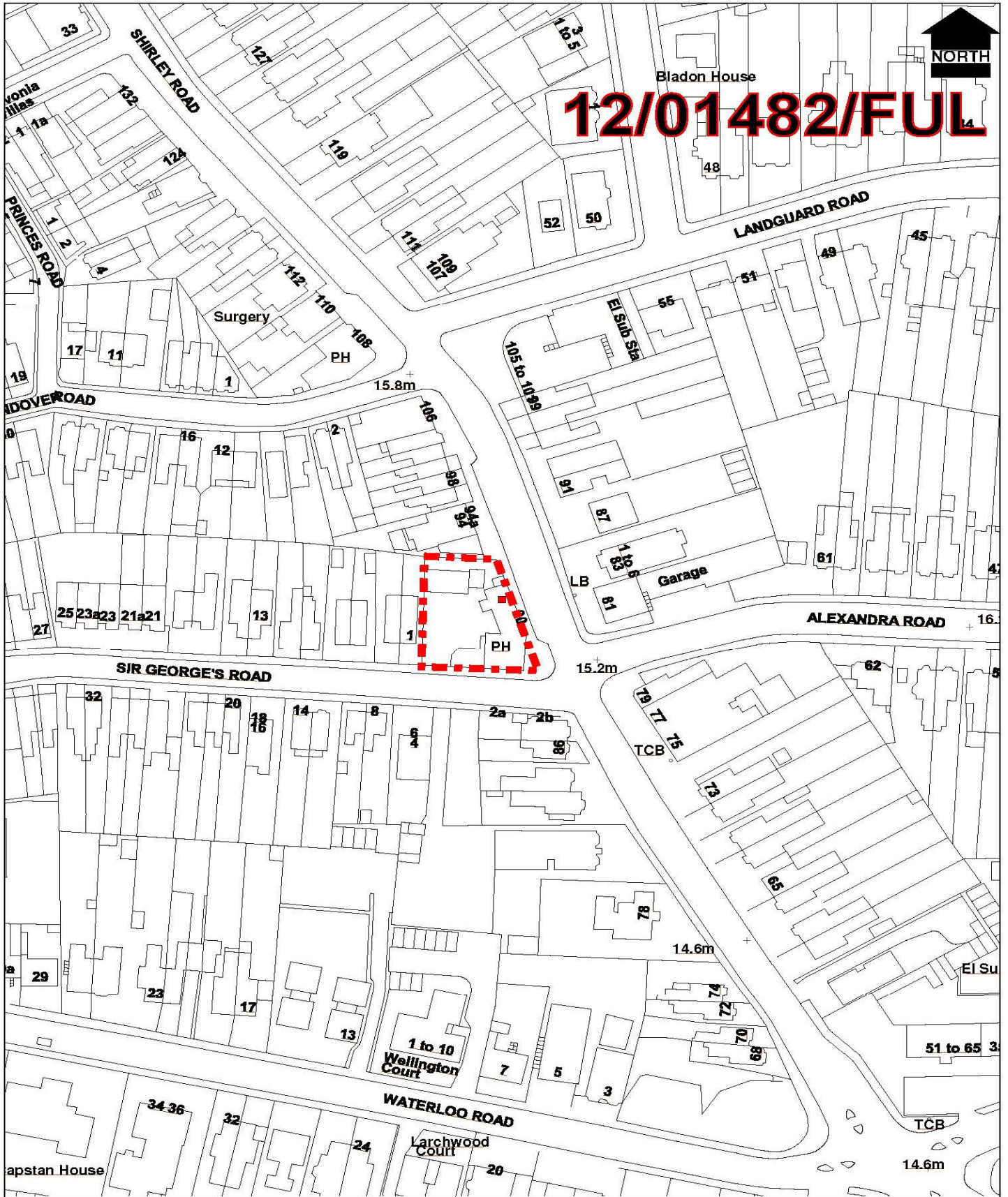
Supplementary Planning Guidance

Residential Design Guide (Approved - September 2006)  
Planning Obligations (Adopted - August 2005 and amended November 2006)  
Parking Standards (September 2011)

Other Relevant Guidance

NPPF National Planning Policy Framework





**12/01482/FUL**

Scale : 1:1250

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